



Making Monterevillo

COMPREHENSIVE PLAN
ADOPTED JULY 16, 2020



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This plan was prepared as a cooperative effort of the U.S. Department of Transportation (USDOT), Federal Highway Administration (FHWA), Federal Transit Administration (FTA), the Alabama Department of Transportation (ALDOT), MPO and RPCGB as a requirement of Title 23 USC 134 and subsequent modification under Public Law 114-94 (FAST Act) December 2015. The contents of the plan do not necessarily reflect the official views or policies of the USDOT.

The contents of this Comprehensive Plan reflect the City of Montevallo's community values. The Plan serves as a guide to interpreting citizen values into future land use decisions, capital investments and public policies. As such, the recommendations within this Comprehensive Plan are not legally binding upon the City of Montevallo.

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Hollie C. Cost, Mayor
Herman Lehman, City Clerk

Montevallo City Council

Rusty Nix, City Council, District 1
Willie Goldsmith, City Council, District 2
Tiffany Bunt, City Council, District 3
Jason Peterson, City Council, District 4
Arthur Herbert, City Council, District 5

Planning and Zoning Commission

Charles Binion
Donnie Norris
Kenneth Dukes
Nathan Stamps
Amy Feger
Lisa Terrill
Robert Doyle
Kristen Bridges, Chairman
Rusty Nix, City Council, District 1

Regional Planning Commission of Greater Birmingham

Charles Ball, AICP, Executive Director
Ray Morris, Deputy Executive Director
Scott Tillman, Director of Planning and Operations
Lindsay S. Puckett, AICP, Principal Planner and Project Manager
Maria Hines, AICP, Senior Planner
Hunter Garrison, AICP, Community Planner
Samuel Parsons, AICP, Transportation Planner
Brett Isom, GIS Manager

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PLAN OVERVIEW

GEOGRAPHIC LOCATION

Montevallo is located in southwestern Shelby County with the Downtown being located along Highway 119 near its junction with Highway 25. A plaque on Reynolds Cemetery Road, just off Highway 25, in the eastern corner of the town, marks the geographic center of the state of Alabama. Montevallo is home to the state's only public liberal arts college, the University of Montevallo, which was originally founded on October 12, 1896 as the Alabama Girl's Industrial School. The campus is just a short walk from Montevallo's Main Street and historic Downtown.

Montevallo has 12.59 square miles of land area and is located 36 miles south of Downtown Birmingham and 64 miles north of the state capital in Montgomery. Montevallo is mostly surrounded by rural unincorporated portions of Shelby County with its nearest incorporated municipal neighbors being Calera (6 miles to the east) and Alabaster (11 miles to the north).

BACKGROUND

The City of Montevallo Comprehensive Plan, which has been branded as Making Montevallo, is the cooperative effort between the Regional Planning Commission of Greater Birmingham (RPCGB) and the City of Montevallo. The last Montevallo Comprehensive Plan was adopted in 2008. In the past 12 years the City of Montevallo has made great strides in enhancing the quality of life for all of its citizens through a number of public improvements such as Main Street sidewalk and streetscape investments, becoming a designated Alabama Communities of Excellence Community and establishing a local Main Street program. Montevallo has come a long way in a short period of time and continues to grow stronger and more vibrant with investments large and small. Given this progress, it is an opportune time to develop a new citywide Montevallo Comprehensive Plan to complement the Main Street's revitalization efforts and help residents, workers, students and visitors to experience all that Montevallo has to offer.

Funding for the Comprehensive Plan was provided via the RPCGB's planning assistance program, Building Communities. Under the Building Communities Program, the RPCGB provides funding at 80% of the plan's total cost; the City of Montevallo provided funding in the amount of 20% of the plan's total cost.

PURPOSE OF THE PLAN

The Comprehensive Plan for the City of Montevallo is intended to define the City's overall vision for growth and redevelopment. It is not a law or a zoning ordinance but is intended to serve as a policy guide to community decision-making regarding land use, development, growth management and capital improvements decisions. It provides a framework for guiding public and private decisions that will affect new development as well as reinvestment in existing neighborhoods and business areas.

A Comprehensive Plan is based on the citizens' vision of how they want their city to grow in the future— it is a long-term vision (typically covering 5 to 15 years) that may extend beyond the lifetime of those participating in drafting the plan.

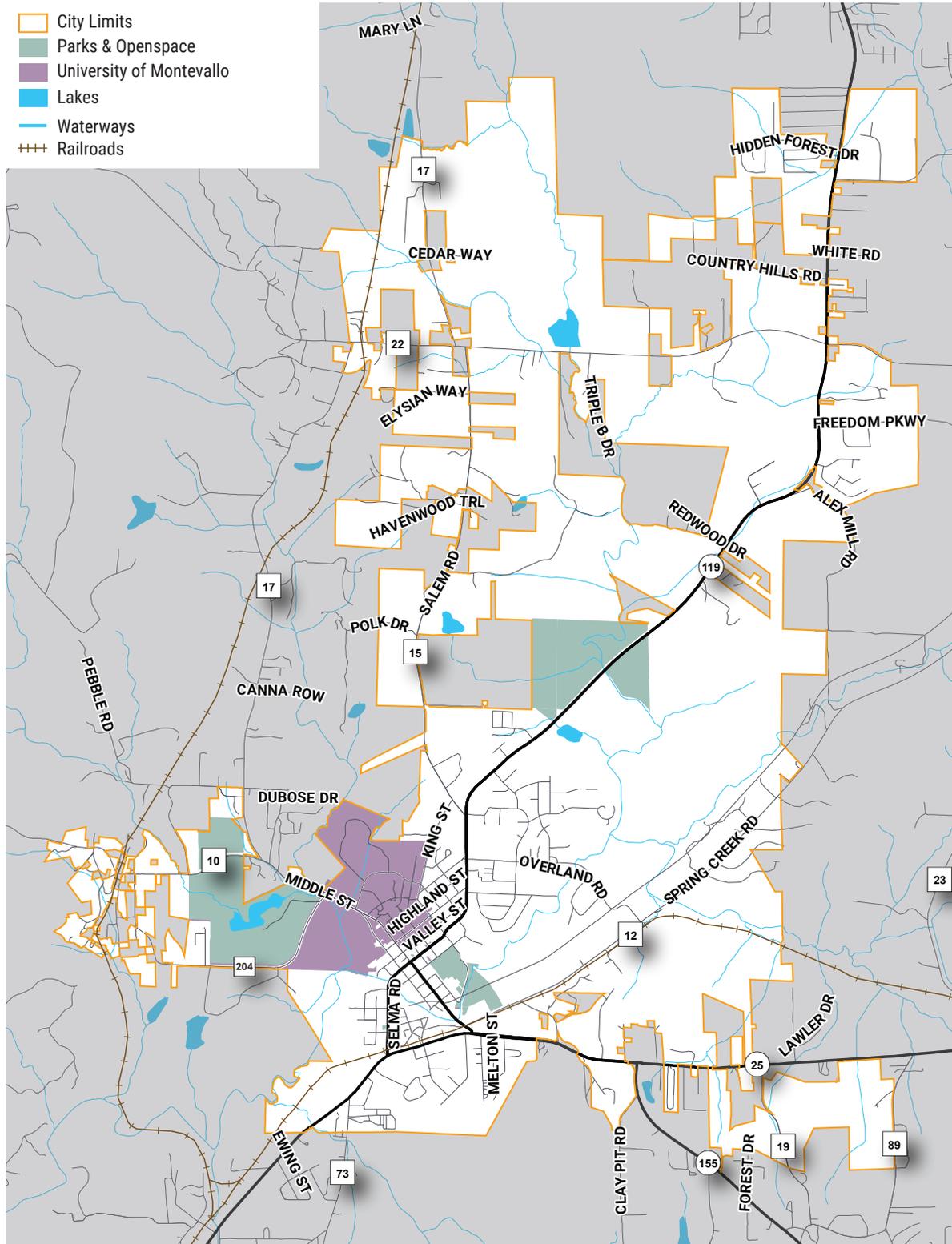
The Comprehensive Plan is used as a guide for public investment decisions, to determine what types of transportation system investments are needed, to determine what changes are needed to recruit more businesses and jobs, to determine what housing needs exist, to protect environmentally sensitive areas and to determine what is needed for the safety and welfare of the citizens. The Plan is also a guide for zoning decisions, which in turn guides development permits in the City.

PLANNING AUTHORITY IN ALABAMA

Planning in the State of Alabama is not compulsory, and there is no specific requirement on the frequency of comprehensive plan updates. However, it is strongly recommended that the City of Montevallo's Planning and Zoning Commission, and the City Council, regularly review and update (as frequently as every five years) the Comprehensive Plan. This is especially true if a major change such as an annexation of land or a large land development decision occurs, or the completion of another study that impacts the Plan. Frequent review and updates also will help safeguard the City from legal challenges and enable them to be proactive in steering the City towards achieving its vision and goals, instead of being reactive to issues and challenges that arise because of the lack of adequate planning.

The Alabama Legislature provides guidance for municipalities that choose to exercise their ability to plan for their city's growth and development. The Code of Alabama, 1975, Section 11-52-8 and Section 11-52-9 directs planning commissions "to make and adopt a master plan for the physical development of the municipality, including any areas outside of its boundaries which, in the commission's judgment, bear relation to the planning of such municipality." Section 11-52-8 goes further to state "Such plan, with the accompanying maps, plats, charts and descriptive matter shall show the commission's recommendations for the development of said territory" The procedure for adoption of the Comprehensive Plan is established in Section 11-52-10 of the Code of Alabama.

Figure 1.1: Montevallo City Limits Map



RELATIONSHIP OF THE COMPREHENSIVE PLAN TO THE ZONING ORDINANCE

The Comprehensive Plan is intended to guide land use decisions and become the foundation of zoning and subdivision decisions that are made by the Montevallo Planning and Zoning Commission and the City Council.

This Montevallo Comprehensive Plan should not be confused with the City of Montevallo Zoning Ordinance. Zoning is a legal mechanism enacted by the City, whereby land is classified according to specific uses. Where the Comprehensive Plan is a guide for future growth and development, zoning is the tool utilized by the City to influence and direct development so that it reflects the intensity and desired form envisioned within the Comprehensive Plan. In short, the Comprehensive Plan neither changes the Zoning Ordinance, nor the zoning on any specific property. Instead, it guides the decisions of the Planning and Zoning Commission and the City Council as they apply the Zoning Ordinance and make decisions about changes to zoning on individual properties. Changing the Comprehensive Plan for a parcel of land requires a Comprehensive Plan amendment and changing the zoning for that parcel requires a rezoning application.

Table 1.1: Differences between the Comprehensive Plan and the Zoning Ordinance

Comprehensive Plan (Guide)	Zoning Ordinance (Law)
Provides general policies, a guide	Provides specific regulations, the law
Describes what should happen in the long-term -recommended land use for the next 5-15 years, not necessarily the recommended use for today	Describes what is and what is not allowed today, based on existing conditions
Includes recommendations that involve other agencies and groups	Deals only with development-related issues under control
Flexible to respond to changing conditions	Predictable, fairly rigid, requires formal amendment to change
General Land Use Categories (e.g., residential, commercial)	Zoning Districts (e.g., R-1 Single-family Residential, B-1 Neighborhood Business District)
General land use locations	Parcel specific zoning designations
Base document, declaration of goals	Implementation of goals/plans



PLAN ORGANIZATION

The Montevallo Comprehensive Plan provides a framework and a methodology for converting the community’s vision into a sustainable reality. The plan contains nine Chapters and three Appendices. Chapter 3 is a list of catalytic project ideas, and **Chapters 4-8** are organized by the following planning elements: Future Land Use, Transportation, Green Systems, Economic Development, and Livability and Code Reform. Each thematic chapter has goals and recommended actions that relate to the chapter’s theme. A description of each chapter and Appendix in the Plan is outlined in **Table 1.2**.

Table 1.2: Plan Organization

Plan Chapters		Description
1	Plan Overview	This chapter includes the purpose of the plan, the legal foundation for planning in Alabama, a summary of how the plan is organized, and a high level summary of the public involvement process.
2	Montevallo Today	This chapter briefly highlights existing conditions and trends in Montevallo (as provided in depth in Appendices B and C). Topics presented include demographics, median income, housing trends and the existing development footprint.
3	Catalytic Project Ideas	This chapter details 10 specific catalytic project ideas that are intended to enhance the City’s economic vitality, connect the City’s existing assets and direct new development opportunities.
4	Future Land Use	This chapter presents the Future Land Use Map, which will guide the City’s future zoning and land use decisions. Descriptions of the future land use categories and the future land use goals are also provided.
5	Transportation	This chapter provides goals and actions to enhance safety and expand the multi-modal transportation network (i.e. extend the Montevallo Parks Trail and provide more sidewalks and bicycle facilities).
6	Green Systems	This chapter provides goals and actions pertaining to parks and recreation facilities and how to better manage stormwater using green infrastructure and low impact development techniques.
7	Economic Development	This chapter provides recommended actions to help foster economic development in Downtown Montevallo while also supporting the local agriculture economy. It also includes a list of businesses that the City should seek to recruit to complement its existing businesses.
8	Livability and Code Reform	This chapter provides guidance for adopting new codes and programs to encourage a wide range of housing types and to improve the condition of rental housing units. It concludes with a lengthy list of recommended modifications to modernize and update the Zoning Ordinance.
9	Implementation	This chapter includes a detailed implementation matrix for how the Plan’s recommended goals and actions should be implemented. The matrix includes a list of lead partners that should help with implementing the actions, and the actions are assigned suggested time frames for implementation, which may vary based on economic influences, potential funding and other factors.
A	Appendix A: Public Involvement Summary	A detailed documentation of the results from the public involvement outreach strategies (i.e. survey results and information gathered through the outreach activities).
B	Appendix B: Existing Conditions	This document is an in-depth assessment of where Montevallo is today and covers a range of topics: a sociodemographic summary, zoning and development trends, an inventory of the existing community facilities, the sidewalk system, and mapping of the floodplains, wetlands, prime farmland and steep slopes that are environmental constraints to new development.
C	Appendix C: Housing Market Analysis	This document provides an overview of the historic and current residential housing trends in Montevallo, both for owner-occupied and renter-occupied housing.

OVERVIEW OF THE PUBLIC INVOLVEMENT PROCESS

Robust public involvement is the most critical part of any planning process. Without input from the public and knowledge of their desires, concerns, and vision, the professional knowledge of planners is limited in the ability to create an implementable plan that is tailored to the community. A plan should be a collaboration between locals and the planning team, and as such the purpose is two-fold: for the planners to educate stakeholders on the purpose and process of planning and for the stakeholders to educate planners about their community. This collaborative effort creates a plan that is defensible, attainable, and reflective of the community it serves.

Knowing the importance of public involvement, the RPCGB planning team for this Montevallo Comprehensive Plan used a multifaceted approach utilizing both in-person and online methods to gather as much information from the community as possible. The sections below highlight the outreach methods used by the planning team to inform their development of the Comprehensive Plan. A full public involvement summary is included in **Appendix A**.

PROJECT WEBSITE

A formal website for the Montevallo Comprehensive Plan was maintained by the RPCGB through the life of the project. This website, www.MakingMontevallo.com, served as an information gateway for the Plan, and provided easy access to plan documents, public meeting details, surveys, project facts and other information.

EMAIL E-BLASTS

Email was the main form of communication used to provide information for the Montevallo Comprehensive Plan events, calls to action, or plan milestones. Recipients included an initial list of stakeholders and residents created by Montevallo City Hall and the RPCGB. Other recipients included those who opted in on the project website and

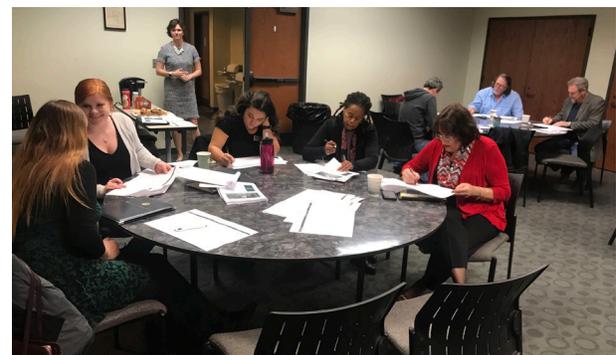
those who attended the Mayor's Hometown Hero's Breakfast and the Kickoff Open House events. It was the intention of this Plan that the email subscriber list would grow as the Plan progressed.

STEERING COMMITTEE

A 25 person steering committee composed of city staff, boards, non-profits, residents, business owners and others with a stake in the future of Montevallo played a critical role in ensuring that this new Comprehensive Plan is grounded in the values and the aspirations of the people of Montevallo. The members of the diverse steering committee were selected by the Mayor's office based on their dedicated civic engagement, professional expertise, and knowledge of the City.

This steering committee played an integral role in relaying community needs to the planning team and communicating details of the planning effort to the general public. The steering committee met X times during the development of the Comprehensive Plan. The following steering meetings were held:

- Steering Committee Meeting #1: January 28, 2020.
- Steering Committee Meeting #2: TBD



VISIONING SURVEY

This 20 question multiple-choice and open-ended survey was open for answers from September 29 to December 1, 2019, and in total 480 responses were received. The purpose of the survey was to assess the City's perceived strengths, challenges, opportunities, development patterns, and allowed for a satisfaction rating of city services at it pertains to the maintenance of local roads, code enforcement, police protection, the City's responsiveness to formal complaints, public facilities, fire and rescue services and parks and recreational facilities . The survey was promoted via E-blasts and hard copies were made available at Montevallo City Hall, during City-led events, and at the Kickoff Open House on October 17, 2019. A Spanish translation was also made available.

A summary of the responses to each survey question is shown in **pages 14-23 of Appendix A Public Involvement Summary**.

ONLINE MAPPING TOOL

An online mapping tool, called a Wikimap, was available on the project website and allowed participants to "map" their issues, needs, and ideas on an interactive street map of the City. Participants were able to note locations of community assets, areas that need improvement, opportunity ideas, traffic issue areas, streets needing sidewalks or bike facilities, along with any other issue or idea they wanted to geographically pinpoint. The Wikimap was open for answers from September 29 to December 1, 2019 and received 47 comments by 40 unique visitors.

To view the online Wikimapping tool results, see **pages 12-13 of Appendix A Public Involvement Summary** of the Plan.

Making Montevallo
COMPREHENSIVE PLAN

It's kickoff month for the Making Montevallo Comprehensive Plan- we hope you will plan to join us at the event below or give input online!

Kickoff Open House
Thursday, October 17
Montevallo Public Library
Drop in between 5:30 - 7:00 PM

The Comprehensive Plan is YOUR vision for the future of Montevallo, and we need your input. We hope that you will drop by the Kickoff Open House to give input via a number of interactive stations and speak directly with the planning team. Click the buttons below to download the meeting flyer and project fact sheet.

[Meeting Flyer](#)

[Comprehensive Plan Fact Sheet](#)

[Prefer to give input online?](#)
Click the buttons below to take our survey and map your ideas.
Note: A Spanish translation of the fact sheet and survey are forthcoming.

[Take the survey](#)

[Map your ideas](#)

[Learn more! Visit www.MakingMontevallo.com](#)

INSTRUCTIONS

1. Draw

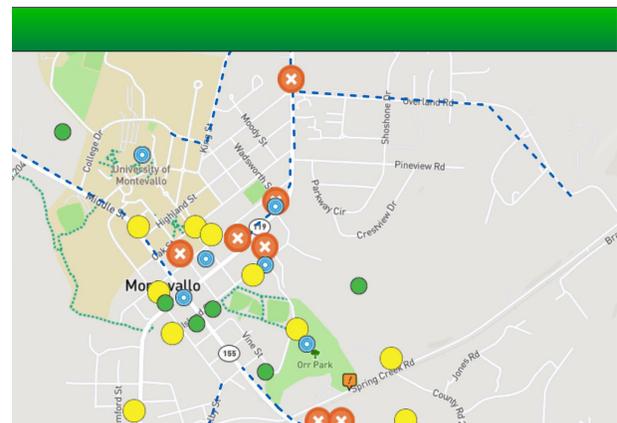
your ideas on the map by clicking "add route" or "add point" below

2. Describe

the point or route in the pop-up survey after drawing! The more detail the better!

LEGEND

- Potential Bike Route
- Potential Sidewalk
- Traffic Issue
- Asset



MONTEVALLO COMPREHENSIVE PLAN

Your opinion matters! Please take a moment to fill out this survey about the City of Montevallo!

How do you imagine the City of Montevallo in 5, 10 or 25 years from now? What issues are you currently facing as a resident or business that need to be addressed to achieve your vision of the future? How can Montevallo become more competitive to its surrounding communities? What actions are needed to make the next generation thrive in the community they inherit?

The planning team at the Regional Planning Commission of Greater Birmingham has partnered with the City of Montevallo to develop Making Montevallo, the new Comprehensive Plan. Making Montevallo is intended to develop specific strategies and actions that will address issues regarding community renewal, land use, economic development, community services, parks/trails/open space and transportation. We want to help make your vision become a reality!

Please note: on questions that say "Choose up to 2" you may not select more than 2 answers. These answers must be put into our online survey software and as such we cannot accept multiple answers. If you choose more than the allocated number only your first selections will be recorded.

QUALITY OF LIFE IN MONTEVALLO

FACE-TO-FACE MEETINGS

The following face-to-face meetings were held with the general public:

OCTOBER 17, 2019 KICKOFF OPEN HOUSE

The Kickoff Open House was held on October 17, 2019 from 5:30 to 7:00 PM at the Parnell Memorial Library. The Open House was promoted via flyers distributed throughout the City, email e-blasts, the project website and via the City of Montevallo's website and online calendar. In total there were 26 attendees.

The purpose of the Kickoff Open House was to gather feedback regarding the state of Montevallo today and citizen's issues and desires regarding future projects and priorities, economic development, transportation, infrastructure, quality of life, and planning and public services. Participants were encouraged to provide feedback to the planning team through the following interactive activities:

- Mapping Exercise
- Visioning Survey
- Priority Development Activity
- Issues & Opportunities Banners Activity

For detailed results of the Kickoff Open House activities, see **pages 26-32 of Appendix A Public Involvement Summary**.

UNIVERSITY OF MONTEVALLO STUDENT OUTREACH

On the same date as the Kickoff Open house, October 17, 2019, the RPCGB Planning Team sought input from University of Montevallo students on campus at the Anna Irvin Dining Hall, from 11am to 1pm. Although college students may be a transient part of Montevallo's population, they are an integral part of Montevallo's economy and support local businesses and restaurants just like permanent residents.

Two activities were presented to the University of Montevallo students. These were designed to be taken quickly and easily by students during their

lunch break. The first was an abbreviated version of the visioning survey that was made widely available to the general public. The second was a priority exercise, where students were given a "budget" with monopoly money and asked to spend their allocated budget dollars on what they felt should be the highest priorities in Montevallo. Their choices were: additional nightlife and entertainment options, additional restaurants and coffee shops, additional shopping and retail options, additional off-campus housing, new park amenities, and more bike lanes and trails.

The students were offered the opportunity to win a \$25 Chevron gas gift card and receive a piece of Halloween candy for completing both the survey and budget activity. Over 100 students participated in the outreach activity.

To view the full results of the University of Montevallo student input activities, see **page 27 of Appendix A Public Involvement Summary**.

OCTOBER 11, 2019 MAYOR'S HOMETOWN HERO'S BREAKFAST

RPCGB Principal Planner Lindsay Puckett was asked by the Mayor to give the keynote speech at the October 11, 2019 annual Montevallo Mayor's Hometown Hero' Breakfast. She spoke to a large local audience and took them on a "journey" through the Making of Montevallo – the past, present and future – while highlighting some visionary leaders, who's efforts shaped the City of Montevallo today.

The keynote speech also highlighted the importance of placemaking - What is the difference between a "Space" and a "Place"? and urged the audience to think about what places in Montevallo should be more meaningful and need investment. A hard copy of the visioning survey was available for the Mayor's Breakfast attendees to complete, and in addition the attendees were encouraged to sign-up for updates regarding the Montevallo Comprehensive Plan process.

DRAFT PLAN REVEAL OPEN HOUSE

TBD

Table 1.3: Public Outreach Participation Rates

Face-to-Face Meetings	Date	# of Participants
Kickoff Open House	10/17/2019	26
University of Montevallo students	10/17/2019	100
Draft Plan Reveal Open House	TBD	
Steering Committee Meetings		
Meeting #1	1/28/2020	14
Survey and Mapping Tools		
Visioning Survey – hard copy and online	9/29/2019 – 12/1/2019	480
Online Mapping Tool - Wikimap	9/29/2019 – 12/1/2019	40 unique visitors and 47 comments
Web Content		
Making Montevallo Website Unique Visitors	As of 3/23/2020	677

HOW DO I USE THIS PLAN?



TBD - Draft Plan Reveal Open House

GOALS

The Plan's goals were created from data and comments received during public involvement process. For each chapter in the Plan there are numerous goals that correspond with the overarching chapter theme. See the example below.

ACTIONS

Supporting the goals, are actions - specific measures that need to be undertaken by the City and its partners



to implement the goals. Some actions might already be ongoing, while others are new recommended ideas for the City to undertake. See the example below.



Action 1

Encourage mixed-use development and compact development within a five-minute walk radius of the Downtown / Urban Core area.

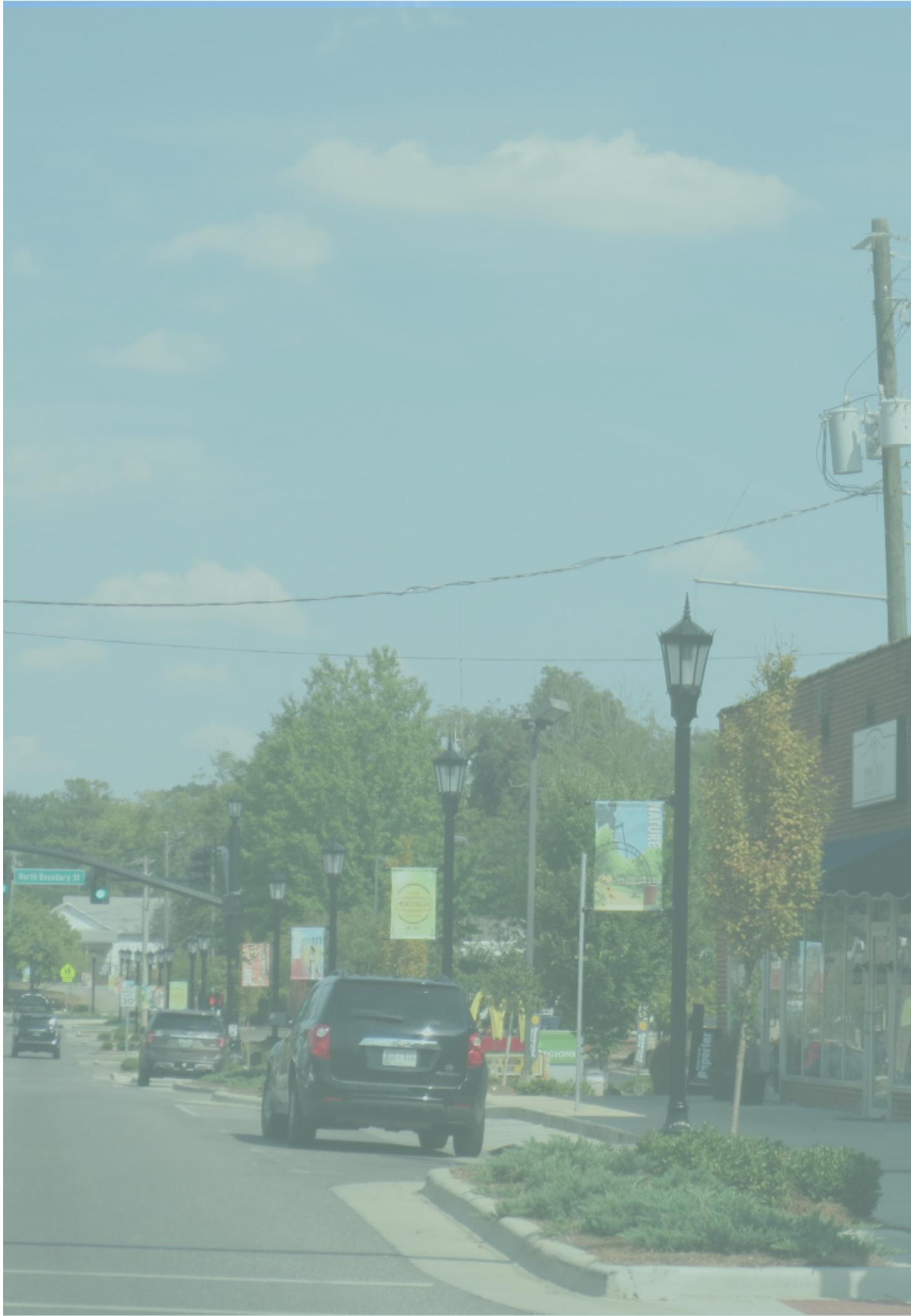
A key goal of this Comprehensive Plan is to encourage compact, walkable development or redevelopment within a five-minute walk radius of the Downtown /Urban Core. The five-minute walk, also known as the "pedestrian shed," is considered to be the distance people are willing to walk before opting to drive. Based on the average walking speed a five-minute walk is represented by a radius measuring $\frac{1}{4}$ of a mile. This type of compact building design presents opportunities to absorb growth and development in a way that uses land more efficiently.

Mixed-use developments generally consist of buildings that combine different uses within the same building. They provide for more public uses on the ground floor, such as retail shops, restaurants or commercial businesses, and

provide for more private uses on the upper floors, such as residential units or office space. This traditional form of mixed-use is referred to as "vertical mixed-use development" and serves as a powerful form of the built environment to foster lively, walkable neighborhoods. However, mixed-use can also include "horizontal mixed-use development," which consists of complementary single-use buildings within a given walkable neighborhood, tract of land or development project.

Compact development helps create the convenient neighborhood centers that people want, with neighborhood commercial or mixed-use areas within a five-minute walking radius of homes. This type of proximity increases the potential for walking and bicycling and will put more homes in close proximity to commercial areas, parks and schools. It is important to note that plans for incorporating higher densities into neighborhoods must be coordinated with transportation infrastructure and school planning, among other things.

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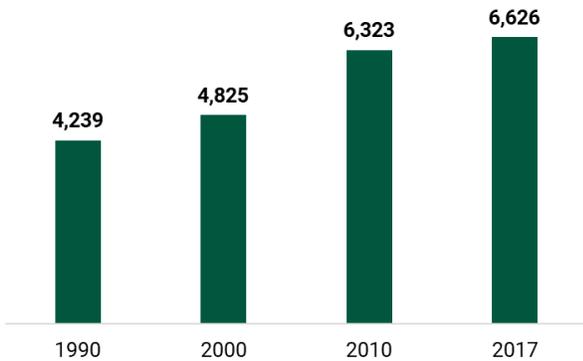
MONTEVALLO TODAY

This chapter briefly highlights existing conditions and trends in Montevallo. Topics presented include demographic and housing profiles, and land use and development constraints.

See the **Appendix B Existing Conditions** and **Appendix C Housing Market Analysis** documents for full in-depth assessments of historic and current trends in Montevallo today.

DEMOGRAPHICS

Figure 2.1: Montevallo Population (1990 - 2017)



MONTEVALLO'S POPULATION HAS GROWN STEADILY

Since 1990, Montevallo's population has increased at a consistent pace with the most growth occurring in the 2000's. The City added 303 residents between 2010 and 2017 for a percentage growth rate of 4.8%. The growth rate is similar to Shelby County's between 2000-2017 and 2010-2017, but is more than double the rate of growth in the Birmingham metro and state of Alabama during those time periods.

Figure 2.2: Growth Rate Comparison (2000 - 2017)

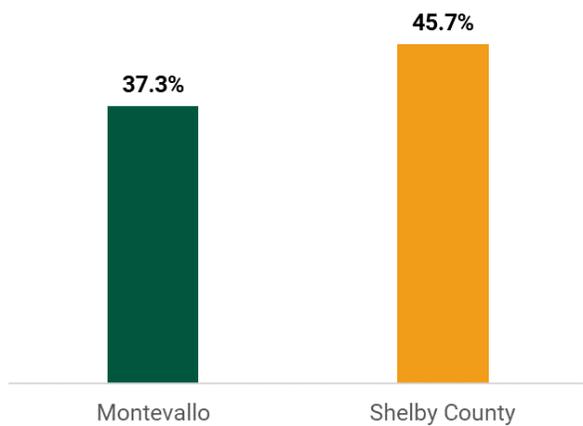
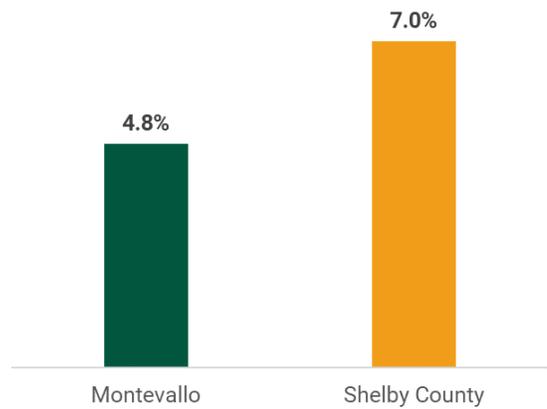


Figure 2.3: Growth Rate Comparison (2010 - 2017)



Source: U.S. Census and 2017 American Community Survey 5-Year Estimates

Source: U.S. Census and 2017 American Community Survey 5-Year Estimates

Did you know...? The Montevallo Acceptance Project started in 2016 to advocate for the town's LGBTQ individuals, and in April 2018 the Montevallo became the second Alabama city to pass protections for LGBTQ community. The citywide non-discrimination ordinance provides protections that include sexual orientation and gender identity in housing, public accommodations, and employment.



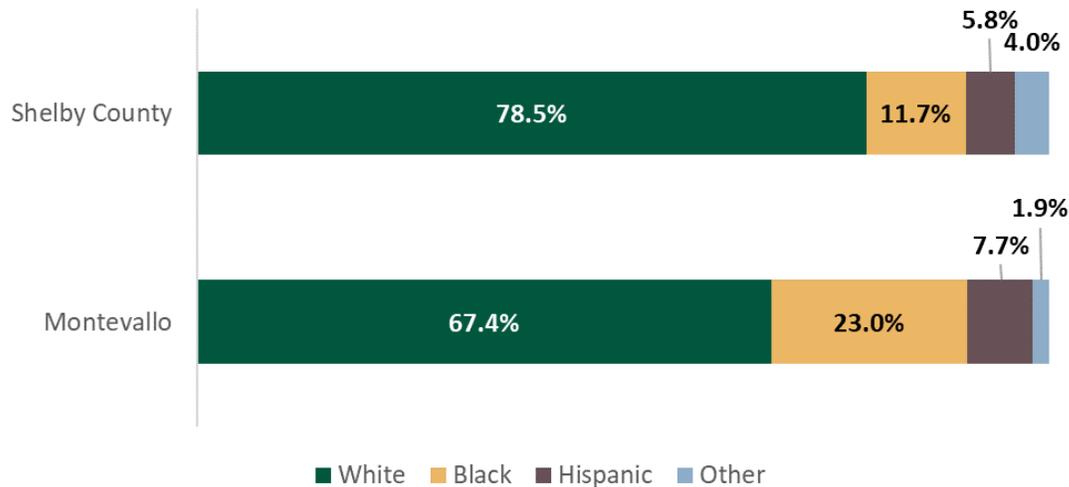
Source: Fotowerks Custom Photography

RACIAL COMPOSITION

MONTEVALLO IS A VERY DIVERSE COMMUNITY.

The City's reported 2017 demographic breakdown was 67.4% White, 23.0% Black, 7.7% Hispanic, and 1.9% Other. This diversity somewhat reflects that of the Birmingham metro and the rest of the state, but it is almost 10% less White than Shelby County. Montevallo's Hispanic population also makes up a larger share of the population than it does in the region and the State.

Figure 2.4: 2017 Racial Composition Comparison

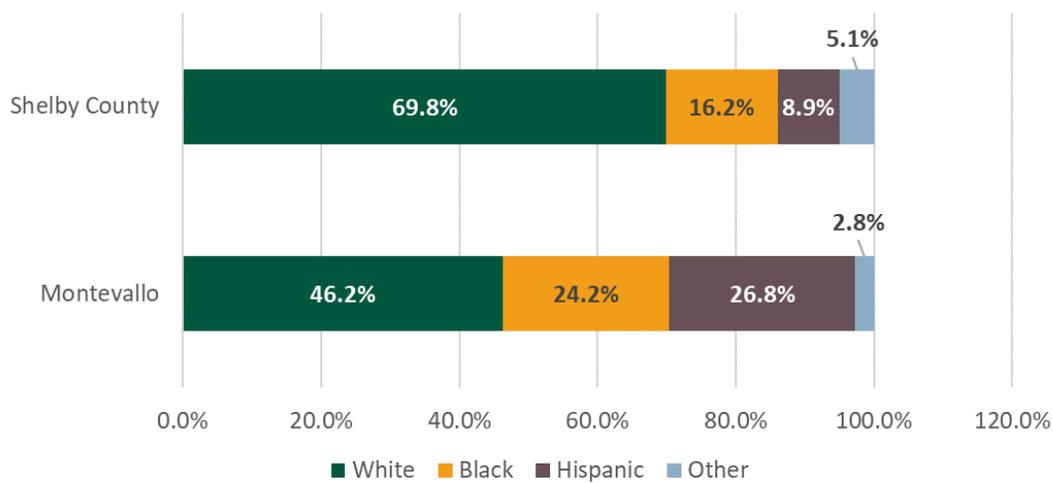


Source: U.S. Census and 2017 American Community Survey 5-Year Estimates

MONTEVALLO'S SCHOOLS SERVE A DIVERSE STUDENT BODY.

The diversity of the community is best reflected in the student body of Montevallo's public schools. According to data from the State of Alabama Department of Education for the 2019-2020 school year, 53.8% of students are minorities, compared to the minority percentage of overall students in the Shelby County public schools system (30.2%).

Figure 2.5: Racial Composition Comparison of K-12 Students in the 2019-2020 School Year



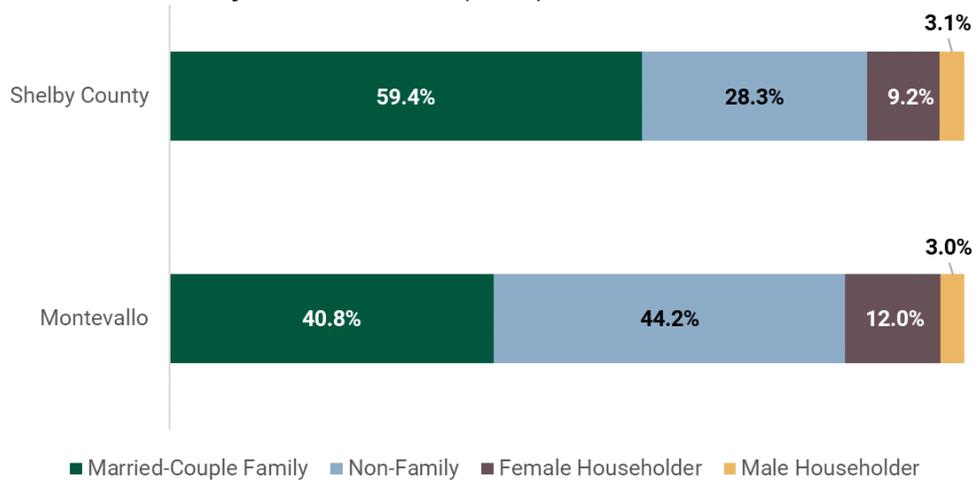
Source: State of Alabama Department of Education – Shelby County School System for School Year 2019-2020



HOUSEHOLD FAMILY CHARACTERISTICS MONTEVALLO HAS MANY NON-FAMILY HOUSEHOLDS.

Driven by its student population, the largest share of Montevallo households are not families. Non-family households make up 44.2% of all households in the City, and married-couple families comprise 40.8%. As a result, Montevallo has a much smaller share of married-couple families than Shelby County.

Figure 2.6: Household Family Characteristics (2017)



Source: U.S. Census and 2017 American Community Survey 5-Year Estimates

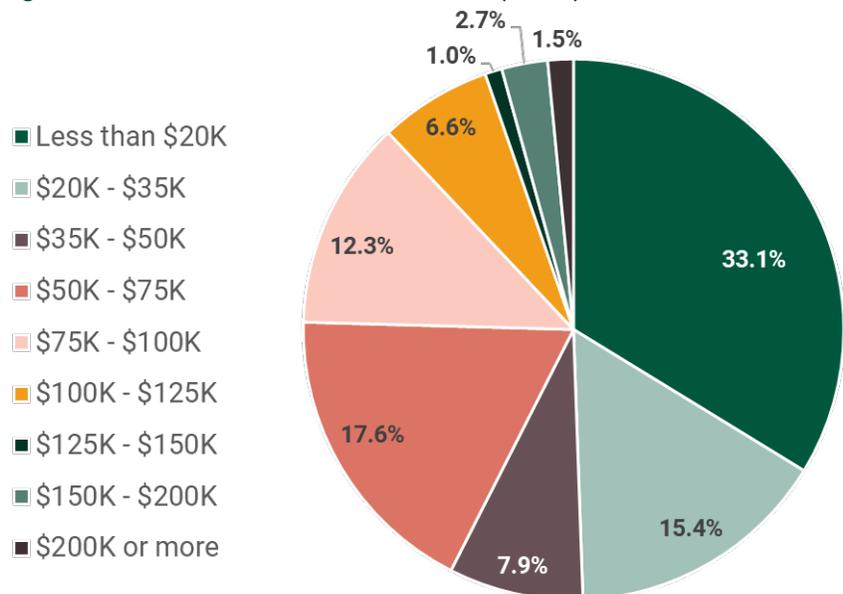
MEDIAN HOUSEHOLD INCOME

\$37,929

The median income of Montevallo residents, which is lower than Shelby County as a whole (\$74,063) most likely due to the student population.



Figure 2.7: Median Household Income (2017)



HOUSING VALUE

THERE IS A HIGH CONCENTRATION OF MID-LEVEL HOME VALUES.

The number of housing units in Montevallo grew from 1,897 in 2000 to 2,421 in 2017. The majority of homes in Montevallo (51.6%) are valued between \$100,000 and \$199,999, 22.7% of homes are valued under \$100,000, 16.9% are valued between \$200,000 and \$299,999, and only 8.9% are valued over \$300,000.

Table 2.1: Housing Value Comparison (2017)

	Montevallo	Shelby County	Birmingham Metro	Alabama
Under \$100,000	22.7%	12.5%	31.5%	37.3%
\$100,000 - \$199,999	51.6%	37.6%	33.9%	34.7%
\$200,000 - \$299,999	16.9%	24.0%	17.4%	15.6%
\$300,000 - \$399,999	5.6%	13.6%	8.3%	6.3%
\$400,000 - \$499,999	0.0%	5.7%	3.7%	2.5%
\$500,000 - \$999,999	3.1%	5.7%	4.3%	2.9%
Over \$1,000,000	0.2%	0.9%	0.9%	0.7%

Source: U.S. Census and 2017 American Community Survey 5-Year Estimates



Montevallo's **median housing value** in 2017



Shelby County's **median housing value** in 2017



Percentage of homes in Montevallo valued **between \$100K and \$199K** in 2017



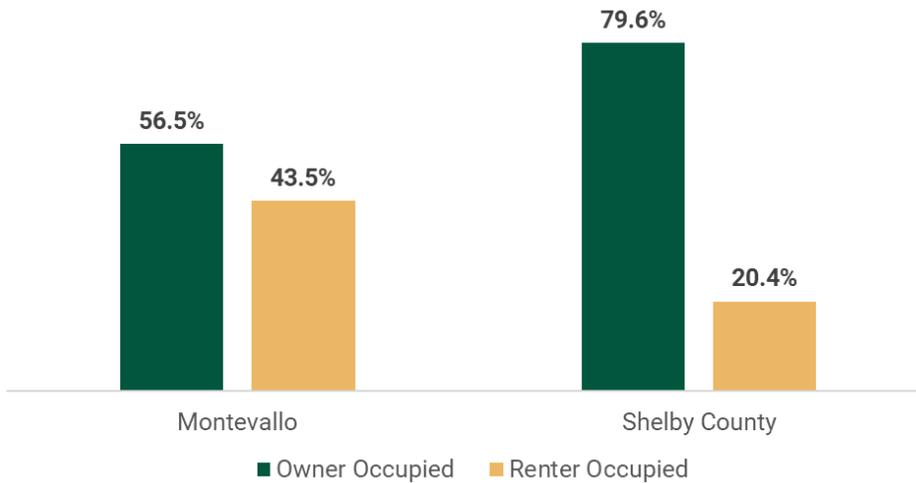
Increase in median housing value between 2010 and 2017

HOUSING UNIT OCCUPANCY

RENTER VS OWNER OCCUPIED HOUSING.

In 2017, 56.5% of Montevallo households were owner-occupied and 43.5% were renter-occupied. Montevallo's percentage of renters far exceeded those in Shelby County (20.4%). The City's student population is likely the major contributor to this stark contrast. In early 2020, the City of Montevallo surveyed five local leasing agents and asked them to report on the 23+ apartment complexes located throughout the City. The survey found that there are approximately 238 total apartment units, and 6% of the apartments were currently vacant.

Figure 2.8: Housing Tenure Comparison (2017)



Source: U.S. Census and 2017 American Community Survey 5-Year Estimates

MONTEVALLO HAS A SMALLER PERCENTAGE OF RENTER OCCUPIED HOUSING THAN OTHER UNIVERSITY TOWNS

Table 2.2: Montevallo Owner vs. Renter Occupied Housing in comparison with other University Towns

City	Total # of Occupied Housing Units	Owner Occupied		Renter Occupied	
		Total #	%	Total #	%
Montevallo, AL	2,183	1,235	57%	948	43%
Winston-Salem, NC	94,105	51,253	54%	42,852	46%
Florence, AL	17,528	9,541	54%	7,987	46%
Jacksonville, AL	4,500	2,225	49%	2,275	51%
Troy City, Alabama	6,926	3,327	48%	3,599	52%
Tuscaloosa, AL	34,700	16,394	47%	18,306	53%
Auburn, AL	22,588	9,939	44%	12,649	56%
Greenville, SC	28,013	11,976	43%	16,037	57%
Livingston, AL	1,208	421	35%	787	65%

Source: 2018 American Community Survey

THE UNIVERSITY OF MONTEVALLO HAS FEWER STUDENTS LIVING ON-CAMPUS WHEN COMPARED TO OTHER UNIVERSITIES OF SIMILAR SIZE*

*In the 2019-2020 school year, approximately 1,508 students (58%) at the University of Montevallo lived off-campus, while 1,100 students (42%) lived on-campus. The University has 1,337 available beds on-campus and therefore has an 82% occupancy rate.

Table 2.3: Percentage of College Students that live On-Campus

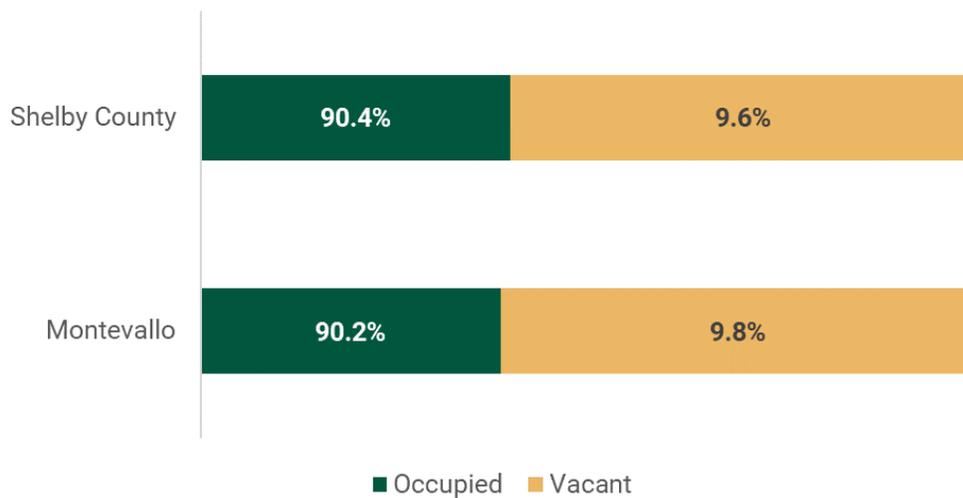
University	City	Student enrollment	# of students who live on-campus	% of students who live on-campus
Troy University	Troy, AL	18,440	2,000	8%
Auburn University	Auburn, AL	24,628	4,689	19%
Jacksonville State	Jackson, AL	7,321	1,464	20%
University of Alabama	Tuscaloosa, AL	33,028	7,596	23%
North Alabama	Florence, AL	7,233	1,808	25%
University of Montevallo	Montevallo, AL	2,600	1,100	42%
Wake Forest	Winston Salem, NC	5,091	4,031	56%
University of West Alabama	Livingston, AL	2,159	1,252	58%
Furman University	Greenville, SC	2,970	2,554	86%

Source: Multiple university websites for school year 2018-2019

MONTEVALLO HAS A LOW OVERALL HOUSING VACANCY.

The vacancy rate for households in Montevallo was 9.8% in 2017. The City's occupancy rate is less than the Birmingham metro and the state of Alabama's, although it is comparable to Shelby County's.

Figure 2.9: Housing Vacancy Comparison (2017)



Source: U.S. Census and 2017 American Community Survey 5-Year Estimates

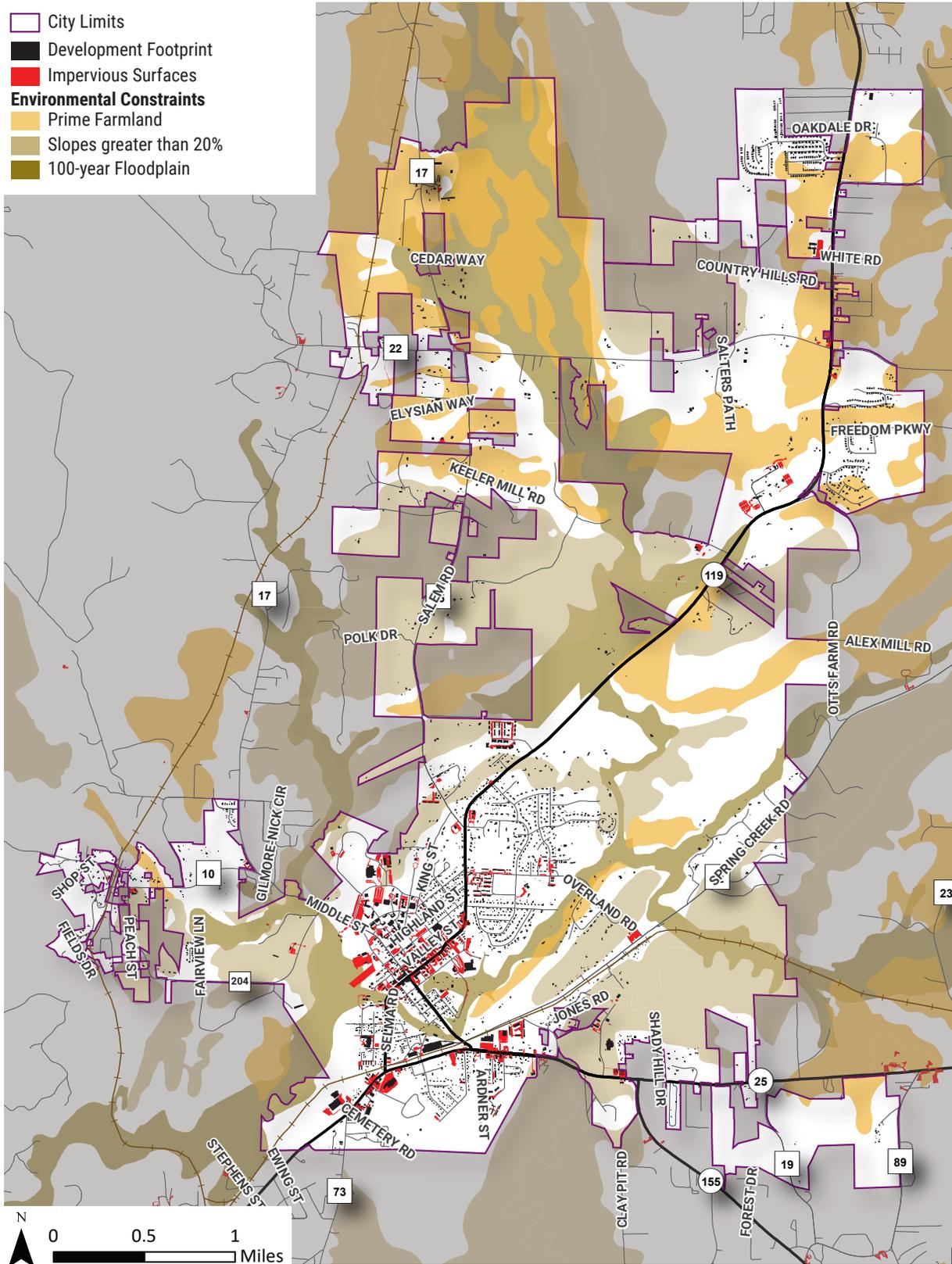
EXISTING DEVELOPMENT FOOTPRINT

Buildings, pavement, sidewalks, parking lots, etc. all combine to form impervious surface, which collect solar heat and produce “heat islands” and, perhaps more importantly, stormwater runoff. Runoff creates flooding potential and discharges harmful pollutants into water bodies. The city limits include features that are susceptible to runoff, including Shoal Creek, its tributaries and several wetlands. **Figure 2.7** shows the existing development footprint within the City. Currently, there are approximately 318 acres of impervious surface within the Montevallo city limits.



The Ebenezer Swamp Ecological Preserve, located about six miles from the University of Montevallo campus, is home to 60 acres of wetlands and to a myriad of plant and animal species. Among the sycamore and Tupelo gum trees, you'll spot beavers and turkeys as well as a rare species of coneflower.

Figure 2.10: Existing Development Footprint, Impervious Surfaces, and Environmental Constraints Map





Source: Fotowerks Custom Photography



3

CATALYTIC PROJECT IDEAS

This chapter describes each of the 10 catalytic project ideas recommended for Montevallo. Under each project is a project description and suggested actions or “next steps” to take to implement the project. In some cases, illustrated design concepts and photos have been included to provide an example and to supplement the descriptions, but note that they are not intended to constitute finalized design plans, and they do not negate individual property rights or zoning requirements.

Throughout the planning and public input process for this Comprehensive Plan, several capital projects and policies were identified for their potential to enhance the City's economic vitality, connect the City's existing assets and direct new development opportunities. For this reason, this chapter utilizes a "catalytic project idea" approach. These projects are catalytic because of their ability to have a direct, significant and positive economic impact on the City of Montevallo (e.g. through job creation, improved access and transportation, additional housing opportunities, enhanced public services and quality-of life, etc.) and because they have the potential to leverage investment both in their immediate project area and in surrounding areas with spin-off projects that can add long-term value to the property tax base.

At this stage, these ideas are a work in progress, and will require further analysis and detailed studies. Some of these ideas are substantial in nature and they will require longer implementation timeframes, a mix of the right partners and funding sources, while others are more manageable and will have shorter implementation timeframes.

VISION MAP HIGHLIGHTING 10 CATALYTIC PROJECT IDEAS

The 10 recommended catalytic project ideas are shown on the map in **Figure 3.1**. The project ideas have been divided into two geographical subareas or sectors – the Downtown / Urban Core and the Highway 25 corridor. The catalytic projects are listed by their geographical subarea below:

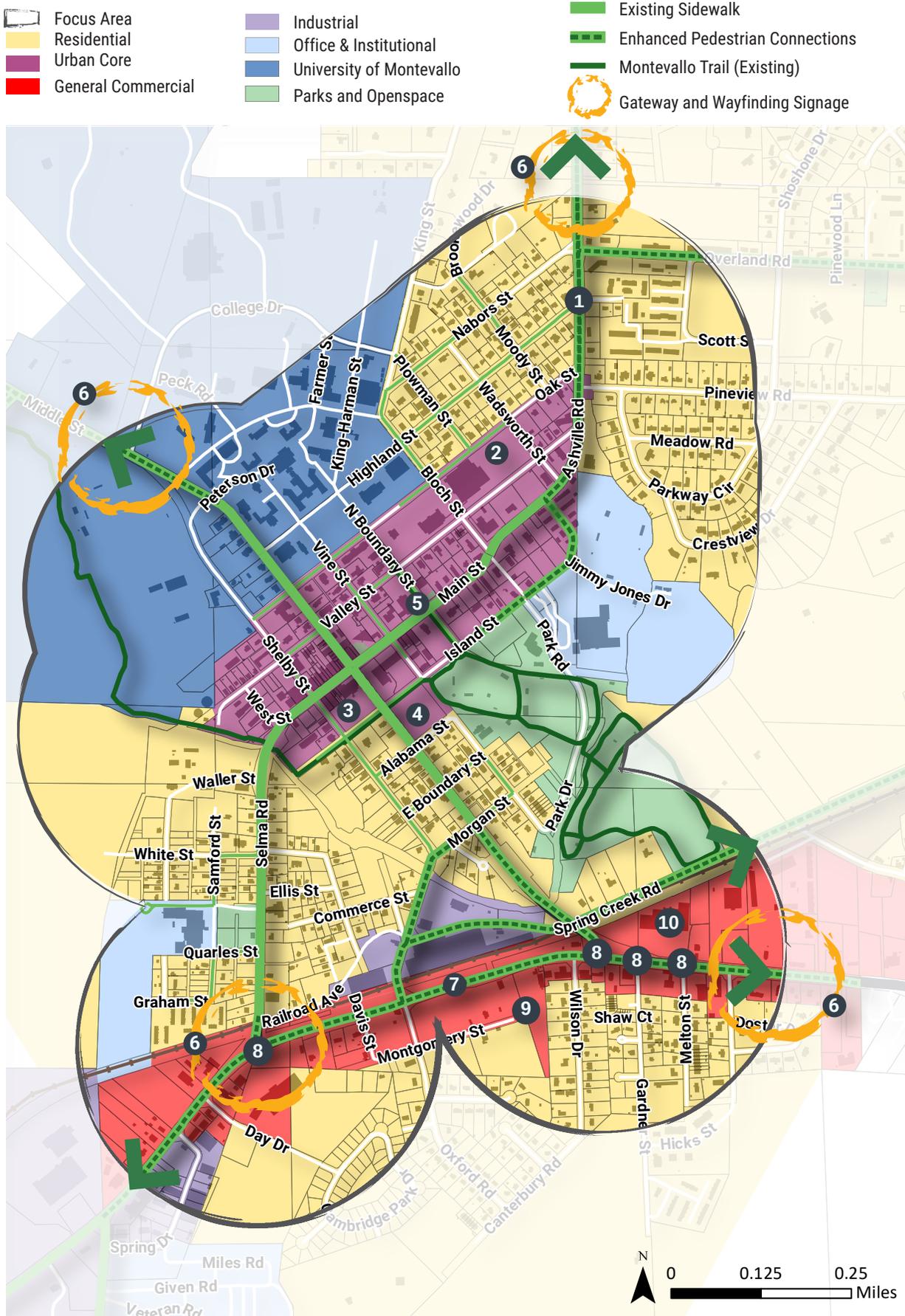
DOWNTOWN / URBAN CORE

1. Explore the feasibility of extending the Montevallo Parks Trail to Shoal Creek Park and beyond.
2. Encourage density within a five-minute walk radius of Downtown.
3. Encourage the renovation of older buildings Downtown and fill vacant spaces.
4. Recruit a full-service hotel and conference center to locate within walking distance of Downtown Montevallo.
5. Establish an "arts and entertainment district" in the Downtown Area.
6. Continue implementing a comprehensive system of wayfinding elements.

HIGHWAY 25 CORRIDOR

7. Enhance pedestrian access between Downtown Montevallo and the Highway 25 commercial area.
8. Develop a set of streetscape improvements and access management standards for Highway 25.
9. Encourage infill and redevelopment through design standards and guidelines along Highway 25.
10. Explore the feasibility of constructing a community center with tornado shelter along Highway 25.

Figure 3.1: Vision Map of Catalytic Project Ideas



RECOMMENDED CATALYTIC PROJECT IDEAS IN THE DOWNTOWN / URBAN CORE

Today the Downtown / Urban Core has so many elements that make it unique and successful including its numerous art murals, two pocket parks, historic architecture, locally owned businesses, and great partnerships (such as Montevallo Main Street and the Montevallo Development Cooperative District). Further strengthening the image and identity of Downtown Montevallo through wayfinding signage enhancements, increasing the number of festivals and events downtown, and revitalizing vacant buildings are just some of the strategies recommended to enhance its economic vitality.

Workers and students provide the pulse in Downtown Montevallo between 9am and 5pm, but expanding options for more people to live within a 5-minute walk of Downtown will help to enhance the success of Downtown Montevallo as a place to live, work and play. In addition, the City's commitment to providing quality services, accessible parks, and providing safe and well-maintained connections continues to be a high priority as recommended in catalytic project number six, exploring the feasibility of extending the Montevallo Parks Trail to Shoal Creek Park and beyond.

Legend for Figure 3.2 Recommended Catalytic Projects in the Downtown / Urban Core (to the right)

- 1 Explore the feasibility of extending the Montevallo Parks Trail to Shoal Creek Park and beyond.
- 2 Encourage density within a five-minute walk radius of Downtown.
- 3 Encourage the renovation of older buildings Downtown and fill vacant spaces
- 4 Recruit a full-service hotel and conference center to locate within walking distance of Downtown Montevallo.
- 5 Establish an "arts and entertainment district" in the Downtown Area.
- 6 Continue implementing a comprehensive system of wayfinding elements.



Figure 3.2: Recommended Catalytic Project Ideas in the Downtown / Urban Core



1. EXPLORE THE FEASIBILITY OF EXTENDING THE MONTEVALLO PARKS TRAIL TO SHOAL CREEK PARK AND BEYOND.

Connectivity is central to strong communities. Today, the 2.5-mile Montevallo Parks Trail connects Stephens Park to Downtown Montevallo and Orr Park. The goal of this recommended catalytic project idea is to extend the Montevallo Parks Trail from the preceding destinations to Shoal Creek Park, and eventually to the Alabama National Cemetery and American Village, and all neighborhood entrances that span north to the crossroads of Highway 22 at Highway 119 in order to create a citywide trail system. This extension has the potential to generate social and economic returns through improved health, safer walking, increased property values and increased trail users.

It is recommended that the City work with the Regional Planning Commission of Greater Birmingham (RPCGB) to conduct an Advanced Planning, Programming and Local Engineering (APPLE) Study for professional planning assistance to evaluate the feasibility of a potential trail system that that would extend the Montevallo Parks Trail to Shoal Creek Park and beyond. The purpose of the APPLE study would be to evaluate options including potential trail alignments and funding opportunities and to identify a preferred build option.

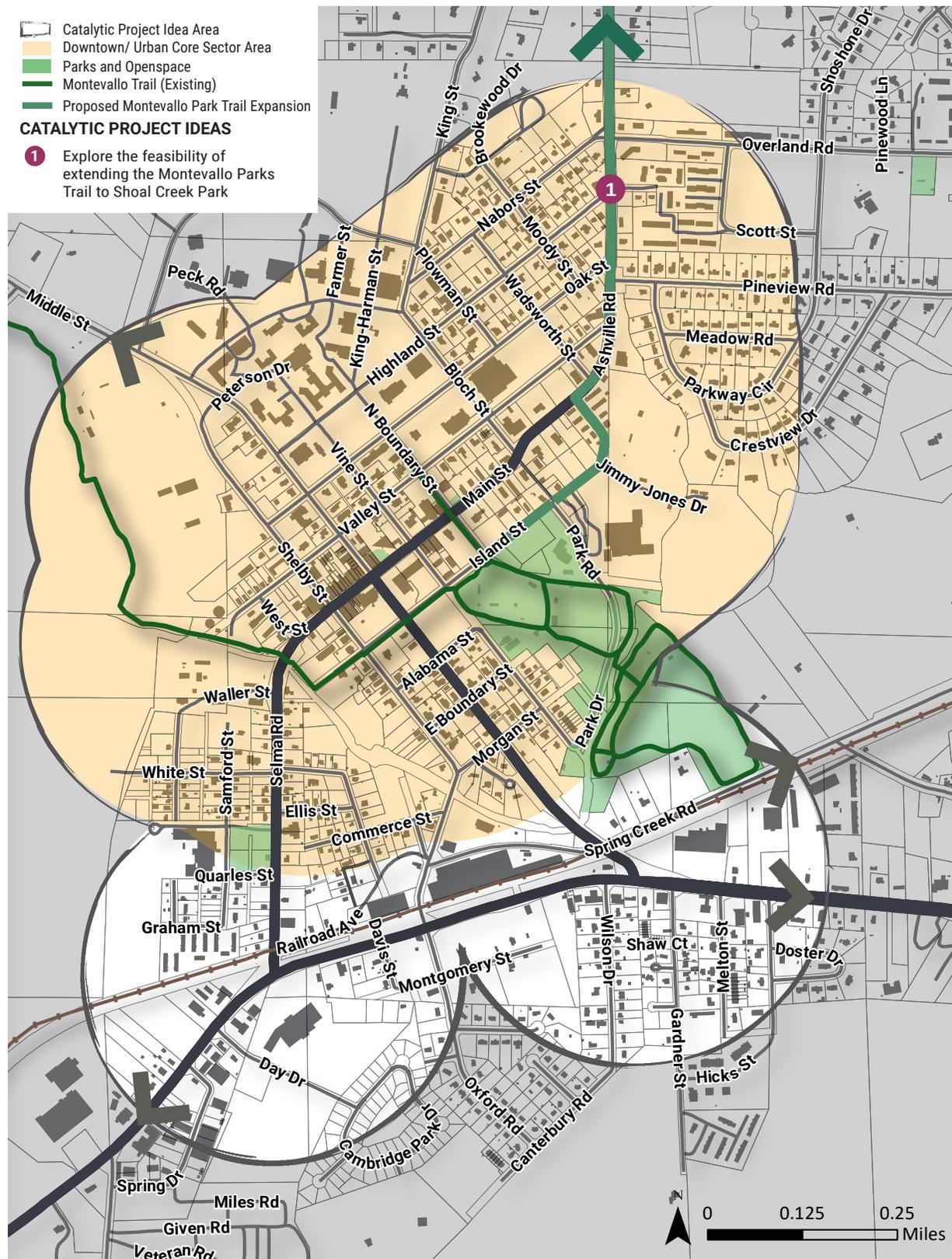
To help determine project feasibility, the APPLE study would summarize:

- Existing conditions, including field review, property ownership, utility identification, environmental features and constraints
- The process used to identify potential alignments
- An evaluation of potential positive and negative impacts to the area and adjacent properties that may be associated with each potential alignment
- Trail surfacing options such as crushed stone, asphalt or concrete (note that any federally funded trail must also be accessible for all users and compliant with the Americans with Disabilities Act)
- Typical sections
- Cost estimates for trail segments/phases
- Funding options
- Stakeholder and public input
- List of potential challenges (i.e. right-of-way acquisition and/or property easements, foot bridges over blue line streams, permitting, underground utilities, conflict points, etc.)



Source: City of Alpharetta, Georgia

Figure 3.3: Recommended Catalytic Project Idea #1



2. ENCOURAGE DENSITY WITHIN A FIVE-MINUTE WALK RADIUS OF DOWNTOWN.

A key goal of this plan is to encourage compact, walkable development or redevelopment within a five-minute walk radius (approximately $\frac{1}{4}$ mile) of Downtown Montevallo. Density is one of six key built environment “D” factors that is needed to create walkable downtowns and neighborhoods. The other “D” factors include Destination accessibility, Diversity, Design, Demand management (parking policy), and Distance to public transportation. While taller buildings can be appropriate in the right context, residential density does not specifically relate to the height of buildings. Increased density can result from the clustering of destinations, making it convenient for citizens to access a variety of needs such as housing, shops, restaurants, schools, libraries, parks and so forth, within shorter travel distances. A greater mix of land uses reduces the need for vehicle travel and increases walkability.

The following strategies should be considered by the City to encourage density within a five-minute walk radius of Downtown Montevallo:

INCREASE THE NUMBER OF HOUSING UNITS IN DOWNTOWN MONTEVALLO.

The best prospects for targeting additional housing units in Downtown Montevallo should be directed toward the development of units that are quite different from the current inventory of housing options available in other areas of the City— including styles that take advantage of the unique dimensions, layouts and materials found in the upper levels of downtown commercial buildings that would create distinguishable living spaces such as condos, lofts and live/work units.

As mentioned later in **Chapter 8 Livability and Code Reform**, the City should consider adopting an adaptive reuse ordinance to make the rehabilitation of older and vacant buildings easier by minimizing certain zoning and code regulations for reuse projects. Currently, reuse projects are required

to meet the same zoning regulations as new developments. The ordinance works by reducing specific zoning requirements for reuse projects, such as parking, setback and density requirements. The City should work with architects, engineers, and developers to find out which requirements are the most difficult obstacles when considering the redevelopment of sites. If successful, the ordinance could increase the number of rehabilitations and reduce the number of demolitions of older buildings.



Source: City of Franklin, Tennessee



Source: MIT Center for Advanced Urbanism



Figure 3.4: Recommended Catalytic Project Idea #2



CREATE MIXED-USE DEVELOPMENT AT POTENTIAL REDEVELOPMENT SITES.

Mixed-use developments generally consist of buildings that combine different uses within the same building. They provide for more public uses on the ground floor, such as retail shops, restaurants or commercial businesses, and provide for more private uses on the upper floors, such as residential units or office space. This traditional form of mixed-use is referred to as “vertical mixed-use development” and serves as a powerful form of the built environment to foster lively, walkable neighborhoods. Mixed-use can also include “horizontal mixed-use development,” which consists of complementary single-use buildings within a given walkable neighborhood, tract of land or development project.

PROVIDE NEW HOUSING OPTIONS FOR SENIORS AND THOSE WITH SPECIAL NEEDS.

Residents that are age 55 and older currently make up approximately 22% of the population of Montevallyo. To accommodate an aging population, more viable housing choices at all affordability levels will need to be made available. To enable older adults and those people with special needs to remain in the Montevallyo community as long as possible, the City should work with the development community to build senior living options that are affordable and accessible. Housing types might include assisted living facilities, independent living facilities, nursing homes, continuum care retirement communities, cohousing communities, townhomes and condominiums, or a combination thereof. The cohousing concept consists of multiple individually owned housing units that are oriented around a common open area and a common house. At least 10 percent of the City’s housing supply should be designed for, or designated exclusively for, seniors.

DEVELOP MIXED-INCOME HOUSING AREAS.

It is recommended that the City encourage housing

developers and the non-profit community to work with the Montevallyo Housing Authority to redevelop or relocate Montevallyo’s public housing areas, such as Crow Village, into mixed-income housing developments with commercial uses (retail, grocery store, etc.).

Mixed income housing developments include diverse types of housing units, such as apartments, town homes, and/or single-family homes for people with a range of income levels and they may include market-rate housing units as well as government subsidized units. Mixed-income housing has been sponsored by public, nonprofit, and for-profit organizations and can include homeowners as well as renters. Private investors have utilized tax credits, such as the federal Low Income Housing Tax Credit (LIHTC) program, to help finance mixed-income developments.

The City of Montevallyo can encourage mixed-income housing through zoning density bonuses, inclusionary zoning ordinances, and other land-use regulations that encourage developers to reserve a portion of the total amount of new housing (usually 20 percent) for low- and moderate-income households.



Source: THW Design



Source: THW Design

HIGHER DENSITY DEVELOPMENT: MYTHS AND FACTS

Myths	Facts
<p>Higher-density development overburdens public schools and other public services and requires more infrastructure support systems.</p>	<p>The nature of who lives in higher density housing - fewer families with children—puts less demand on schools and other public services than low-density housing. Moreover, the compact nature of higher-density development requires less extensive infrastructure to support it.</p> <p>Number of School Age Children per 100 Units of New Housing:</p> <ul style="list-style-type: none"> • Mid-to-high rise apartments - 19 children • Garden apartments - 21 children • Owner-occupied single-family homes - 64 children
<p>Higher-density developments lower property values in surrounding areas.</p>	<p>No discernible difference exists in the appreciation rate of properties located near higher-density development and those that are not. Some research even shows that higher-density development can increase property values.</p>
<p>Higher-density development creates more regional traffic congestion and parking problems than low-density development.</p>	<p>Higher-density development generates less traffic than low-density development per unit; it makes walking and biking more feasible and creates opportunities for shared parking.</p> <p>Average Daily Car Trips by Type of Housing:</p> <ul style="list-style-type: none"> • Single-family detached housing - 10 per day • Apartment - 6.3 per day
<p>Higher-density development leads to higher crime rates.</p>	<p>The crime rates at higher-density developments are not significantly different from those at lower-density developments</p>
<p>Higher-density development is environmentally more destructive than lower-density development.</p>	<p>Low-density development increases air and water pollution and destroys natural areas by paving and urbanizing greater swaths of land.</p>
<p>Higher-density development is unattractive and does not fit in a low-density community.</p>	<p>Attractive, well-designed, and well-maintained higher-density development attracts good residents and tenants and fits into existing communities.</p>
<p>No one in suburban areas wants higher-density development.</p>	<p>Our population is changing and becoming increasingly diverse. Many of these households now prefer higher-density housing, even in suburban and rural locations.</p>
<p>Higher-density housing is only for lower-income households.</p>	<p>People of all income groups choose higher-density housing.</p>

3. ENCOURAGE THE RENOVATION OF OLDER BUILDINGS DOWNTOWN AND FILL VACANT SPACES.

The City of Montevallyo has a unique advantage over its suburban neighbors – its Downtown. Since 2016, Downtown Montevallyo has undergone improvements totaling \$5.5 million in private funds and \$6 million in public funds. Moreover, approximately 22 new business and 35 new jobs have been created since Montevallyo was designated a Main Street community in June 2016. This plan recommends that the City partner with downtown property and business owners, the University of Montevallyo, the Montevallyo Chamber of Commerce, Montevallyo Main Street and private developers to renovate older existing buildings and collaborate on efforts to fill vacant spaces in Downtown Montevallyo.

The following initiatives should be considered:

- Rehabilitate more downtown buildings to include upper level residential, office and professional businesses.
- Create co-working spaces or shared office spaces. Co-working and shared spaces are ideal for small and large businesses who want to take advantage of the connections and information shared in these environments. Moreover, these locations are also ideal for business incubators that help new businesses grow.
- Continue to encourage the University of Montevallyo to create an additional satellite campus presence in Downtown Montevallyo. For example, the City could encourage the University of Montevallyo to create training programs in industries the City wants to cultivate.
- Work with Montevallyo Main Street to develop and maintain “pop-up” locations to grow local startups and experiment with new retail formats. As Downtown property values continue to rise, affordable retail space can be hard to find. Pop-up shops generate interests among shoppers while giving entrepreneurs the chance to test the waters or reach new customers.
- Organize a “shop local” campaign to promote and highlight local businesses and provide visibility during times of the year when shoppers may gravitate towards larger retailers (i.e. Christmas or back-to-school).
- Use window treatments (i.e. “This space is not empty, it’s full of opportunity!” posters, backdrops, and poster clings) to market opportunities on the street and to identify Montevallyo Main Street as a resource for information and assistance. In addition to posters and other treatments, storefront display windows could also be used to display products for other downtown business to showcase Montevallyo attractions, promote events, main street activities and volunteer opportunities.
- Work with property and business owners to identify “shared space” opportunities that might make smaller portions of larger storefront spaces, or spaces otherwise underutilized by current tenants, available on a limited-time or test market basis to smaller boutiques, kiosks, pop-up shops and other artists, makers and entrepreneurs.
- Work with willing property owners, brokers and agents to clean-up and stage available properties and spaces. Several unoccupied and available properties in Downtown Montevallyo suffer from a lack of curb appeal and could benefit greatly from simple clean-up and staging activities.

Figure 3.5: Recommended Catalytic Project Idea #3





Source: Santa Ynez Inn



Source: Edwin Hotel, Chattanooga Tennessee

4. RECRUIT A FULL-SERVICE HOTEL AND CONFERENCE CENTER TO LOCATE WITHIN WALKING DISTANCE OF DOWNTOWN MONTEVALLO.

Throughout the public involvement process of this Plan, the planning team consistently heard the desire for the City to recruit a full-service hotel and conference center to Montevallo. Furthermore, a destination venue for multi-day events and conferences for the University community and outside organizations should be considered that would include lodging and meeting space within walking distance of downtown shops, restaurants, parks, and campus facilities.

Hotels can have many positive impacts for smaller cities like Montevallo including:

- Supporting local businesses, families and organizations – the hotel could provide accommodations for customers of local businesses, vendors, employees, sales representatives, trade shows, sports tournaments as well as accommodations for local families who have the need for

overnight accommodations for friends and family members for holidays, weddings, funerals, reunions etc.

- Providing important partnerships and support for local clubs, civic organizations, nonprofits and universities by housing guests, providing meeting and banquet space, or just contributing to the community through charitable contribution.
- Providing a way for people to experience Montevallo in a unique way.

The City should continue to work with 58 INC, the University of Montevallo and Shelby County to utilize the Lodging Feasibility Study that was prepared in 2018 for the Montevallo Development Cooperative District to recruit a hotel investor to support the development of a new hotel near Downtown Montevallo. The report recommended that the hotel be a mid-level brand with less than 70 rooms (60-65 on average). Incentive packages could be provided by the City to help secure the land, or to provide tax abatements.

Figure 3.6: Recommended Catalytic Project Idea #4



5. ESTABLISH AN “ARTS AND ENTERTAINMENT DISTRICT” IN THE DOWNTOWN AREA.

From boutique galleries and Art Walks along Main Street to art shows in Orr Park, and from traditional wood-fired kiln firings on the Montevallo campus to art classes at the local library, Montevallo is a blossoming arts city. Entertainment is an indicator of the activity and vibrancy of a downtown. The concentration of entertainment uses creates a definable sense of place that can act as an enormous draw for locals and tourists. Restaurants, bars and breweries attract more people when clustered together rather than on their own, and when integrated with a complex mix of uses like movie theaters, music venues, professional offices, and co-working spaces they create vibrancy throughout the day, especially during the evening and nighttime hours.

The purpose of establishing an “Arts and Entertainment District” should be to sustain and promote arts and cultural uses in the Downtown area. As a formal designated district, it should integrate the existing restaurants and shops with entertainment venues, art galleries, art studios and the like. These elements should generate increased interest in Downtown Montevallo and attract art festivals and cultural events. The additional venues and events could help increase tourism and help develop a vibrant atmosphere for entertainment and dining.

It is recommended that the City work with key partners such as Montevallo Main Street, the Montevallo Chamber of Commerce and local restaurants and businesses to develop an “arts and entertainment district” plan to determine the district vision, goals, geographic boundaries, environmental impact and marketing plan.

The designation as an “entertainment district” would allow participating businesses with alcohol licenses to sell alcohol where it can be consumed off-premises in open containers. The alcohol consumption would only be allowed within the boundaries of the district and during certain hours of operation. A main draw is that it would allow more festivals and special events to be staged Downtown.

While the main goals of arts and entertainment districts are to bolster and increase arts activity, enhance livability and attract tourism, the following topics should first be explored:

- Understanding possible noise impacts and modifications needed to noise regulations for properties within the district to protect nearby residential properties and businesses
- Establishment of any special hours of operation in the district
- Potential impact on sales tax
- Potential impact on crime
- Provisions for outdoor entertainment
- Provisions for open container cups that the alcoholic beverages will be served in – type of material (preferably a sustainable material rather than plastic), maximum pour of 16 ounces, etc.



PEPPER PLACE ENTERTAINMENT DISTRICT

Pepper Place is a thriving arts and entertainment district, located in Downtown Birmingham. Once home to Dr. Peppers’ manufacturing facilities, Pepper Place was transformed into a creative and bustling mixed-use marketplace. The district is known for its Saturday farmers market and 350,000 square feet of restaurants, bars, shops, and several design-oriented businesses.

In January 2020, Pepper Place was designated an entertainment district by Birmingham’s City Council. The designation enables visitors to experience Pepper Place in a new way, creates a true sense of place for the district, and increases foot traffic and sales for local businesses. Under Alabama Law, the designation allows participating businesses with alcohol licenses to sell alcohol to be consumed off-premises within the boundaries of the district and within its hours of operation. Since the district was designated, the district has seen an increase in visitors and new businesses.



Image Sources: Pepper Place Markets

6. CONTINUE IMPLEMENTING A COMPREHENSIVE SYSTEM OF WAYFINDING ELEMENTS.

In the past six years, the City of Montevallo has actively been working with design consultants to develop a comprehensive system of vehicular and pedestrian wayfinding elements to assist visitors in finding their primary destinations at all of the civic, cultural and recreation attractions in and surrounding Downtown Montevallo. A wayfinding system has many moving parts that fit together. To structure how all these elements work, it is important to look at the individual elements as a series of layers that a visitor encounters when experiencing a city.

The wayfinding experience can be broken down into five basic principles: know where you are, know where you are going, know the best way to get there, recognize your destination upon arrival, and find your way back. Wayfinding elements include direct tools, such as signage, banners and maps, and indirect tools, which serve as visual clues and consist of things like landmark features, light fixtures, street furnishing, public artwork, and landscape design.

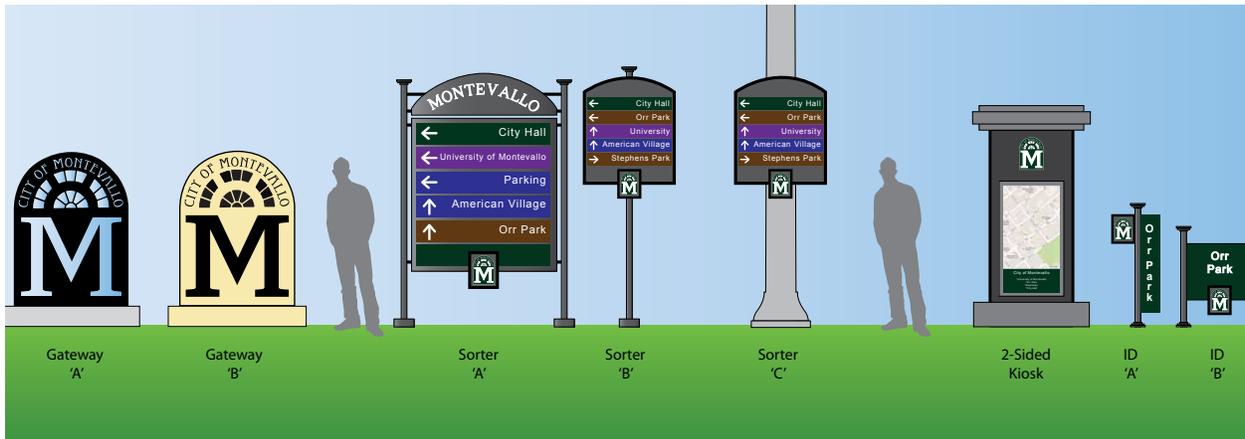
In 2014, the City commissioned Kelly Landscape Architects, LLC to create a Wayfinding Signage Master Plan. The plan includes schematic drawings and proposed placement locations for a variety of wayfinding elements, including gateway signs, primary vehicular signs, secondary vehicular signs, pedestrian kiosks and identification signs (see illustrations to the right). In 2019, the City has installed new signage at all city parks designed by Knight Sign Industries, Inc. (see illustrations to the right) and has installed a sticker wayfinding map system on signal boxes in Downtown Montevallo.

Unfortunately, the City has run into obstacles with ALDOT in implementing gateway signage and other signage elements along highway right-of-ways due to the number of highways throughout the city limits that are owned and maintained by ALDOT. It is imperative that any signage be installed outside of any ALDOT right-of-way.

It is recommended that the City of Montevallo create a Wayfinding Signage Steering Committee to guide the implementation of an expanded wayfinding system throughout the City. The committee should be responsible for determining the following:

- Best locations for placement of signage. Consider vehicular travel speed and cone of vision.
- Financing: Generally the financing of wayfinding system includes four major areas: planning, design, fabrication and installation and ongoing management.
- Consider best practices and new technologies, such as breakaway posts for any signage installed within city right-of-way. A typical breakaway post assembly consists of a sign support post, an anchoring post, and a breakaway component. The breakaway post is designed to lessen the impact to a vehicle if struck and thereby minimize injury to occupants and damage to vehicles.
- Identify phasing breaks so that the wayfinding elements can be implemented over several years. Initial phases should be focused around downtown Montevallo and then installed outward toward area highways as funding becomes available.
- Identify ways to incorporate wayfinding into new initiatives, such as pedestrian and cycling improvement projects, facility and park development projects, redevelopment, and community plans.
- Ensure that wayfinding signs are included in the City's annual maintenance budget so that as existing signs become outdated or in poor condition, they can be replaced.

Figure 3.7: Schematic Wayfinding Signage



Source: Kelly Landscape Architects, LLC

Figure 3.8: Wayfinding Signs for City Park - George Dailey Park



Source: Knight Sign Industries

Figure 3.9: Existing Downtown Wayfinding Signs



RECOMMENDED CATALYTIC PROJECT IDEAS IN THE HIGHWAY 25 CORRIDOR

Over the years, Downtown Montevallo has seen numerous public and private investments, but unfortunately the Highway 25 corridor has not thrived in the same way. As one of the primary commercial areas in the City, the economic vitality along Highway 25 is currently impeded by several vacant and underutilized commercial strip centers and inadequate pedestrian and bicycle infrastructure.

To improve the City's primary commercial corridor, this Plan recommends that the City work to enhance pedestrian access and safety between Downtown Montevallo and the Highway 25 corridor, develop streetscape improvements along Highway 25, plan for infill development, and explore the feasibility of a new community center with tornado shelter to enhance the quality of life and safety of citizens in the community.

Legend for Figure 3.8 Recommended Catalytic Project Ideas in the Highway 25 Corridor (to the right)

CATALYTIC PROJECT IDEAS

- 7 Enhance pedestrian access between Downtown Montevallo and the Highway 25 commercial area
- 8 Develop a set of streetscape improvements and access management standards for Highway 25
- 9 Encourage infill and redevelopment through design standards and guidelines along Highway 25
- 10 Explore the feasibility of constructing a community center with tornado shelter along Highway 25



7. ENHANCE PEDESTRIAN ACCESS BETWEEN DOWNTOWN MONTEVALLO AND THE HIGHWAY 25 COMMERCIAL AREA.

Today, there are approximately 770 Montevallo households within a 5-minute, or quarter-mile walk, of Downtown Montevallo and the Highway 25 corridor. While most of the streets in the Downtown Montevallo area include sidewalks, the sidewalk network ends at Morgan Street and there is a lack of safe pedestrian connections southward to the Highway 25 corridor. This is also the case for people living in the residential areas south of Highway 25 who are trying to travel by foot to Downtown Montevallo.

Significant built and natural environment barriers are present that are preventing safe pedestrian activity. These include the Norfolk Southern Class I rail line that runs parallel and north of Highway 25, the presence of Shoal Creek and the narrowness of the Middle Street and Shelby Street bridges. The lack of pedestrian infrastructure, such as sidewalks, crosswalks and pedestrian crossing signals, has created a safety hazard for those people who try and walk to businesses along Highway 25 or for those people who simply do not have reliable access to an automobile and must cross the three-lane highway and then the railroad line get to the Downtown Montevallo area. Pedestrians have recently been killed walking across Highway 25. During the public input process of this plan, this need and desire to improve pedestrian access and safety across Highway 25 to Downtown Montevallo was repeatedly noted during public involvement and is a high priority to the City.

Due to the complexity of the barriers, it is recommended that the City work with the Regional Planning Commission of Greater Birmingham to conduct an Advanced Planning, Programming and Logical Engineering (APPLE) study to determine the feasibility of constructing pedestrian infrastructure from Downtown Montevallo to Highway 25. The following improvements should be explored:

- Extending the sidewalk network from Highway 119/ Selma Road at Railroad Avenue to Highway 25.
- Extending the sidewalk network along Middle Street from Morgan Street to Highway 25.
- Providing safe pedestrian crosswalks at the

intersections of Highway 25 with Highway 119/ Selma Road, Shelby Street and Middle Street.

- Providing safe pedestrian crossings at the railroad crossings on Highway 119/Selma Road and Shelby Street.
- Providing safe pedestrian crossings over the Middle Street and Shelby Street bridges. One option to explore would be creating a one-way pair with Middle Street and Shelby Street. This would allow one existing lane on both the Middle Street and Shelby Street bridges to be dedicated for bicycles and pedestrians.

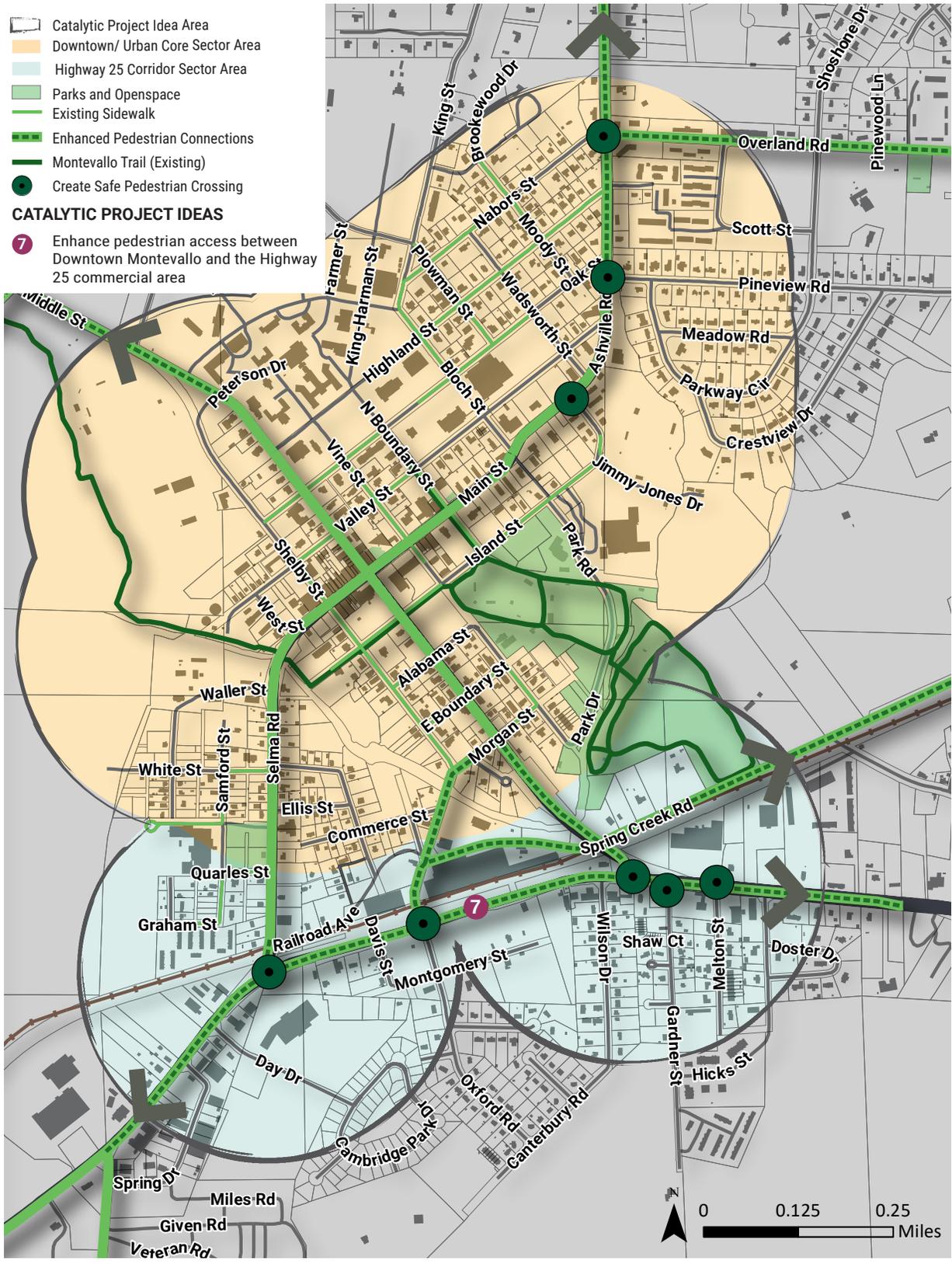
An APPLE study would help to identify:

- Existing roadway and bridge characteristics (i.e. travel lane widths, shoulder types and conditions)
- Presence of environmental features and constraints
- Presence of utilities
- Potential grading difficulties
- Property impacts
- Feasibility of construction that is primarily based on roadway profile conditions, approximate cut/fill slope and heights, and characteristics of drainage and utilities
- Cost estimates for design and construction
- Funding sources
- Stakeholder and public input

Existing Pedestrian Barriers



Figure 3.11: Recommended Catalytic Project Idea #7



8. DEVELOP A SET OF STREETScape IMPROVEMENTS AND ACCESS MANAGEMENT STANDARDS FOR HIGHWAY 25.

Montevallo citizens have expressed a great desire to see visual improvements along the Highway 25 corridor. The corridor begins with scenic pastoral gateways at the eastern and western edges of the City, and then transitions to typical highway-commercial development between the intersections with Highway 73 and Highway 216, where there are wide travel lanes, numerous curb cuts, and no infrastructure for the pedestrian.

STREETScape IMPROVEMENTS

It is recommended that the City develop a set of streetscape improvements along Highway 25 that will positively contribute to the overall image and identity for the corridor and that can help to transform Highway 25 itself from an exclusively automobile-oriented highway to one that is more accommodating to everyone. Attractive and inviting streetscapes that provide a safe built environment for pedestrians can also help spur local economic activity. In addition, a variety of materials can be used help differentiate pedestrian zones and call attention to driveway openings, crosswalks and other areas of vehicle conflict.

Streetscape improvements might include a variety of amenities including:

- ADA accessible sidewalks / pedestrian infrastructure
- Bicycle infrastructure
- Intersection improvements
- Improved street lighting on both the roadway and pedestrian scales (i.e decorative / ornamental lamp posts)
- Landscaping / planting selections
- Street furnishings at appropriate intervals
- New and modified traffic signals
- Wayfinding / informational signage / branding

In addition, sustainable streetscape practices should be included where feasible.

ACCESS MANAGEMENT STANDARDS

Between the intersections of Highway 73 and Highway 216, Highway 25 includes one-lane in each direction with a center turn lane, and averages 11,700 vehicles of daily traffic. This segment of the highway has a high number of direct driveway connections (i.e. each developed parcel has its own direct driveway connection to Highway 25), and many developments have multiple driveways that are closely spaced. Most of the developed parcels do not connect to each other and rely exclusively on Highway 25 for lateral movement. Generally speaking, this high number of direct driveway connections increases conflict points and “friction” along the corridor through starts and stops associated with turn movements, and negatively impacts operational efficiency as well as traveler safety.

It is also recommended that the City develop and adopt a set of driveway spacing standards or local access management standards for the Highway 25 corridor. Access management is the systematic control of the location, spacing, design, and operation of driveways, median openings, and street connections to a roadway in order to minimize conflicts and friction caused by multiple closely space driveways and intersections.

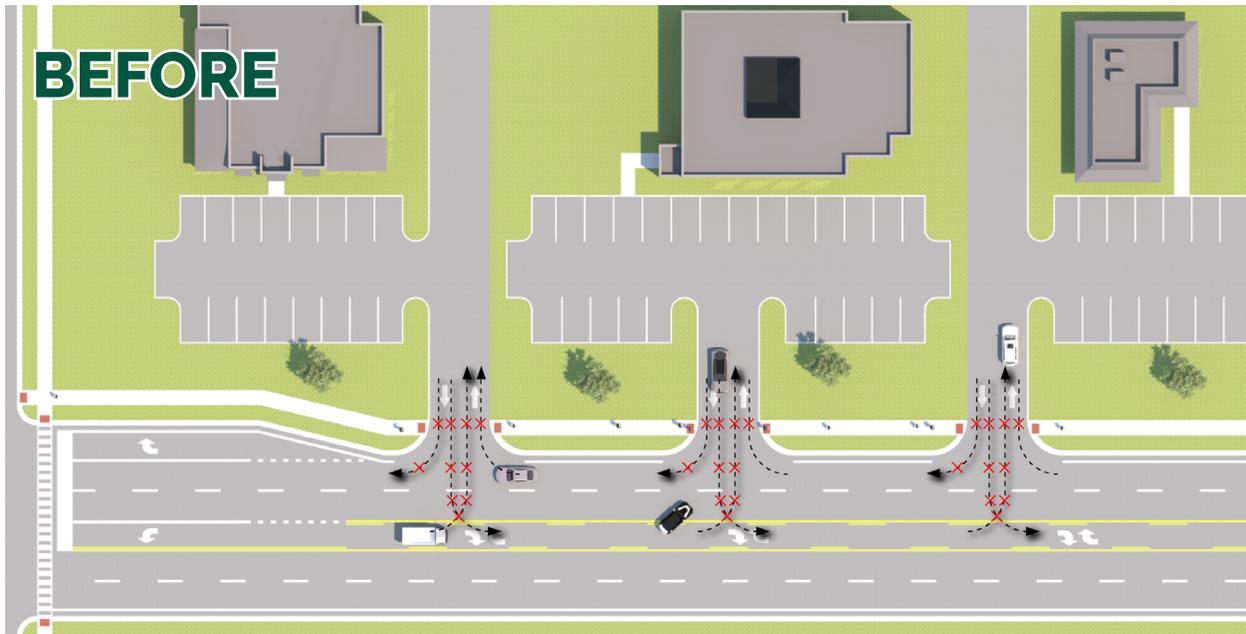
Access management standards for driveways usually cover some or all of the following factors: maximum number of driveways permitted in any lot frontage, maximum width of driveway pavement and curb cuts, minimum distances of driveways from intersections, property lines, other driveways, fire hydrants, utility poles, street trees, and other obstacles, specifications for curb returns (that portion of the curb that connects the driveway approach to the street curb), maximum and minimum slopes of driveways, and the type and quality of materials used in driveway and curb construction. The local set of access management standards should be stricter than those found in the Alabama Department of Transportation (ALDOT) Access Design and Management Manual, which already applies to the corridor since it is a state highway.

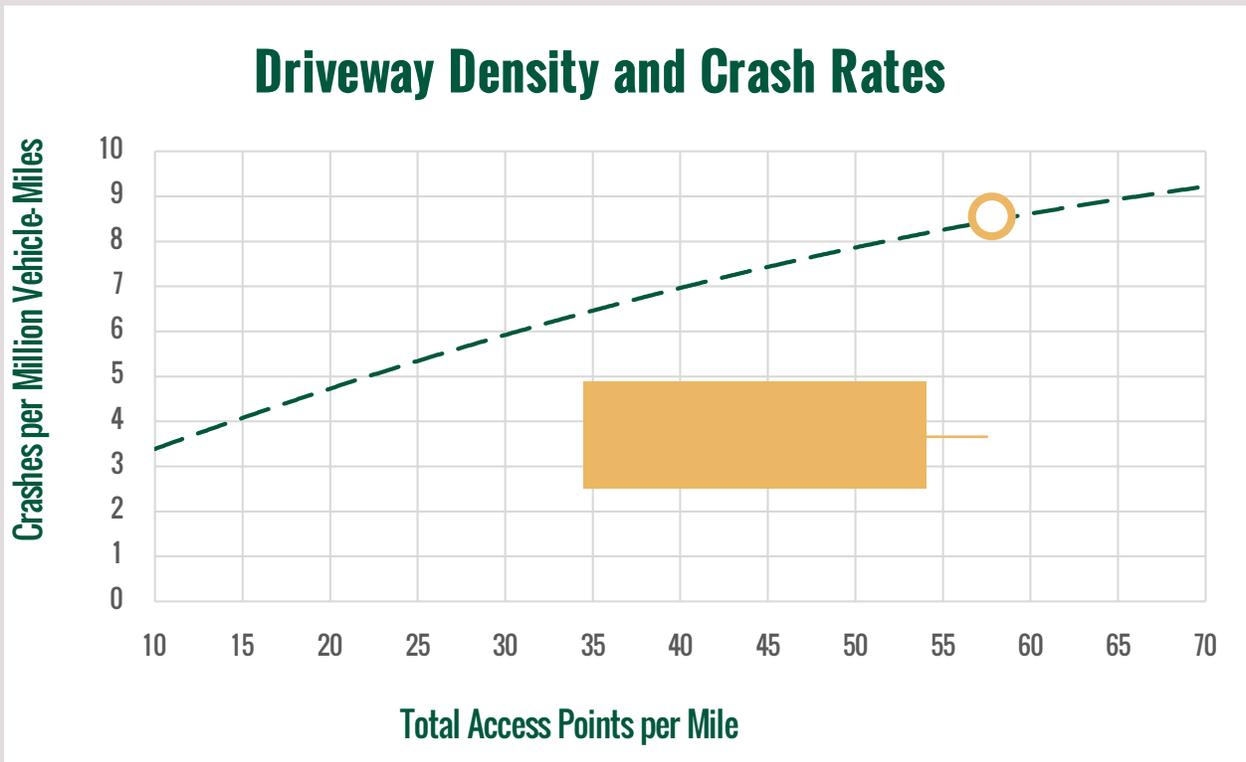
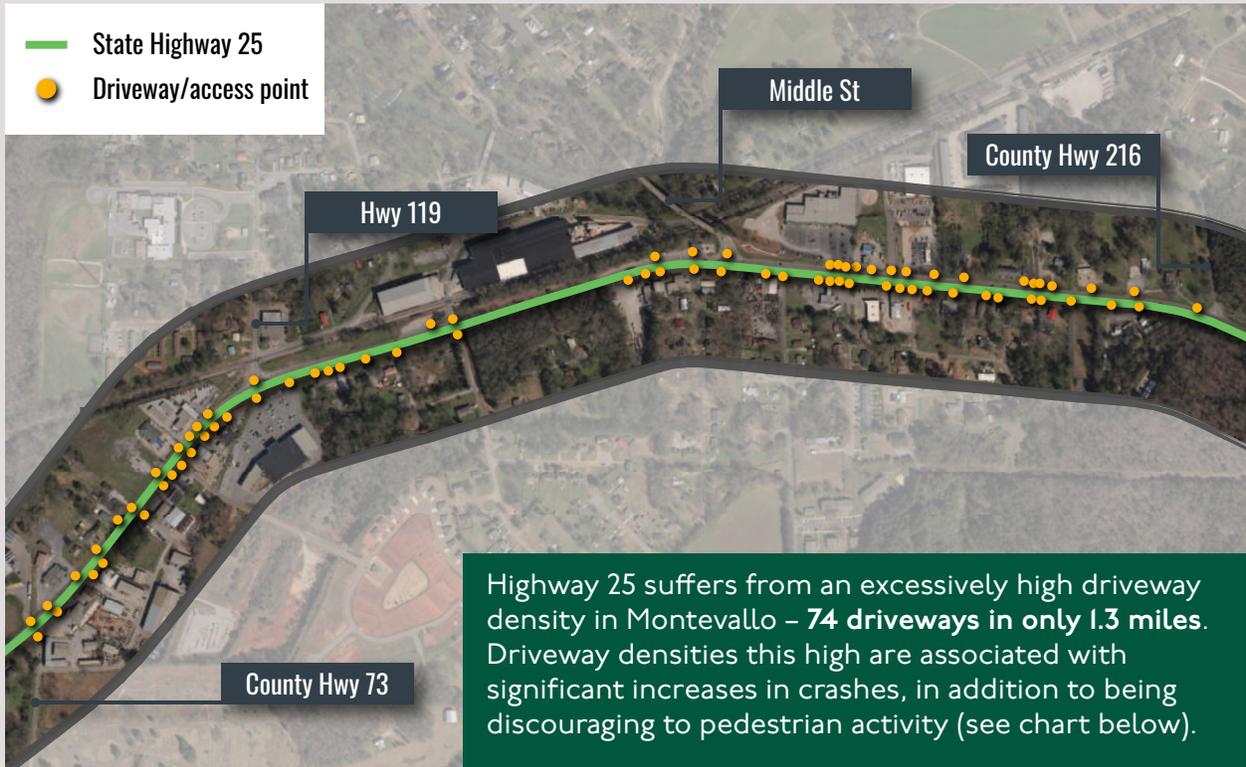
Figure 3.12: Recommended Catalytic Project Idea #8



ACCESS MANAGEMENT

By consolidating the number of intersections along a road, access management dramatically reduces the number of potential crash locations, all the while improving traffic flow. In this example, consolidating driveways and adding a median reduced 30 conflict points to only 3 — a 90% reduction.





9. ENCOURAGE INFILL AND REDEVELOPMENT THROUGH DESIGN STANDARDS AND GUIDELINES ALONG HIGHWAY 25.

While Downtown Montevallo has seen significant private and public investment, portions of Highway 25 have experienced disinvestment, resulting in vacant, abandoned and underused properties, especially in older commercial shopping centers that feature vast amounts of parking. Despite this, the corridor is well positioned for infill and redevelopment due to its high traffic volumes and the key commercial services that the area offers to residents of the City (i.e. grocery stores and gas stations). The term “infill” refers to the development of vacant parcels within previously built areas that are already served by public infrastructure and utilities, while the term “redevelopment” describes converting an existing built property into another use.

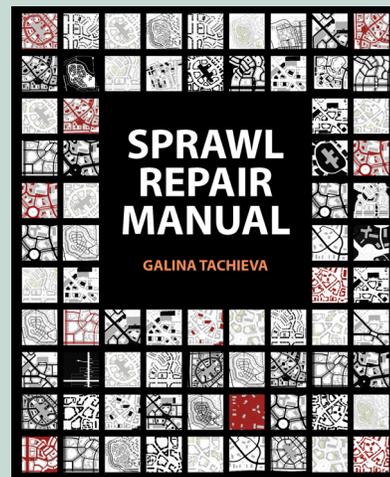
The following types of development standards are used to encourage infill and redevelopment:

- Relaxed setback and height standards to increase the available building envelope to a point where the project becomes infeasible.
- Allowing a diversity of land uses including vertical mixed-use (commercial on ground floor and residential or employment on upper floors) or horizontal mixed-use.
- Reduced parking requirements (i.e. too much surface parking can undermine the aesthetic value of a site).
- Reduced minimum lot sizes.
- Increased permitted density.

To further this goal, it is recommended that the City encourage infill and redevelopment by establishing a clear set of design standards and design guidelines through a Highway 25 Overlay District. Overlay districts are intended to encourage a more uniform and aesthetically pleasing design appearance by regulating the physical form of structures and building sites, and they help developers better understand the character and type of development that the City seeks to encourage in the area. They are placed “over” the base zoning in an area to modify the base zoning’s regulatory standards such as building placement, size, height, parking and access, landscaping and buffering and signage.

An overlay district typically includes both mandatory design standards and advisory design guidelines:

- Design standards are specific development controls that govern quantitative and measurable design objectives, such as the placement and height of buildings or the dimensions and lighting of signs. They are expressed with terms like “shall” and “must,” and are often described in tables and diagrams that show precise dimensions or fixed limits within which a proposed design must fall.
- Design guidelines provide direction on more subjective or qualitative design objectives, such as the architectural character of buildings, materials and colors. Guidelines are open to interpretation and admit a variety of solutions that support the general design intent of the overlay district. They are expressed with terms like “should” and “encouraged,” and are illustrated with examples from other communities.



Sprawl Repair Manual, Source: Galina Tachieva

The Sprawl Repair Manual by Galina Tachieva and Duany Plater-Zyberk and Company illustrates a set of remediation techniques to retrofit building types that define suburbia. The existing suburban buildings are re-purposed and/or joined by new structures, often taking advantage of suburbia’s typically excessive setbacks and parking lots. One such example is to “infill” large parking lots with surrounding businesses to improve the overall density, walkability, and urban form. **Figures 3.14** and **3.15** illustrate options for re-purposing a strip center and a gas station.

Figure 3.13: Recommended Catalytic Project Idea #9

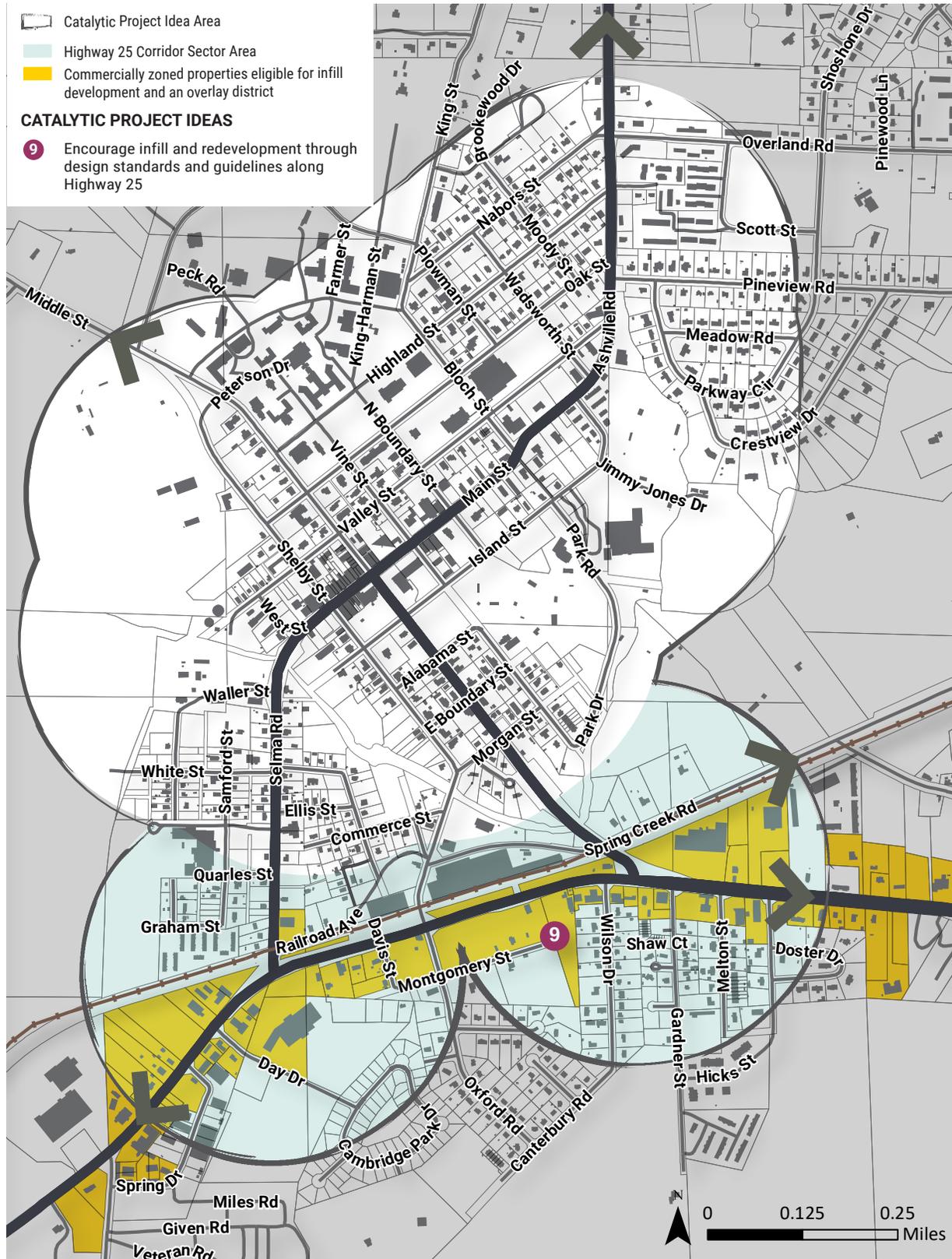
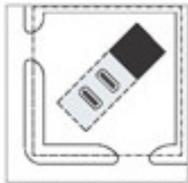


Figure 3.14: Example of infill and redevelopment of an existing strip center along Highway 25

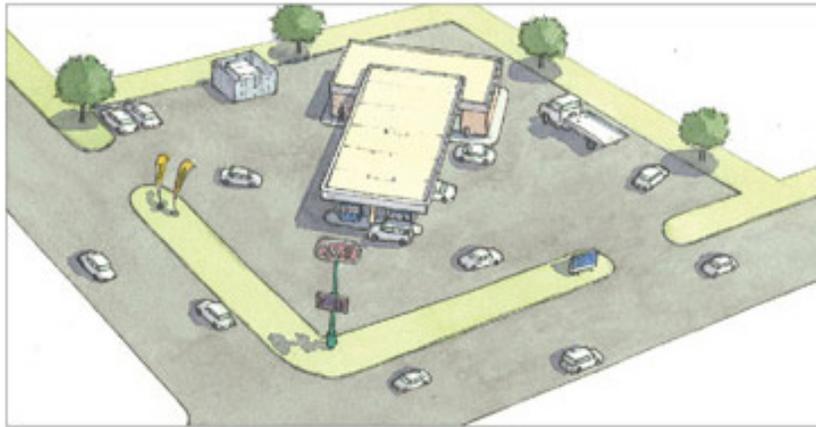


Figure 3.15: Sprawl Repair Toolkit: Gas Station Transformation

BEFORE



Existing Gas Station



AFTER



Proposed Addition



Mixed-use addition with corner store

Sprawl Repair Manual, Source: Galina Tachieva

10. EXPLORE THE FEASIBILITY OF CONSTRUCTING A COMMUNITY CENTER WITH TORNADO SHELTER ALONG HIGHWAY 25.

Throughout the public involvement process of this Plan, it became clear that the citizens desired a community center. While the process of creating a community center can be difficult and expensive, community centers provide numerous benefits including better health and quality of life for residents and providing a space for the community, especially youth, to gather, recreate and learn.

Equally as important, the community needs a storm shelter to help protect the citizens of Montevallo during dangerous storm events. To meet the needs of the community, it is recommended that the City explore the feasibility of creating a community center with a tornado shelter and/or safe room at a location along Highway 25. The City should

survey residents to determine the desired amenities and services that a new community center could provide (i.e. adult education classes, legal aid, exercise programs, community events such as movie screenings, festivals, or dances, community support groups, etc.). In addition to exploring the feasibility of potential sites, the City will also need to study administrative needs and answer the following questions - Who will run the center? How much staff would it require? What equipment is needed? How will the center support itself?

As an example, the City of Tuscaloosa recently constructed the McDonald Hughes Center and Community Safe Room. The community center is open Monday to Saturday and offers the following amenities: fitness equipment, group fitness classes, access to a large ballroom, commercial catering kitchens, and multi-purpose meeting rooms. The safe room operates as a short-term weather event facility only when a tornado watch or warning is issued for Tuscaloosa County. The safe room was built to Federal Emergency Management Agency (FEMA) 361 standards and can withstand 250 MPH wind speeds.



McDonald Hughes Center and Community Safe Room

Source: City of Tuscaloosa



Figure 3.16: Recommended Catalytic Project Idea #10





Watts on Main

615

NEW & USED

HUGHES
BUILDING
COMPANY

4

FUTURE LAND USE

The Future Land Use Map is a long-range tool intended to guide future zoning decisions. It is not a zoning map, but rather indicates the intended distribution and intensity of land uses over the next 10-20 years and should be used as a guide to define where different development land use types should be allowed to develop in the future.

This Future Land Use chapter aims to address the following 3 goals:

- 1.** Concentrate growth in compact areas where adequate infrastructure and public services exist.
- 2.** Protect agricultural land and environmentally sensitive areas.
- 3.** Coordinate annexation and new development plans with community service and utility providers to ensure adequate levels of service are extended to new growth areas and maintained in existing service areas.



ABOUT THE FUTURE LAND USE MAP

The Future Land Use Map is a long-range tool intended to guide future zoning decisions. It is not a zoning map. Whereas zoning maps are parcel specific and establish detailed requirements for setbacks, height, use, parking and other characteristics, the land use categories on the Future Land Use Map recommend a range of potentially appropriate land uses and intensities.

Montevallo's desired future land use patterns are shown on the Future Land Use Map, which is shown in **Figure 3.1**. It indicates the intended distribution and intensity of land uses over the next 20 years and should be used as a guide to define where different development land use types should be allowed to in the future.

In some cases, the recommended future land use is the same as the existing land use. However, in certain locations throughout the City, the Future Land Use Map contains areas where existing uses are proposed for a change in land use, or for redevelopment. In either case, it is not the intent of this plan to place existing uses in a situation where their value or the quality of life of residents is adversely affected. Rather, the intent is to demonstrate to potential purchasers or developers the City's long-range view of how particular properties should be reconfigured and used should it become feasible to do so.

FUTURE LAND USE CATEGORIES

The Future Land Use Map uses color-coded categories to express public policy on future land uses across the City. The land use designations have been drawn based on parcel lines, existing and desired development patterns, streets, environmental features and other logical boundaries.

The Future Land Use categories on the following pages describe in detail the general character of each land use type, including primary and secondary

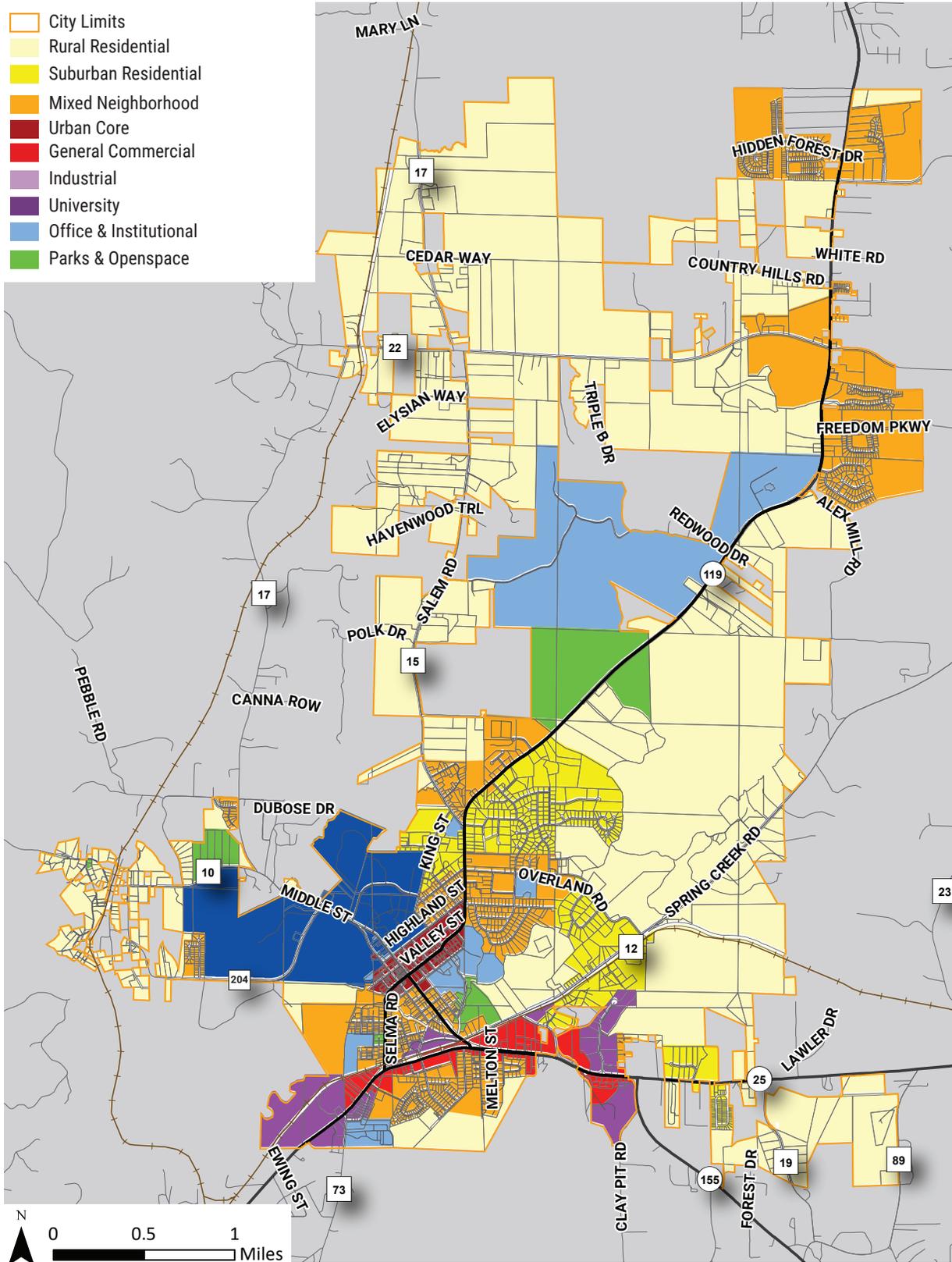
land uses, maximum building heights and general access and site characteristics. Each future land use category ties directly to an appropriate existing zoning district(s). Again, the land use categories indicated on the map must not be interpreted as zoning districts.

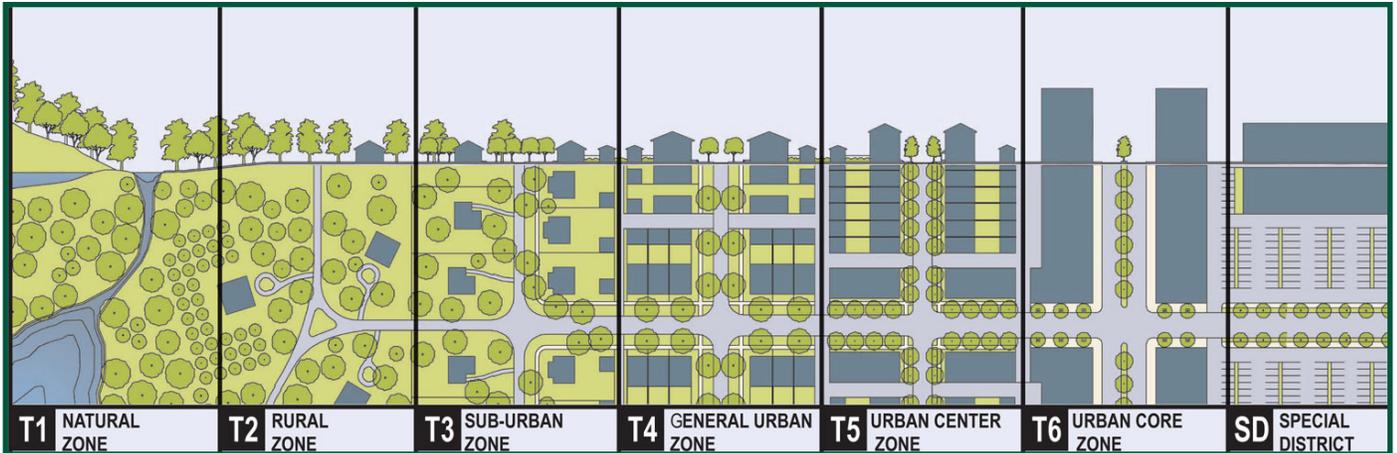
The future land use categories in this Comprehensive Plan are based on a concept called Smart Growth. Smart Growth champions an approach to planning based on the "transect" concept, where development intensity radiates out from the urban core, emphasizes a mix of uses, champions walkability, and preserves open space and agricultural land wherever possible. Each transect transitions from one to the other, farmland gradually leads into residential areas, which then lead into higher density residential areas, and finally to the urban core area. This is in contrast to a sprawling approach where land uses are separated and do not mix, street connectivity is low and residents must spend long amounts of time traveling in their car to access basic amenities.

Smart Growth is a movement back towards how we used to develop cities before the rise of the suburban subdivision. Suburban development and sprawl have been linked to poorer health and a lower quality of life*, and as such, this Comprehensive Plan encourages an approach that puts an emphasis on walkability and connectivity by encouraging a mix of uses and a design approach that concentrates and encourages new development where it already exists, rather than on the edge of town. The City is in a unique position within the region to implement smart, thoughtful tools to guide new development and to protect the many assets it already has -- this Future Land Use Plan is intended to be one of them.



Figure 4.1: Future Land Use Map





The Future Land Use categories in this Comprehensive Plan are based on a concept called Smart Growth. Smart Growth champions an approach to planning based on the “transect” concept, where development intensity radiates out from the urban core, emphasizes a mix of uses, champions walkability, and preserves open space and agricultural land wherever possible. Each transect transitions from one to the other, farmland gradually leads into residential areas, which then lead into higher density residential areas, and finally to the urban core area. Source: transect.org

RURAL RESIDENTIAL

The Rural Residential land use classification is characterized primarily by large estate style lots with single-family homes separated by large expanses of open space or agricultural land. Many residents value living on Rural Residential lots for the scenic, quiet, and pastoral beauty which should be preserved. This type of residential development emphasizes privacy over convenience to commercial services. Some lots may be adjacent to supporting agricultural uses such as nurseries and farms. Many rural residential landowners may take advantage of conservation easements to protect prime farmland or wildlife habitat.



Source: Greater Birmingham MLS

Table 4.1: Form and Pattern of Rural Residential Uses

Primary Land Uses
Single-family detached homes, farms
Secondary Land Uses
Accessory structures, manufactured homes, parks and outdoor recreation, schools and places of worship
Minimum Residential Lot Size
1.0 – 3.0+ acres
Related Zoning Districts
Agricultural-Residential District (A-R), Single Family Estate District (E-1), Scenic Corridor Overlay District
Maximum Building Heights
2.5 stories
Open Space
Parks, multi-use trails
Street Connectivity
Low

GENERAL CHARACTERISTICS:

- Single-family residences on individual estate lots.
- Low pedestrian access and orientation.
- High degree of separation between homes.
- Typically adjacent to large expanses of open space and/or agricultural lands.

SUBURBAN RESIDENTIAL

Suburban Residential areas are typically located between the Mixed Neighborhood and Rural Residential land use classifications. Residents living in Suburban Residential areas must often rely on their car to access most goods and services, although some neighborhood commercial destinations or parks can be within walking or biking distance. These residential areas are low to medium density with minimum lot sizes of 0.34 acres (or 15,000 square feet) and are largely made up of single-family detached homes. Conservation subdivisions fit within this land-use classification and should be encouraged to better preserve open space and sensitive environments such as wetlands (see Goal 2, Action 1 in this chapter to learn more about conservation subdivisions). For new developments, it is recommended that sidewalks and walking paths be considered to encourage pedestrian activity.



Source: Greater Birmingham MLS



Source: Greater Birmingham MLS

Table 4.2: Form and Pattern of Suburban Residential Uses

Primary Land Uses
Single-family detached homes
Secondary Land Uses
Accessory structures, manufactured homes, parks and outdoor recreation, schools, places of worship and public facilities
Minimum Residential Lot Size
0.34 acre (or 15,000 square feet) to 1.0 acre for single family homes
Related Zoning Districts
Single Family Estate District (E-1) and Single Family District (R-1)
Maximum Building Heights
2.5 stories
Open Space
Parks, community gardens, multi-use trails
Street Connectivity
Low

GENERAL CHARACTERISTICS:

- Single-family residences on individual large lots (clustering is encouraged).
- Low pedestrian access and orientation.
- High degree of separation between buildings.
- Stormwater management facilities are integrated (where feasible) in the landscaped environment.

MIXED NEIGHBORHOOD

Mixed Neighborhoods can be thought of as neighborhoods in the most traditional sense. They have a higher density of dwelling units than Suburban Residential areas and place a strong emphasis on walkability via an interconnected sidewalk network. Ideally, living in the Mixed Neighborhood land-use category means that residents can safely walk or bike for most of their daily needs such as going out to eat, visiting the park, going to school or work, worshipping, and shopping. Finally, the Mixed Neighborhood land use classification is characterized by a diversity of housing types. Single-family homes on smaller lots exist alongside townhomes, duplexes, senior-oriented housing and well-designed multifamily developments. This variety of housing and age groups creates a resilient neighborhood feel and increases safety and security by having a constant flow of residents going about their daily lives.



Source: Greater Birmingham MLS



Table 4.3: Form and Pattern of Mixed Neighborhood Uses

Primary Land Uses
Single-family detached homes, town houses and row houses, duplexes, garage apartments
Secondary Land Uses
Accessory structures, assisted or independent senior living facility, retirement community, apartments, condos, lofts, home-occupations, cafes and restaurants, small footprint general retail, schools, places of worship and public facilities
Minimum Residential Lot Size
10,000 – 15,000 square feet for single family dwellings
6,000 square feet for duplexes
5,000 square feet for multiple family dwellings
See Montevally Zoning Ordinance for additional minimum lot size regulations
Related Zoning Districts
Single Family Estate District (E-1), Scenic Corridor Overlay District, Single Family District (R-1), Single Family District (R-2), Multiple Family Dwelling District (R-4), Neighborhood Business District (B-1)
Maximum Building Heights
2.5 stories
Open Space
Pocket parks, community gardens, multi-use trails
Street Connectivity
High

GENERAL CHARACTERISTICS:

- Inherently walkable with a robust network of sidewalks and support for other alternative modes of transportation.
- Residential focus but with some small-footprint retail interspersed.
- Medium degree of separation between buildings. Most residential units are detached but duplexes, town houses, and some multiple dwelling developments (apartments, condos) could exist throughout.
- Residential developments that utilize the City's Conservation Subdivision Regulations are appropriate along the edges of the city limits.
- Parks and open space are within a half mile or 10-minute walk of all residents.

URBAN CORE

The Urban Core area provides land uses that compose the social and economic “heart” or downtown of the City, where people can shop, dine, work, go to school or attend civic events. Main Street is the spine of the Urban Core/Downtown area and it provides a comfortable pedestrian environment of blocks based on a grid and intersecting perpendicular street pattern. A strong variety of supporting land uses can be found in this area and a greater density and intensity of uses is encouraged. Civic buildings are anchor uses. Walkability is critical and a “park-once and walk” approach is encouraged. This land use category should be the most walkable, with a “Pedestrian First” approach, and should have a variety of destinations that cater to all age groups. Upper-story condos, lofts or apartments are encouraged above retail or office establishments. Other residential dwelling units such as town houses, duplexes, and live-work units may be appropriate on streets off of Main Street.



Table 4.4: Form and Pattern of Urban Core Uses

Primary Land Uses
Mixed-use buildings (typically feature ground-floor retail, service or office uses with upper floor residential or office uses), condos, lofts, commercial / retail, offices, cafes and restaurants, civic buildings / public facilities
Secondary Land Uses
Town houses, duplexes, live-work units, schools, places of worship, light industrial uses
Related Zoning Districts
General Business District Special District (B-2 SD), Multiple Family Dwelling District (R-4) and Office and Institutional District (O & I)
Maximum Building Heights
4 stories
Open Space
Pocket parks, community gardens, multi-use trails
Street Connectivity
High

GENERAL CHARACTERISTICS:

- Extremely walkable with a robust network of sidewalks with a “Pedestrian First” approach.
- Residential units are typically located on the upper floor of commercial or office buildings.
- Low degree of separation between buildings. Many buildings may be contiguously connected, particularly on Main Street.
- High variety of different complementary uses exist throughout.
- Parking regulations should put parking in the back of lots, with the building itself fronting the street and sidewalk.
- Landscaping and street trees should be consistent throughout and well maintained.

INDUSTRIAL

The Industrial land-use category serves a critical role in providing jobs and tax-base to the city and as such Industrial zoned lands should be maintained and fitted with the necessary infrastructure to support these uses. Typically, industrial uses are located away from residential areas as sound, freight traffic, and bright lighting can be incompatible with neighborhoods. Automotive access, particularly freight, can be critical to the success of industrial development and should be kept in mind when planning roads and infrastructure to support the industrial land use category. Adequate sewer infrastructure is also critical for the success of industrial uses and should be taken into consideration when planning future industrial sites.



Table 4.5: Form and Pattern of Industrial Uses

Primary Land Uses
Warehouses, light manufacturing, fabricating, processing, or assembling uses, logistics operations, industrial parks, lumber yards, public utility facilities
Secondary Land Uses
Professional offices, supporting commercial uses
Related Zoning Districts
Light Industrial District (M-1)
Maximum Building Heights
8 stories (3 stories in industrial parks)
Open Space
Passive open space
Street Connectivity
Low, oriented-towards the needs of freight and distribution

GENERAL CHARACTERISTICS:

- Should be developed or, where possible, retrofitted as a part of a planned industrial park having adequate water, sewer, stormwater, and transportation and telecommunication infrastructure for all component uses at build-out.
- Typically located near major roads, highways, railways and other large industrial centers.
- These areas may include industrial parks, manufacturing centers, warehouse and distribution centers and assembly operations.
- They are often buffered from surrounding development by transitional uses or landscaped areas that shield the view of structures, loading docks, or outdoor storage from nearby properties and roads.
- Way-finding signage and lighting guidelines are suggested to enhance the quality of the development.

GENERAL COMMERCIAL

General Commercial areas exist to serve the daily commercial needs of the city's population. Examples of General Commercial uses include grocery stores, automotive sales and repair shops, "Big-box" retailers, and restaurants. Most of the General Commercial land uses in Monteverllo exist along Highway 25 with pockets existing along Highway 119.

In the future, it may be desirable to retrofit older existing commercial / shopping center developments to become more aesthetically appealing and therefore more marketable, to prospective tenants. Some sites, particularly those with large surface parking lots may be ideal candidates for the construction of liner buildings and/or supporting infill uses on the existing parking lot. This type of infill development can give a fresh start and new life to shopping centers that are struggling to maintain quality tenants. Facades can be updated to reflect improvements with new architectural elements and awnings. Shared access points and pedestrian amenities are encouraged and should be considered for better accessibility between adjacent land uses, particularly along Highway 25, which is currently hazardous to pedestrian users (and many of them must walk out of necessity rather than choice).



Table 4.6: Form and Pattern of General Commercial Uses

Primary Land Uses
Commercial / service, general retail, shopping centers, restaurants and food stores
Secondary Land Uses
Hotels, motels, movie theaters, professional offices, schools, places of worship, community center, public facilities
Related Zoning Districts
Neighborhood Business District (B-1) and General Business District (B-2)
Maximum Building Heights
2.5 stories in the Neighborhood Business District (B-1)
6 stories in the General Business District (B-2)
Open Space
Small amount of passive open space
Street Connectivity
Low

GENERAL CHARACTERISTICS:

- Typically located along major thoroughfares.
- As retail developments age and tenants change, new retrofit investments may be necessary for continued success.
- High degree of access to the site by vehicular traffic. Careful use of access management on the primary roadway is essential to maintain adequate traffic flow.
- Integrate stormwater management facilities (where feasible) in landscaped environment.



OFFICE AND INSTITUTIONAL

The Office and Institutional land use category includes offices buildings as well as public and privately owned institutional uses. Existing institutional uses include Montevallo City Hall, the Montevallo public school campuses, American Village, the Alabama National Cemetery, the Montevallo Senior Center and the Parnell Library. Other institutional uses include cemeteries and places of worship. Medical clinics and senior assisted living facilities also fall within this category. In general, the uses in this category are complementary with their surroundings. For example, on Main Street, City Hall is consistent with the character of downtown Montevallo. Similarly, the Alabama National Cemetery is also an institutional use, and is consistent with the quiet rural character of the land adjacent to it.



www.shalamche.com



Table 4.7: Form and Pattern of Office and Institutional Uses

Primary Land Uses
Professional offices, schools, civic and public facilities, places of worship, cemeteries, community or cultural center, medical clinics
Secondary Land Uses
Parks, outdoor recreation, restaurants, senior assisted living facilities
Minimum Residential Lot Size
N/A
Related Zoning Districts
Office and Institutional District (O & I)
Maximum Building Heights
2.5 stories
Open Space
Parks
Street Connectivity
Low - Medium

GENERAL CHARACTERISTICS:

- As new opportunities to develop civic and institutional buildings arise, design that is complementary of surrounding land uses is encouraged.
- The intensity of new institutional development should be determined based on use and location with surrounding land uses and neighborhoods.
- Additional parking may be necessary for community or recreation centers that will frequently host a large number of people.

UNIVERSITY

The University land use category is the campus of the University of Montevallo. The University is a central aspect of the city's identity and a major employer for residents of Montevallo and the surrounding community. The primary land use within the University category are buildings dedicated to teaching students and serving the administrative needs of the University but also includes land dedicated to housing and feeding students, as well as open space and recreational facilities. Being adjacent to the downtown Urban Core as well as Mixed-Neighborhood categories, the city and university should work together and coordinate when considering new development to ensure that development is respectful of both the needs of the university as well as long-term established businesses and residential areas.



Source: University of Montevallo



Source: University of Montevallo

Table 4.8: Form and Pattern of University Uses

Primary Land Uses
Academic buildings, offices, campus student housing
Secondary Land Uses
Parks and open space, sports fields
Related Zoning Districts
Office and Institutional Special District (O & I SD)
Maximum Building Heights
Varies
Open Space
Passive green spaces and active sports fields
Street Connectivity
Medium but pedestrian oriented
Street Connectivity
Low - Medium

GENERAL CHARACTERISTICS:

- Variety of building types and functions oriented towards serving the needs of University students.
- Highly pedestrian focused.
- New and historic buildings with well-maintained greenspaces and other landscaping features.

PARKS AND OPEN SPACE

The Parks and Open Space land use classification is defined as establishments that operate facilities, or provide services for a variety of cultural, entertainment, and recreational functions. New Parks and Recreation areas will be created either by land acquisition, by the City, or dedication of land by a private owner (to the City or a public/ nonprofit agency), or by the private sector as part of a new development. New neighborhood parks, or small-scale pocket parks, should be designed with flexibility to accommodate impromptu uses and may include playgrounds for children and picnic areas. Such parks might be integrated into the design of Mixed Neighborhood areas. Some recreational areas can be accommodated as linear multi-use trails.



Source: Fotowerks Custom Photography



Table 4.9: Form and Pattern of Parks and Open Space Uses

Primary Land Uses
Multi-use trails, sports fields, playgrounds, golf-courses, active and passive parks
Secondary Land Uses
Restrooms, parking lots, accessory structures, amphitheatres and outdoor performance spaces, museums
Related Zoning Districts
Agricultural-Residential District (A-R), Office and Institutional Special District (O & I)
Open Space
Active and passive open space
Street Connectivity
Low
Street Connectivity
Medium but pedestrian oriented
Street Connectivity
Low - Medium

GENERAL CHARACTERISTICS:

- A primary environmental concern is the number of impervious surfaces (buildings, pavement, etc.) near creeks, such as Shoal Creek.
- All park areas should include basic amenities such as pedestrian-scale lighting, walkways, seating, garbage receptacles, etc.
- Safe pedestrian connections from residential areas with a half mile of parks should be prioritized where they do not exist today.
- Multi-use trails should connect to activity areas such as parks, neighborhoods, and schools.

AMENDING THE FUTURE LAND USE MAP

The Future Land Use Map is intended to:

- Ensure that future development and redevelopment in the City is suited to the natural landscape and infrastructure capacity; and
- Minimize conflicts between residential, commercial and other land uses.

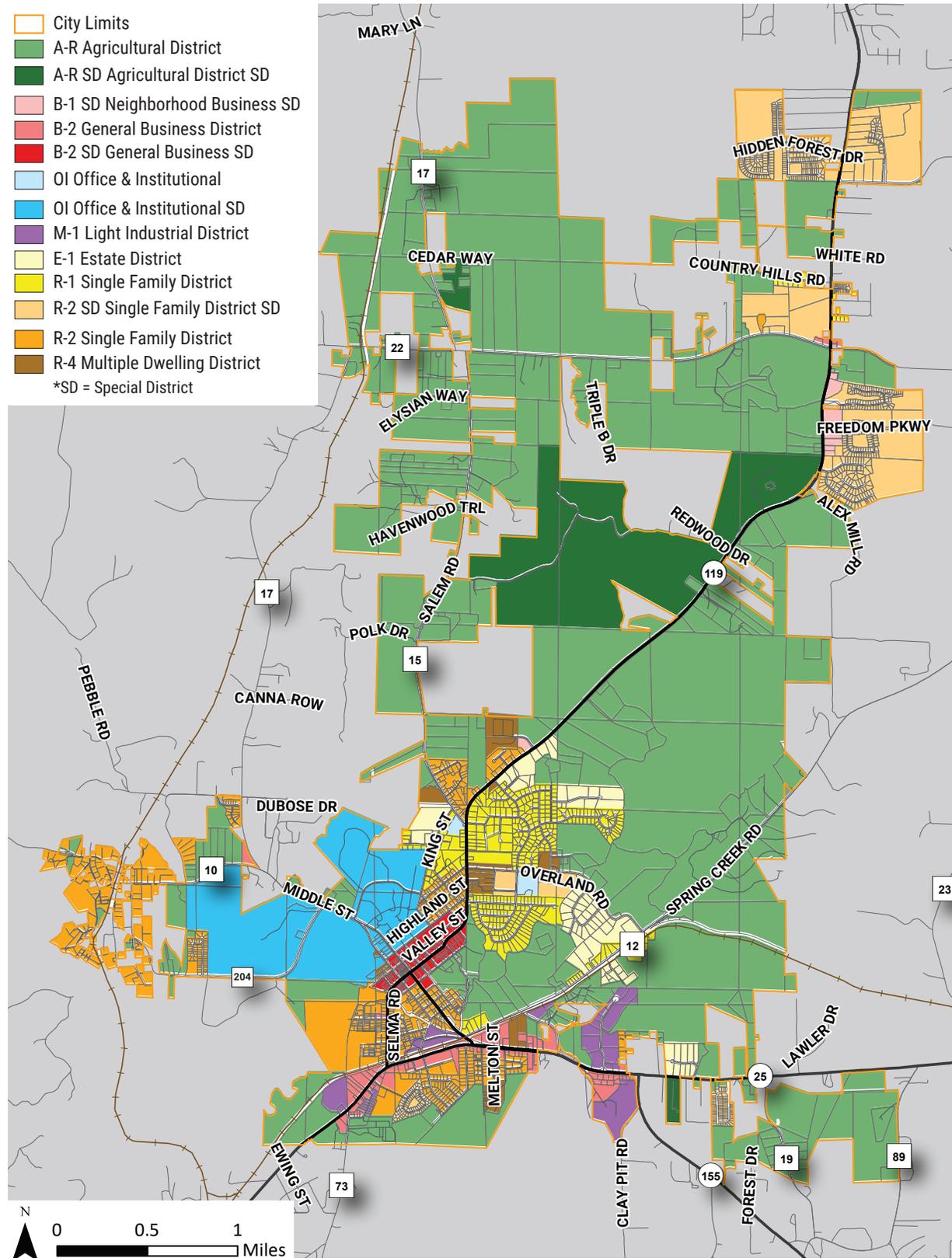
The Future Land Use Map is not a static plan. From time to time, it will be necessary to consider changes of varying magnitude to the Future Land Use Map. These decision points may come about in response to public investments in roads and other infrastructure, some of which may vary in scale, location or alignment from that which is forecasted in the Comprehensive Plan. In some cases it will be necessary to consider amending the map in response to individual development requests that, though they do not conform perfectly to the land use designations assigned in the Future Land Use Map, are otherwise consistent with the goals and policies of the City, including those within the Comprehensive Plan.

The City can institute a formal process to address these changes on a case-by-case basis, particularly when requests to change the zoning classification of properties are to be considered that do not conform perfectly to the Future Land Use Map. In this process a “change in land use designation” may be requested prior to or simultaneously with a rezoning request. At such time the Montevallo Planning and Zoning Commission should review the proposed change and hold a public hearing on the matter. The Commission should evaluate each request according to an established set of criteria, such as the following, to assure that the amendment is appropriate:

- Is the proposed change in land use considered a better land use than that recommended by the Future Land Use Plan?
- Will the proposed land use be similar in nature in terms of appearance, hours of operation and other general aspects of compatibility to adjacent uses?
- Will the proposed change in land use materially affect the adequacy or availability of community facilities and services to the immediate area or to the city overall?
- Will the proposed change in land use negatively affect the City’s plans for capital improvements in the area?
- Will the proposed change in land use present a significant benefit to the public health, safety and welfare of the community?
- Will the proposed change in land use contribute to the City’s long-term economic well-being?
- Will the proposed change in land use meet the purposes and goals of the Comprehensive Plan?

In this process it would be the responsibility of the applicant to provide evidence showing that the request meets the City’s established criteria for amending the Future Land Use Map. Adjacent property owners should be notified of the request and hearing. This notice may be provided together with the notice for the zoning hearing, when applicable.

Figure 4.2: Zoning Map (2019)



RELATIONSHIP OF THE FUTURE LAND USE MAP TO THE ZONING MAP

Consistency with the Future Land Use Map is not the only criteria that should be used to determine the reasonableness of a zoning map amendment. Other criterion include, but are not limited to, compatibility with the existing character of the surrounding area and impact on public services, infrastructure, traffic, fire, safety, parks and recreation, environmental and historic resources.

The following parameters apply to the use and interpretation of the Future Land Use Map:

- The Future Land Use Map is a generalized depiction of intended uses. It is not an “existing land use map,” although in many cases future uses in an area may be the same as those that exist today.
- The rezoning of any given area should be guided by the Future Land Use Map, interpreted in conjunction with the policies of the Comprehensive Plan. However, the Future Land Use Map is not a zoning map.
- While the Future Land Use Map will influence future zoning, it does not alter current zoning or affect the right of property owners to use the land for its purpose as zoned at the time of this Plan’s adoption. The Future Land Use Map will not be referenced as part of the site plan review.
- Whereas zoning maps establish detailed requirements for setbacks, height, use, parking, and other attributes, the land use categories of the Future Land Use Map recommend a range of potentially appropriate land uses and intensities.

What if the Future Land Use Map conflicts with the Current Zoning Map?

While the Future Land Use Map was partially based on existing land use and the City's adopted zoning map, some areas within the City of Montevallo conflict in terms of the way in which they are recommended to develop based on the Future Land Use Map and the way in which they are currently zoned. In certain areas, such inconsistency can be in the City's favor. For example, an area may be zoned as Light Industrial (M-I), yet the Future Land Use Map recommends the same area as a General Commercial use. Then when a particular proposal is before the City's Planning and Zoning Commission that is deemed a suitable location for commercial use, then the commission can elect to support a rezoning of the property to allow for the commercial use.

GOAL #1

**CONCENTRATE GROWTH IN
COMPACT AREAS WHERE
ADEQUATE INFRASTRUCTURE
AND PUBLIC SERVICES EXIST.**

According to the people who took the Visioning Survey associated with this Plan (see **Appendix A Public Involvement Summary**), 54% were in favor of seeing more development being concentrated in pre-existing destinations and concentrated in compact locations where it is easy to walk. Therefore, this goal focuses on efforts that would encourage growth and redevelopment where it already exists, building on the recent successes of Main Street, the strong neighborhoods that surround Downtown Montevallo, and along the Highway 25 corridor. By following this growth concept, the scenic and rural landscapes of Montevallo can be preserved.



Action 1

Encourage mixed-use development and compact development within a five-minute walk radius of the Downtown / Urban Core area.

A key goal of this Comprehensive Plan is to encourage compact, walkable development or redevelopment within a five-minute walk radius of the Downtown /Urban Core. The five-minute walk, also known as the “pedestrian shed,” is considered to be the distance people are willing to walk before opting to drive. Based on the average walking speed a five-minute walk is represented by a radius measuring $\frac{1}{4}$ of a mile. This type of compact building design presents opportunities to absorb growth and development in a way that uses land more efficiently.

Mixed-use developments generally consist of buildings that combine different uses within the same building. They provide for more public uses on the ground floor, such as retail shops, restaurants or commercial businesses, and provide for more private uses on the upper floors, such as residential units or office space. This traditional form of mixed-use is referred to as “vertical mixed-use development” and serves as a powerful form of the built environment to foster lively, walkable neighborhoods. However, mixed-use can also include “horizontal mixed-use development,” which consists of complementary single-use buildings within a given walkable neighborhood, tract of land or development project.

Compact development helps create the convenient neighborhood centers that people want, with neighborhood commercial or mixed-use areas within a five-minute walking radius of homes. This type of proximity increases the potential for walking and bicycling and will put more homes in close proximity to commercial areas, parks and schools. It is important to note that plans for incorporating higher densities into neighborhoods must be coordinated with transportation infrastructure and school planning, among other things.





Action 2

Encourage and incentivize infill development and redevelopment.

Infill development occurs in a pre-built area, often using vacant land or underutilized sites (such as parking lots) and involves the reconstruction of existing buildings. Infill development can utilize existing infrastructure and can reduce the need to expand expensive infrastructure such as sewer and water lines, roads, and public services.

The term “redevelopment” describes converting an existing built property into another use.

The City of Montevallo should encourage and incentivize compatible infill development and redevelopment in existing commercial areas, strip centers or neighborhoods, such as along Highway 25 (see Catalytic Project Idea # 9 in Chapter 2). The following are some infill development strategies and incentives that can be utilized:

- ✘ Removing regulatory barriers in zoning districts and/or creating new set of clear design standards and design guidelines.
- ✘ Providing property tax exemptions, credits, or abatements to developers that qualify by meeting an established set of program criteria such as offering affordable housing or developing infill parcels in a specified area.
- ✘ Waiving certain development or permit fees.
- ✘ Streamlining the approval/permitting process.
- ✘ Allowing density bonuses.
- ✘ Making amendments to adopted building and fire codes if they are making the redevelopment of properties become more challenging and costly to bring “up-to-code.”
- ✘ Adopting an adaptive reuse ordinance.



Action 3

Allow new development in rural areas only when adequate infrastructure and public facilities are in place to accommodate growth and then only at a context and scale appropriate to the locale.

This Comprehensive Plan encourages new development to minimize the costly conversion of undeveloped land in the rural areas of Montevallo and to maximize the use of existing infrastructure. Growth should not put existing neighborhoods at undue risk of change and should occur where there is adequate existing infrastructure and public facilities to accommodate it (such as roads, water, sewer, fire protection, etc.). By encouraging development in existing areas, the City can benefit from a stronger tax base, closer proximity of homes to services and jobs, increased efficiency of already developed land and infrastructure, and the preservation of prime farmland and open space.



Action 4

Develop the “Crossroads” as a village center with a mix of uses.

This Plan promotes the establishment of pedestrian-oriented centers and neighborhoods. While new growth should be concentrated in Downtown Montevallo and along the Highway 25 corridor, there is a strong rationale to develop a future village center at the intersection of Highway 22 and Highway 19, known as the “Crossroads”, to capture some of the sales tax dollars north of town that are currently lost to the City of Alabaster.

A village center should include a combination of dwellings, commercial and office uses, personal and household service establishments, institutional uses, other similar uses to meet the needs of workers and residents of adjoining neighborhoods.

GOAL #2

PROTECT AGRICULTURAL LAND AND ENVIRONMENTALLY SENSITIVE AREAS.

Montevallo's farmlands, large residential estates, existing natural areas, and forests contribute to its sense of place and differentiate it from surrounding communities. These uniquely rural resources are best protected when there is a supportive economic climate that values working lands and a development climate that promotes the conservation of the natural landscape. Land development and population growth are signs of economic progress in many communities, but these indicators are often at odds with the working farms, natural landscapes, and scenic vistas that characterize rural areas of Montevallo.



Action 1

Encourage developers to utilize Montevallo's Conservation Subdivision Standards.

The intent of conservation subdivision standards is to cluster the homes on a portion of a site and preserve the rest of the land as open space, thereby preserving large tracts of open space and agricultural land. Clustering allows landowners and developers to maintain the overall allowable density on a site while preserving significant amounts of open space. The developed cluster can be adjacent to existing development, with the open space acting as a transition or buffer that separates the development from undeveloped or natural areas.

Conservation subdivisions typically have 30-50% open space, are laid out in an informal pattern, and incorporate site design features that are characteristic of low intensity, rural

settings. The design standards make room for more open space on the property and can reduce development costs by providing a more compact infrastructure layout. They significantly conserve land, water, natural and cultural resources.

New developments that wish to utilize the Montevallo's Conservation Subdivision Standards must be a minimum of 20 acres and a minimum of 20 percent of the original parcel must be preserved from development. These conservation subdivision standards provide at least two development incentives in exchange for the permanent preservation of open space. First, the conventional lot sizes required of most subdivisions is not required, and blocks and lots can be laid out in the most efficient manner, saving on roads, utilities, and other development costs by "clustering" the developed portion of the site. Second, these regulations provide a "density bonus" for development – above what would be permitted under conventional regulations. The design standards include elements such as reduced lot sizes, street design standards, minimized street lengths and lot frontages and minimal grading. Maximum cluster sizes vary from 15 to 25 dwelling units.



Action 2

Promote the use of conservation easements.

A conservation easement is a legal agreement between a landowner and a land trust or government agency that permanently limits uses of the land in order to protect its conservation values. It allows the property owner to continue to own and use the land and to sell it or pass it on to heirs. When a property owner donates a conservation easement to a land trust, they give up some of the rights associated with the land. For example, some owners might give up the right to build additional structures, while retaining the right to grow crops. Future owners also will be bound by the easement's terms. The land trust is responsible for making sure the easement's terms are followed.

Conservation easements offer great flexibility. An easement on property containing rare wildlife habitat might prohibit any development, for example, while one on a farm might allow continued farming and the building of additional agricultural structures. An easement may apply to just a portion of the property and need not require public access.

A landowner sometimes sells a conservation easement, but usually easements are donated. If the donation benefits the public by permanently protecting important conservation resources and meets other federal tax code requirements, it can qualify as a tax-deductible charitable donation. The amount of the donation is the difference between the land's value with the easement and its value without the easement, but it is important to note that placing an easement on a property may or may not result in property tax savings.

A conservation easement can be essential for passing land on to the next generation. By removing the land's development potential, the easement lowers its market value, which in turn lowers estate tax. Whether the easement is donated during life or by will, it can make a critical difference in the heirs' ability to keep the land intact. (Source: www.freshwaterlandtrust.org)



Source: Freshwater Land Trust

Above: In December 2019, a generous landowner donated a 108-acre conservation easement to Freshwater Land Trust! Located in Blount County, the land features rolling hills with beautiful rock outcrops, shallow groundwater and springs, diverse forest, and an abundance of wildlife. The easement is part of 3,700 acres managed by Freshwater Land Trust in the Black Warrior River Basin. To learn more about how the Freshwater Land Trust works with landowners, visit: freshwaterlandtrust.org/consERVE-your-land/

FRESHWATER LAND TRUST

The Freshwater Land Trust is a 501(c)(3) conservation non-profit organization whose mission is to conserve, connect, and care for land and water in Central Alabama, creating dynamic green spaces for future generations. They work to conserve land in the following seven Central Alabama counties: Jefferson, Shelby, St. Clair, Blount, Walker, Bibb, Tuscaloosa and Chilton. When considering new lands for protection, a property must rank high in each of the following categories:

- Water quality protection (areas with high risk of erosion)
- Biological conservation (sites that contain rare species & biological communities)
- Recreational potential (open spaces within or near population centers)
- Important connectors (linkages between existing conservation areas)
- Community conservation priorities (archaeological / paleontological sites, historical sites, bicycle / pedestrian routes, viewsheds, etc.)

Source: www.freshwaterlandtrust.org

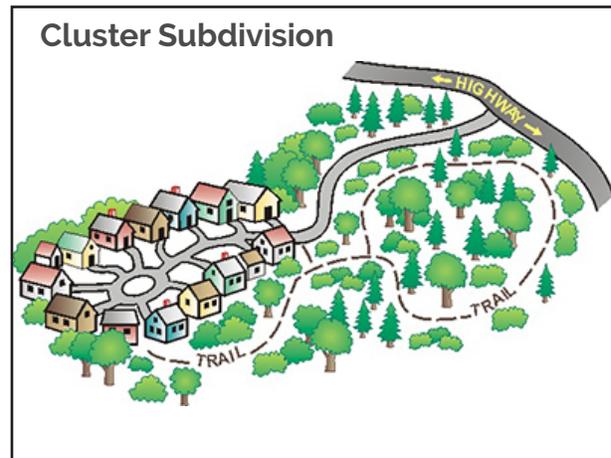


Action 3

Encourage conservation development through the use of “density bonuses.”

Additional density can be granted by the City of Montevallo as an incentive to encourage development that provides important public benefits, such as meaningful open space. In the context of land and natural resources, this technique may be used to encourage permanent protection of important open space or habitat areas. For example, higher than normal densities might be offered on the remainder of the site. Protection can be assured for open space that is held in a common undivided interest or dedicated to a recognized land trust (such as the Freshwater Land Trust or Forever Wild).

Density bonus incentives may be combined effectively with maximum density standards or cluster subdivisions to encourage greater protection of important resource areas. For example, a 60% increase in density in exchange for 50% open space. Often such density bonuses are only made for relatively large developments of, say, 50 acres or more.



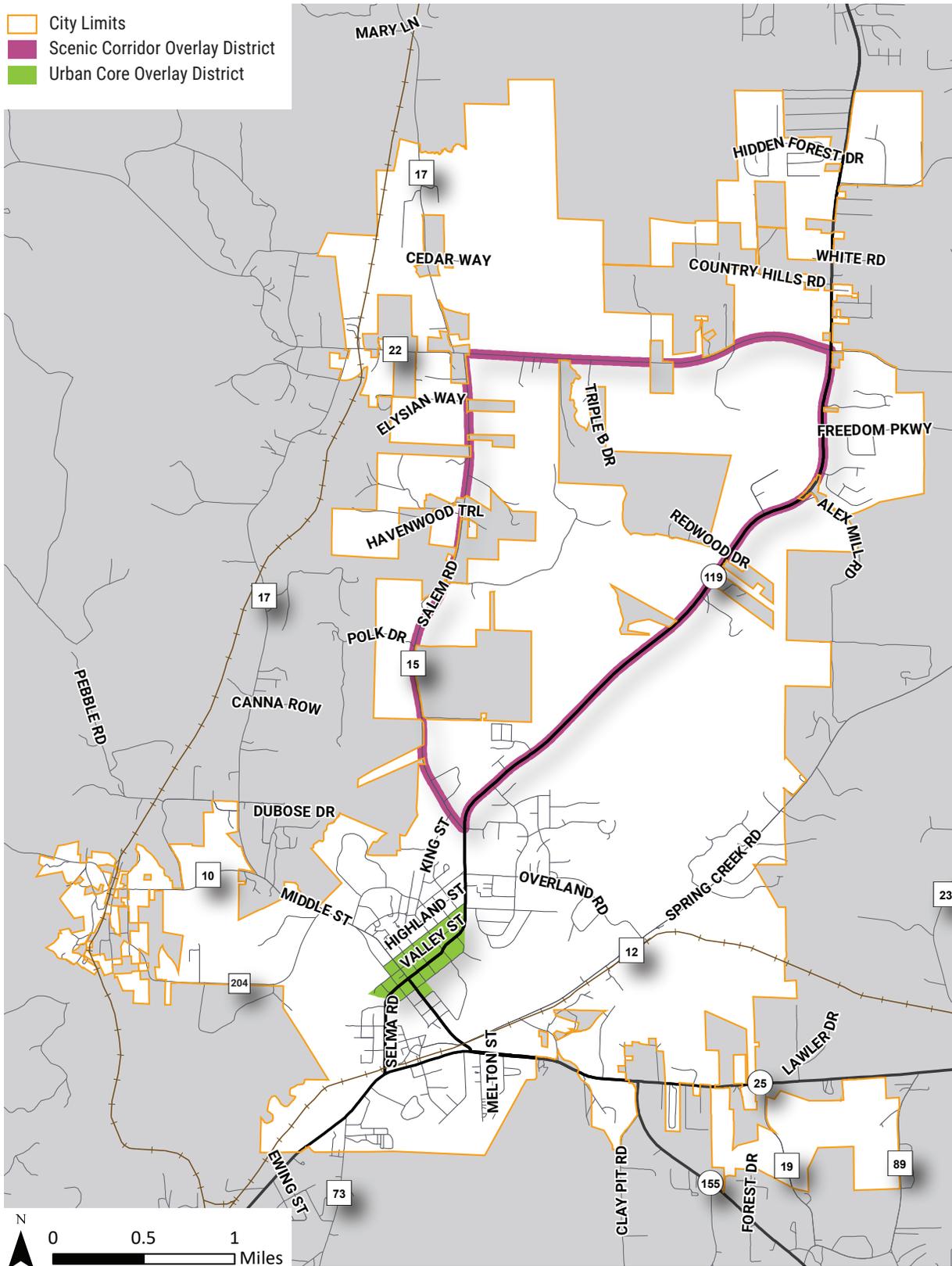
Source: <https://www.tcrpc-pa.org/clustered-subdivisions>

MONTEVALLO'S SCENIC CORRIDOR OVERLAY DISTRICT

The City of Montevallo has taken steps to preserve and enhance scenic corridors as a part of the City's Zoning Ordinance. Montevallo's Scenic Corridor Overlay District imposes additional regulations for the development of private properties abutting Highway 119 between Highway 22/Moore's Crossroads and Highway 17/Salem Road, abutting Highway 17/Salem Road between Highway 119 and Highway 22/Moore's Crossroad and abutting Highway 22/Moore's Crossroads between Highway 17/Salem Road and Highway 119.

The purpose of the Scenic Corridor Overlay District is “to work in conjunction with the underlying zoning district(s) to preserve and enhance the natural beauty adjacent to and along Montevallo's roadways, to discourage unsightly development that may tend to mar or detract from the natural beauty; and to exercise such reasonable control over the land within the district as may be necessary to accomplish this objective.” The regulations address minimum building setbacks, maximum impervious surface, underground utilities, landscaping requirements, minimizing signage and uniform architectural standards.

Figure 4.3: Map showing Scenic Corridor Overlay and Urban Core Overlay Districts



GOAL #3

COORDINATE ANNEXATION AND NEW DEVELOPMENT PLANS WITH COMMUNITY SERVICE AND UTILITY PROVIDERS TO ENSURE ADEQUATE LEVELS OF SERVICE ARE EXTENDED TO NEW GROWTH AREAS AND MAINTAINED IN EXISTING SERVICES AREAS.



Action 1

Establish a long-range annexation plan for the City.

Like most Alabama cities, Montevallo has expanded its municipal limits by piecemeal annexation of individual properties. While this is a valid and simple annexation method, it has yielded a patchwork quilt of incorporated and unincorporated areas that hinders good planning and well-ordered development. The City of Montevallo should instead develop a long-range annexation plan to guide future annexation decisions in a coherent manner.

An annexation plan would accomplish several important goals. First, it would outline a strategy to create a rational municipal boundary without confusing “donut holes” of unincorporated areas surrounded by incorporated land, simplifying boundaries and reducing administrative confusion. Second, it would enable the City to provide services to its citizens more consistently and efficiently. Finally, it would enable the City to ensure quality development with a consistent community character, while also protecting rural and sensitive natural land from intensive development.

An effective plan would explain the rationale for its annexation strategy, articulate the specific City objectives that would be accomplished by annexation, and show why these objectives support the Comprehensive Plan. The plan

would then identify specific areas for eventual annexation based on objective criteria, and explain why each area ought to be incorporated.

The plan should include a fiscal impact analysis of annexing the proposed areas demonstrating how expected tax revenues from these properties will compare to the cost of providing them with local services. Finally, the plan would select an appropriate method of annexation for each area in accordance with Alabama State law (i.e. local act of state legislature, referendum or petition by 100% property owners).

The following are example objective annexation criteria:

- ✘ The proposed parcel is contiguous to existing city limits and is served by existing water/sewer infrastructure.
- ✘ There is existing or potential commercial development on the parcel.
- ✘ The parcel is located along a major roadway corridor where the City wants to ensure consistent land use controls.



Action 2

Adopt an Adequate Public Facilities Ordinance (APFO).

Adequate public facilities ordinances, also known as concurrency management systems, tie development approvals to the availability and adequacy of public facilities. They are typically based on adopted level of service standards and ensure that before new development occurs its public infrastructure and municipal services (such as water, sewer, roads, emergency response times, schools, etc.) are sufficient to serve the development. The ordinance is intended to guarantee that the public facilities are either already in place or that they will be built concurrently with the new development. This type of concurrency requires the City to determine what portions of these costs they can fund and what commitments must be

met by the developers to provide the adequate facilities. In many instances, growth may occur only if the developer pays for needed public facility improvements.



Action 3

Require a fiscal impact analysis for all major new developments.

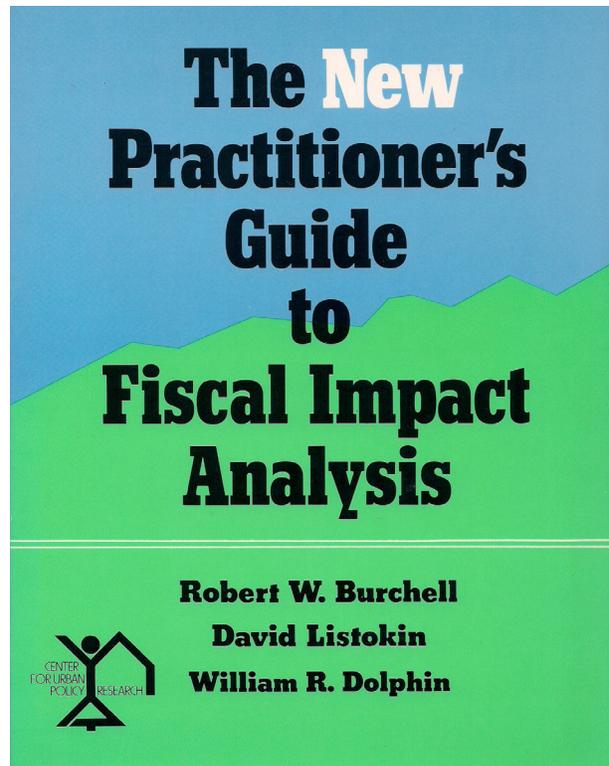
The long-term economic, social, and environmental impacts of a development can often be significant. For this reason, many cities and towns require a basic fiscal impact analysis for all major new developments. In general, a fiscal impact analysis examines the cost and benefits associated with a project and typically incorporate a four-prong approach:

- ✘ Estimate the population generated by the development (the number of new residents, school-aged children, and employees).
- ✘ Translate this population into public service costs (i.e. roads, schools, and emergency services) based on costs used in the local or regional market.
- ✘ Project the tax and other local revenues generated by the growth.
- ✘ Compare the development-induced costs to projected revenues and, if a gap exists, determine how to address the short fall.

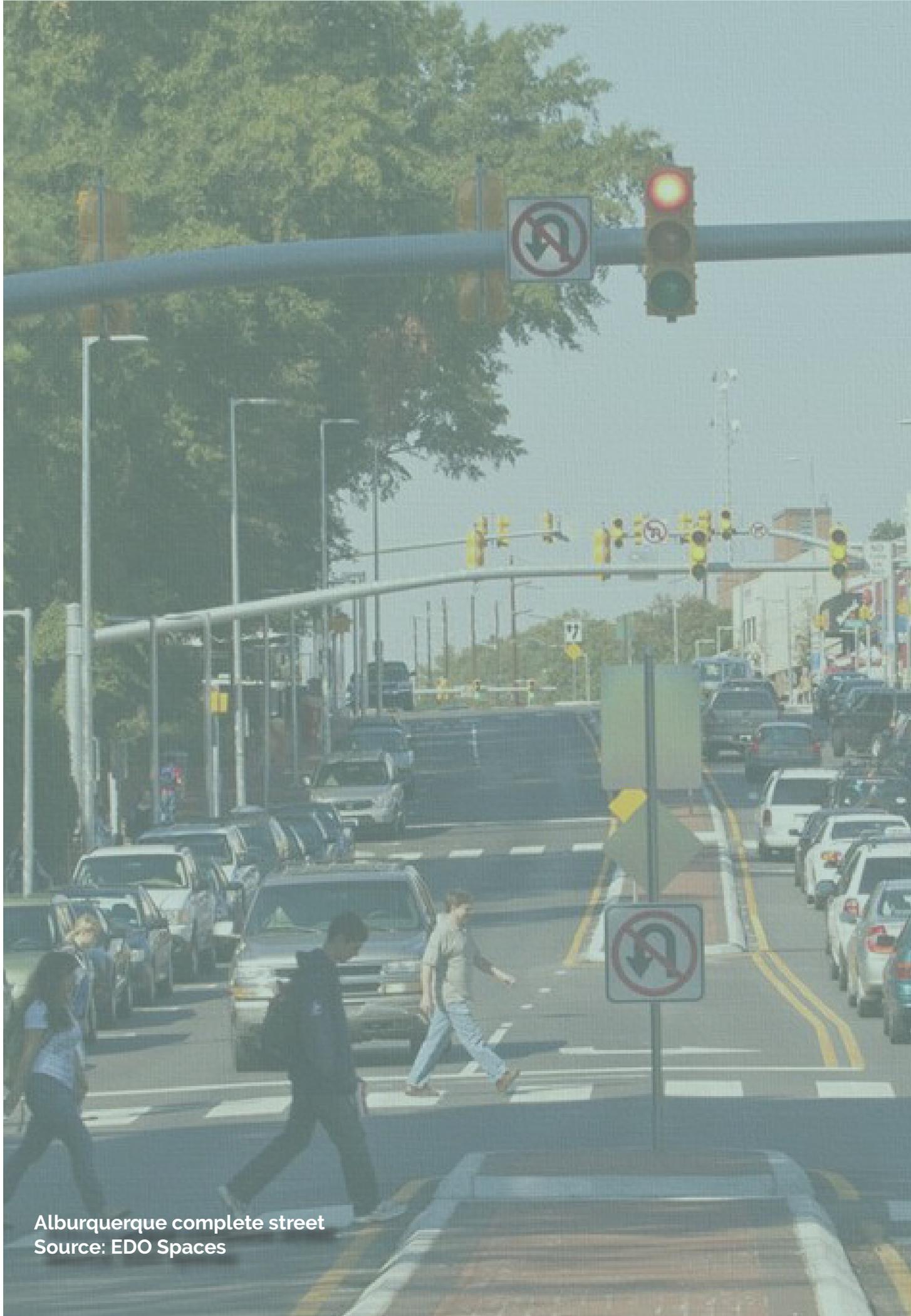
If performed in the conceptual design phase, fiscal impact analysis can compare alternative development scenarios such as more compact development, larger or smaller lots, adding a trail system, or providing an additional community facility. Concurrency regulations can also be employed, which allow the City of Montevallo to require that all needed infrastructure be funded and in place by the time each phase of the development is completed. If a fiscal impact analysis shows that the development is not financially viable, then the City could choose to not

approve the development project. Moreover, the City could also employ mitigation measures to make sure the new development pays its own way or offer benefits to offset community costs (i.e. building a new road to connect to an adjacent development, donating land for a pocket park, trail or school).

It is recommended that the City maintain adequate and current information on the costs of government services so that basic information for fiscal impact analyses is readily available.



Source: <https://www.amazon.com/Practitioners-Guide-Fiscal-Impact-Analysis/dp/0882851098>



Albuquerque complete street
Source: EDO Spaces

5

TRANSPORTATION

Transportation plays a critical role in quality of life. It affects access to goods and services, recreational areas, education facilities, and more. Safe transportation connections have always been a precursor to growth and economic success. This chapter provides goals and recommended actions to develop a safe, healthy and efficient transportation network throughout Montevallo. The transportation network is a system of existing and improved vehicular, bicycle and pedestrian facilities that will assure that residents, workers, and visitors have high-quality mobility and access for all of their travel needs.

The 2 goals found within this Transportation chapter are:

1. Expand mobility options throughout the City.
2. Preserve and enhance the safety and efficiency of the existing transportation system.





GOAL #1
EXPAND MOBILITY OPTIONS
THROUGHOUT THE CITY.

Fortunately, due to Montevallo’s size and location from a major interstate, it is not plagued with the traffic issues that many cities in Shelby County are facing. However, transportation planning is about more than alleviating traffic congestion, many citizens during the public involvement process of this Plan cited a need for more pedestrian facilities and safety improvements, particularly along Highway 25. With that in mind, this transportation goal places a great emphasis on improving the sidewalk, trail and bicycle network in Montevallo.



Action 1

Expand sidewalk coverage to connect citizens with essential needs and recreational opportunities.

Safe pedestrian connections are a critical component of an equitable transportation system, and most of the existing sidewalks in Montevallo are within the Downtown and University area - they total approximately 5 roadway centerline miles. Improved walkability and pedestrian safety were consistent themes throughout the public involvement process of this Plan. Rather than construct new sidewalks in an ad hoc manner, this Plan recommends that the City should instead prioritize new sidewalk construction using two technical tools: the 2018 Shelby County Bicycle and Pedestrian Plan and a sidewalk suitability analysis.

The development of the 2018 Shelby County Bicycle and Pedestrian Plan was intended to guide County decision-makers on the construction of new bicycle and pedestrian facilities at a county-wide level, establishing a realistic and implementable network that connects citizens to essential destinations

by foot. The County plan recommends that a sidewalk be constructed on at least one side of each recommended roadway.

In addition to the County’s recommendations, this Plan also created a sidewalk suitability analysis that identified locations with the highest potential demand for pedestrian activity based a number of indicators associated with a demand for walking. Appropriate walking radii or buffer distances were mapped from the locations of these indicators, and then the roadway segments that fell within these buffer areas scored points. Indicators included ¼ mile or ½ mile buffer distances from parks, schools, grocery stores, commercially zoned properties, public facilities and existing sidewalks. The indicators, buffer distance, and associated scoring of each indicator are listed in **Table 5.1**. The highest possible score based on the indicators was an 11, but no roadway segment scored above an 8 in the analysis.

Table 5.1: Scoring Criteria for the Sidewalk Suitability Analysis

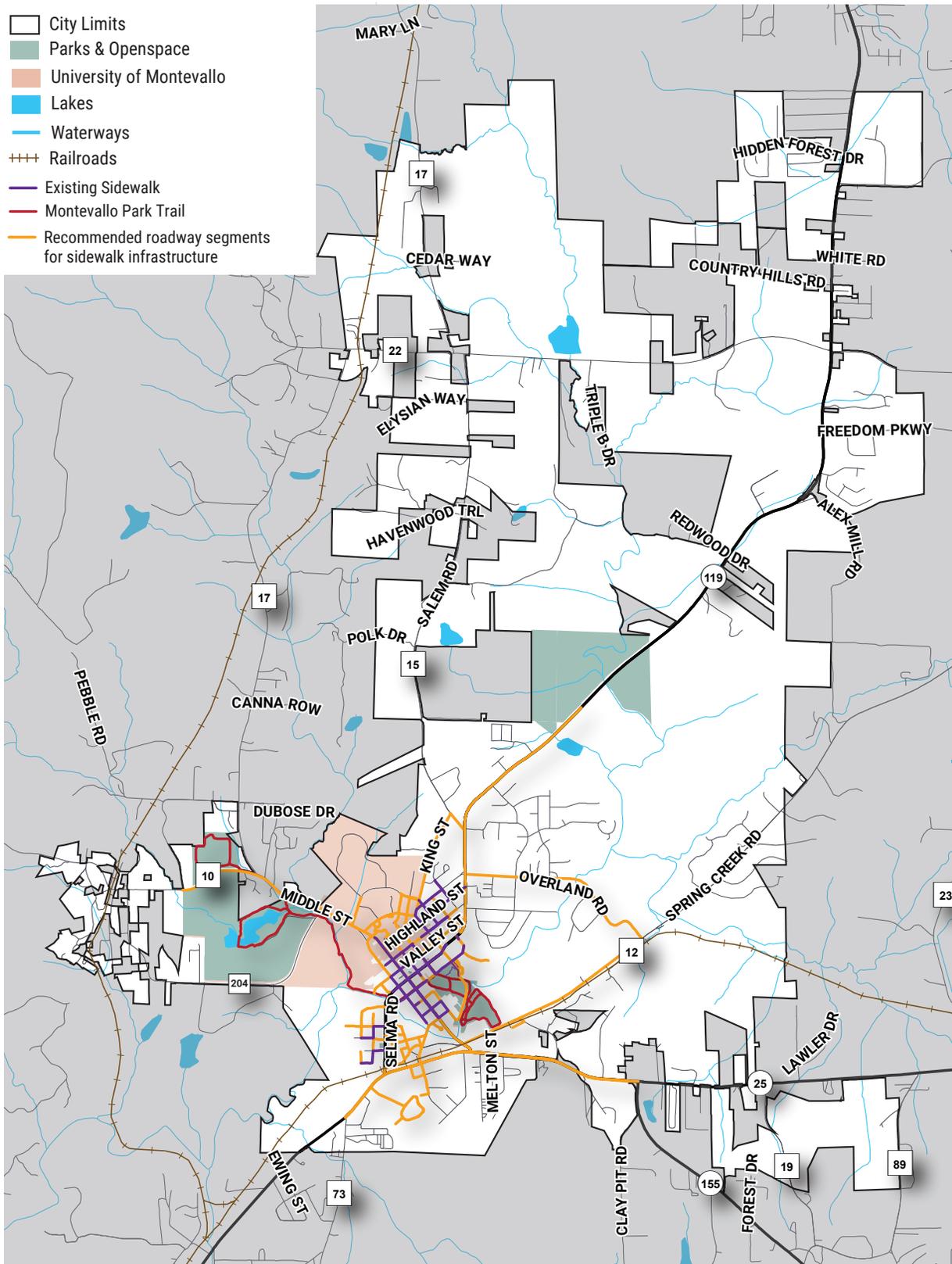
Sidewalk Suitability Analysis Indicators	Scoring Weights (in points)
Road segments within ½ mile of a park	1
Road segments within ¼ mile of a park	2
Road segments within ½ mile of a school	1
Road segments within ¼ mile of a school	2
Road segments within 1/2 mile of a grocery store	1
Road segments within ¼ mile of a grocery store	2
Road segments within ¼ mile of a commercially zoned parcel	1
Road segments within ½ mile of a library	2
Road segments within ¼ mile of an existing sidewalk	1
Road segments within ¼ mile of an existing trail	1
Road segments with ¼ mile of the senior center	1

Since many of the desired sidewalk locations identified by the public coincide with those identified in the 2018 Shelby County Bicycle and Pedestrian Plan and in the sidewalk suitability analysis, **Table 5.2** was created as a cross-reference table for the City to help determine implementation priority for constructing new sidewalk infrastructure and facilities on selected roadway segments as funding becomes available. The table notes if a roadway segment is recommended in the 2018 Shelby County Bicycle and Pedestrian Plan, notes its score based on the sidewalk suitability analysis, and notes if it was identified during the public involvement process of this Plan as a segment that is desired for new sidewalk construction. **Table 5.2** only shows the highest-scoring roadway segments in this cross-reference analysis, but **Figure 5.1** displays all roadway segments throughout the City and their associated sidewalk suitability analysis score.

Table 5.2: Recommended Roadway Segments for New Sidewalk Construction

Roadway Segment	Segment Length (in miles)	Recommended in the 2018 Shelby County Bicycle and Pedestrian Plan? (Yes or No)	Sidewalk Suitability Analysis Score (1 Lowest to 8 Highest)	Identified during the Public Involvement Process of this Plan as needed? (Yes or No)
Highway 25 from Day Drive to Selma Road	0.1	Yes	8	Yes
Highway 25 from Selma Road to Shelby Street/ Cedar Street	0.2	Yes	7	Yes
Middle Street from Morgan Street to Main Street	0.3	Yes	7	Yes
Middle Street from Morgan Street to bridge over Shoal Creek	0.2	No	7	Yes
Highway 25 from Wilson Drive to Shaw Court	0.1	Yes	6	Yes
Highway 119 from Bloch Street to Salem Road	0.7	Yes	5	Yes
Highway 25 from Highway 73 to Day Drive	0.2	Yes	4	Yes
Highway 25 from Shaw Court to Hick Street	0.1	Yes	4	Yes
College Drive from King Street to Farmer Street	0.1	No	4	Yes
Middle Street from Highway 204 to Shelby Street	0.2	No	4	Yes
Highway 25 from Shelby Street/Cedar Street to Wilson Drive	0.2	Yes	3	Yes
King Street from Salem Road to College Drive	0.5	No	3	Yes
Middle Street from Highway 223 to Highway 204	0.5	No	3	Yes
Highway 25 from Hick Street to Pioneer Avenue	0.2	Yes	2	Yes
Spring Creek Road from Middle Street to Overland Street	1	Yes	2	Yes
Highway 25 from Highway 216 to Highway 155	0.3	Yes	1	No
Overland Road from Highway 12 to Ashville Road/ Highway119	1.1	No	1	Yes
Salem Road from Ashville Road/Highway 119 to King Street	0.2	No	0	Yes

Figure 5.1: Recommended Roadway Segments for New Sidewalk Construction





Action 2

Construct context-sensitive bicycle infrastructure along strategic corridors.

Two recently completed regional-scale bicycle plans exist that identify critical corridors for bicycle connections to and within Montevallo – the 2019 B-Active Plan and the previously mentioned 2018 Shelby County Bicycle and Pedestrian Plan. Both plans were prepared by teams of engineers and planners with extensive technical expertise in multimodal planning and were developed with extensive public involvement.

The 2019 B-Active Plan is the Active Transportation Plan for the Greater Birmingham region that was developed by the Regional Planning Commission of Greater Birmingham (RPCGB). The purpose of the plan is to establish a clear vision for building and expanding a multimodal transportation network in Jefferson and Shelby counties, and in parts of Blount and St. Clair Counties, with a specific focus on creating a safer, more connected, and equitable active transportation system for the region. The 2018 Shelby County Bicycle and Pedestrian Plan is intended to provide the County and its local partners with guidance on the construction of new bicycle and pedestrian facilities at a county-wide level.

The recommended roadway segments for bicycle infrastructure from these two plans have been compiled into **Table 5.3**. As funding and rights-of-way become available, the City should utilize this table to help determine implementation priority for constructing new bicycle infrastructure and facilities on selected roadway segments. See the **callout boxes** on **pages 96 to 98** to learn more about the two plans and how to determine context-sensitive design for bicycle facilities.

Table 5.3: Recommended Roadway Segments for Bicycle Infrastructure

Roadway Segment	Length (in miles)	Listed in the Regional B-Active Plan? (Yes or No)	Listed in the 2018 Shelby County Bicycle and Pedestrian Plan? (Yes or No)
Highway 119 / Montevallo Road / Ashville Road/ Main Street from Middle Street to Hidden Forest Drive (at northern city limits)	6.4	Yes	Yes
Highway 25 from Frye Street to Middle Street	2.1	No	Yes
Highway 25 from Middle Street to Trophy Drive (at city limits)	0.9	Yes	Yes
Middle Street from Main Street to Highway 25	0.5	Yes	Yes
Selma Road / Highway 119 from Middle Street to Highway 25	0.6	No	Yes
Spring Creek Road from Middle Street to Otts Farm Road	2.0	No	Yes
Salem Road/Highway 17 from Highway 119/Ashville Road to northern city limits	3.6	Yes	No

REGIONAL B-ACTIVE PLAN

The 2019 B-Active Plan is the Active Transportation Plan for the Greater Birmingham region that was commissioned by the Regional Planning Commission of Greater Birmingham and developed by Toole Design Group. The purpose of the plan is to establish a clear vision for building and expanding a multimodal transportation network in Jefferson and Shelby counties, and in parts of Blount and St. Clair Counties, with a specific focus on creating a cohesive system of bicycle and pedestrian infrastructure. The plan identifies and prioritizes strategic projects to build a safer, more connected, and equitable active transportation system for the region.

Developed with the end-user in mind, the B-Active Plan focuses on increasing connectivity between major destinations, addressing major gaps in the regional bicycle and trail system today, and providing robust and flexible design solutions for all road types. The target user is the “interested but concerned” bicyclist. These users make up approximately 50% of the population and are interested in bicycling but are concerned for their safety. By designing new bicycle facilities for those users and increasing their degree of separation from automobiles, active transportation becomes safer and more viable for everyone.

As a region-wide plan, the B-Active Plan does not propose a comprehensive bicycle network within the Montevallo city limits but instead identifies a handful of key roadway segments within

the City that would serve as regionally-significant active transportation routes, around which the City can develop their local share of the regional network.

The B-Active Plan takes a semi-prescriptive approach to bicycle facility recommendations recognizing that facility selection and design for a given road depends on many factors such as existing rights-of-way, lane widths, budgetary constraints, etc. Read “Utilizing the B-Active Plan for Context Sensitive Design” to learn more.

Appendix C of the B-Active Plan provides a list of projects by jurisdiction and project maps, and Appendix D provides the menu of cross-sections by land use context and a list of detailed cost estimates. Visit the Regional Planning Commission of Greater Birmingham website at www.rpcgb.org or the project website at www.B-Activeplan.com to download the B-Active Plan and to learn more.



Dedicated Bicycle Facility



Source: Bridge Magazine

Protected Bicycle Facility



Source: Greater Greater Washington

2018 SHELBY COUNTY BICYCLE + PEDESTRIAN PLAN

In 2018 Shelby County adopted the Shelby County Bicycle and Pedestrian Plan. The Plan is intended to guide County decision-makers on the construction of new bicycle and pedestrian facilities at a county-wide level. It establishes a realistic and implementable network that connects residents to essential destinations. While it refrains from detailed recommendations for facility types at specific locations, it instead outlines possible design solutions such as the following:

- Restriping of the roadway to include a bicycle facility where lane widths allow
- Implementation of a road diet to better accommodate all users
- Addition of a bicycle accommodation on an improved shoulder or on a facility within 1 mile of the corridor

UTILIZING THE B-ACTIVE PLAN FOR CONTEXT SENSITIVE DESIGN

The ideal bicycle facility in a busy downtown area may not be the ideal solution for a suburban neighborhood. A one size-fits all approach rarely makes sense when designing for unique areas. Different land use and development patterns present different challenges for active transportation users, so it is important to find the right facility type for a given road.

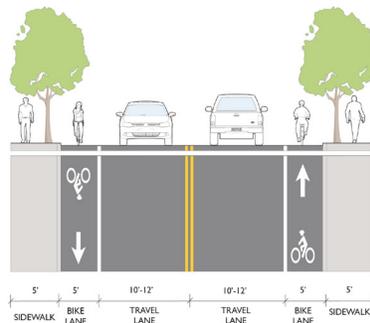
The 2019 B-Active Plan takes a semi-prescriptive approach to facility recommendations recognizing that facility selection and design for a given road depends on many factors such as existing right of way, lane widths, budgetary constraints, etc. The B-Active Plan acknowledges that specific facility selection and design should be left to the judgment of the local design staff or consultant at the time of implementation.

As such, the B-Active Plan provides a menu of options based on the land use context a given segment falls within. These land use contexts are divided into Urban Core, Urban, Suburban, Rural, and Rural Town. In Montevallo, only the Rural and Rural Town land use contexts apply.

Appendix C of the B-Active Plan provides a list of projects by jurisdiction and land use context, and Appendix D provides the menu of cross-sections by land use context and a list of detailed cost estimates.

Visit the Regional Planning Commission of Greater Birmingham website at www.rpcgb.org or the project website at www.B-Activeplan.com to download the B-Active Plan and to learn more.

RURAL LAND USE CONTEXT



STANDARD BIKE LANES

One of six facilities appropriate for **rural** land use contexts. Visit the *B-Active Plan* to explore other possible facilities.



Action 3

Explore the feasibility of extending the Montevallo Parks Trail to Shoal Creek Park and beyond.

See Chapter 3, Catalytic Project Idea #1 on **page 36**.



Action 4

Enhance pedestrian access between Downtown Montevallo and the Highway 25 commercial area.

See Chapter 3, Catalytic Project Idea #7 on **page 52**.



Action 5

Adopt a Complete Streets Ordinance.

Complete Streets provide safe access and circulation for all people, including motorists, bicyclists and pedestrians of all ages and abilities. A Complete Streets Ordinance would require the City to accommodate all modes of transportation in the planning, design, construction, operation and maintenance of public streets. Complete Streets balances the needs of different modes and supports local land uses, economies, cultures and natural environments.

Complete Streets design elements may include, but are not limited to, sidewalks, signage, paved shoulders, bicycle accommodations, crosswalks and other pavement markings for pedestrians, pedestrian control signalization, and traffic calming measures.

The ordinance should specify the nature of roadwork that would trigger the required accommodations. For example, the ordinance could apply to new road construction, reconstruction, retrofits, upgrades, resurfacing

and rehabilitation, any large-scale non-emergency utility work, but not to routine road maintenance. Complete Streets should be prioritized on roads that coincide with the high priority need for sidewalk and bicycle infrastructure as identified in **Tables 5.2** and **5.3**.



Action 6

Provide additional bike racks throughout the City at civic buildings and in other strategic locations.

While the construction of bicycle infrastructure is a critical component of providing meaningful transportation choices, it must be supported by secure bicycle parking amenities at destinations to encourage ridership. There are existing bike racks located along Main Street, in front of City Hall, the University of Montevallo on Main, Happy's Variety Store and Taco Bell. It is recommended that the City work with property owners and CommuteSmart to install additional bike racks throughout the city in strategic locations, such as on city-owned properties, at civic buildings, and in the restaurant and retail area on Valley Street near its intersection with Highway 119.

A "Complete Street"



Source: Citylab.com



Source: The Purbalite

VALLOCYCLE - THE CITY OF MONTEVALLO'S BIKESHARE PROGRAM

ValloCycle, the first city-wide bike share in the state of Alabama, was developed to promote a healthier lifestyle and a cleaner environment through the utilization of bicycles as an alternative form of transportation. In addition to organizing cycling activities throughout the year, the program offers a wide variety of rental bicycles to individuals who live and/or work in Montevallo. The fleet is comprised of traditional mountain bikes and cruisers, as well as hand operated cycles for individuals with physical disabilities. A bike trailer is available for day use and bikes can easily be equipped with panniers for transporting supplies upon request.

All members of the Montevallo community are eligible to join the ValloCycle program. All adult users (age 18 and older) of ValloCycle bicycles must be registered members of the program. To join, visit the City's website at www.CityofMontevallo.com and fill out the registration form. Visit City Hall to pay for membership. \$20 per term; Terms run from January 1-May 1; May 1-August 15; August 15-December 31. Montevallo City Hall, 541 Main Street, Montevallo AL 35115; Monday – Friday 8:00 a.m. – 4:30 p.m. Check out a bike from Montevallo City Hall or Montevallo Police Department 24/7.



Source: City of Montevallo

CHECK-OUT PROCESS: After becoming a member, follow these steps to check out a bike from the rental locations.

- Go to City Hall or the Montevallo Police Department (541 Main Street) and provide your photo I.D. Alternative events will be hosted on UM campus for check out as well.
- Select a bike, helmet and lock from pool.
- Inspect the bike for damages and let attendant know if there are any damages. Air pumps are available at checkout site.
- Attendant will then enter your bike name in system and assign you a due date.
- Bikes are due the last day of the term but are subject to be recalled in cases of high demand. Bikes will only be recalled if the user has had the bike for at least one month. Members will be provided with another bike upon request as it becomes available during the

CHECK-IN PROCESS:

- On the assigned due date, in the case of a recall or when finished with the bike, users are to return the bike and any additional equipment (lock, helmet) to the attendant on duty at Montevallo City Hall or Montevallo Police Department .
- Report any damages or repair needs. Damages not reported will be charged directly to you prior to any subsequent rentals.

COMMUTESMART

Did you know you can get paid to commute to work? If you get to work by any means other than driving by yourself, you can!

People like options. When it comes to getting to work, having options that reward you is even better! The demand for attractive commuting alternatives to driving alone continues to grow significantly. CommuteSmart is a federally-funded initiative of the Regional Planning Commission of Greater Birmingham that formed in 1999 to promote alternative commuting options for the Birmingham area.

CommuteSmart partners with organizations throughout the Birmingham region to reduce traffic congestion and improve air quality by encouraging workers to use alternative commuting options. These options include walking, biking, carpooling, vanpooling, riding the bus and even working from home. The program is designed to work with commuters and employers to make changing commute to work habits less intimidating. It offers incentives and services to help ease your transition from driving alone to a cleaner commute. By signing up with CommuteSmart, you could earn \$1 per day (up to \$70) in the first 90 days for getting to and from work (or class) in any way other than driving alone. After that, participants can earn a \$25 gift card for continuing to take alternative commutes at least 20 times each quarter afterwards.

Through CommuteSmart, you can reduce traffic, improve air quality, and strengthen our community. Visit www.commutesmart.org to learn more.



Source: BlancRide

GOAL #2

PRESERVE AND ENHANCE THE SAFETY AND EFFICIENCY OF THE EXISTING TRANSPORTATION SYSTEM.



Action 1

Develop a traffic calming policy to reduce speeding in neighborhoods utilizing appropriate traffic calming measures.

During the public involvement process of this Plan, Montevallo citizens expressed concern about the speed of traffic in their neighborhoods. The following streets were noted:

- ✘ Throughout the Arden and Hidden Forest neighborhoods
- ✘ Overland Road
- ✘ Pineview Road
- ✘ Shelby Street
- ✘ Spring Creek Road

Although Appendix C, Section 4-195 of the Montevallo Code of Ordinances establishes speed zones for streets throughout the City, one important step would be for the City to establish a formal traffic calming policy. Traffic calming refers to the use of primarily physical measures to make streets safer by causing motorists to slow down. Measures can include roundabouts, median islands, speed tables, chicanes, and other design features that force drivers to drive more cautiously (see the **Traffic Calming callout box on page 103** for more information).

Every street is different, and appropriate traffic calming measures will differ accordingly.

The City should therefore adopt a formal traffic calming policy that enables citizens to petition for a traffic calming study in an orderly manner and assists the City in the selection of appropriate interventions. Such a policy could include:

- ✘ Petition process by which residents or neighborhood associations request a study for traffic calming treatment installation or removal
- ✘ Cost-sharing procedures between the City and the impacted neighborhood
- ✘ Safety and operational warrant criteria
- ✘ Treatment alternatives

The City of Sandy Springs, GA possesses a formal traffic calming policy that could be used as an example. The Sandy Springs policy can be found at: <http://www.sandyspringsga.gov/home/showdocument?id=379>

In the event that a crash does occur, lower speeds significantly lower the probability of a fatality or serious injury. Each 1 mph reduction in traffic speed reduces vehicle collisions by 5% and fatalities by more than 5%. A driver travelling at 40 mph who sees a pedestrian 100 feet ahead will be traveling 38 mph on impact. If a driver was instead driving at 25 mph, he would have enough time to stop before ever reaching the pedestrian. Slowing traffic saves lives. Traffic calming measures have been called “the only antidote for the malady of child pedestrian accidents.” (Transportation Alternatives Magazine)

Raised Median Island with Pedestrian Refuge



Source: Herbert, Rowland, and Gurbic Inc.

TRAFFIC CALMING

Motorists often drive as fast as the road they are on will allow. Inappropriately high speeds not only lead to more frequent and severe crashes for the motorists, they also endanger pedestrians and other vulnerable road users. City officials can utilize traffic calming to improve safety by reducing vehicle speeds. Traffic calming refers to a combination of primarily physical measures that reduce the negative effects of motor vehicle use. Restricting the speed and volume of traffic to acceptable levels helps reduce accidents, collisions, noise, vibration, pollution and crime.

Traffic calming measures include both intrusive and non-intrusive strategies. Intrusive strategies involve an alteration to the physical environment that constrain driver behavior, such as horizontal shifts (chicanes and median islands), vertical deflections (speed tables, speed bumps and raised intersections) and turn restrictions, which reduce cut-through traffic. Non-intrusive strategies involve administrative or operational improvements, such as traffic cameras, radar speed display signs and pavement re-stripping.

Slowing traffic saves lives. Each 1-mph reduction in vehicle speed reduces collisions and fatalities by over 5%. A motorist traveling at 40 mph who sees a pedestrian 100 feet ahead will not be able to stop in time, colliding with the pedestrian at 38 mph. At this speed, the pedestrian is highly likely to suffer a serious injury or die. By contrast, a motorist traveling at 25 mph would have enough time to stop before collision.

Each traffic calming measure is better suited to some street types than others. The City should work with traffic engineers to evaluate its streets where residents have expressed safety concerns, and determine whether and what traffic calming measures are warranted.

Cost Ranges of Selected Traffic Calming Measures

Measure	Average Speed Reduction	Cost Range
Speed Table	7 - 9 mph	\$5,000 - \$15,000
Speed Bump	5 - 8 mph	\$2,000
Chicane	3 - 9 mph	\$10,000 - \$16,000 for a set of three
Raised Median Island	4 mph	\$6,000 - \$9,000
Pedestrian Refuge Island	4 mph	\$10,000 - \$30,000
Choker	1 - 4 mph	\$5,000 - \$20,000

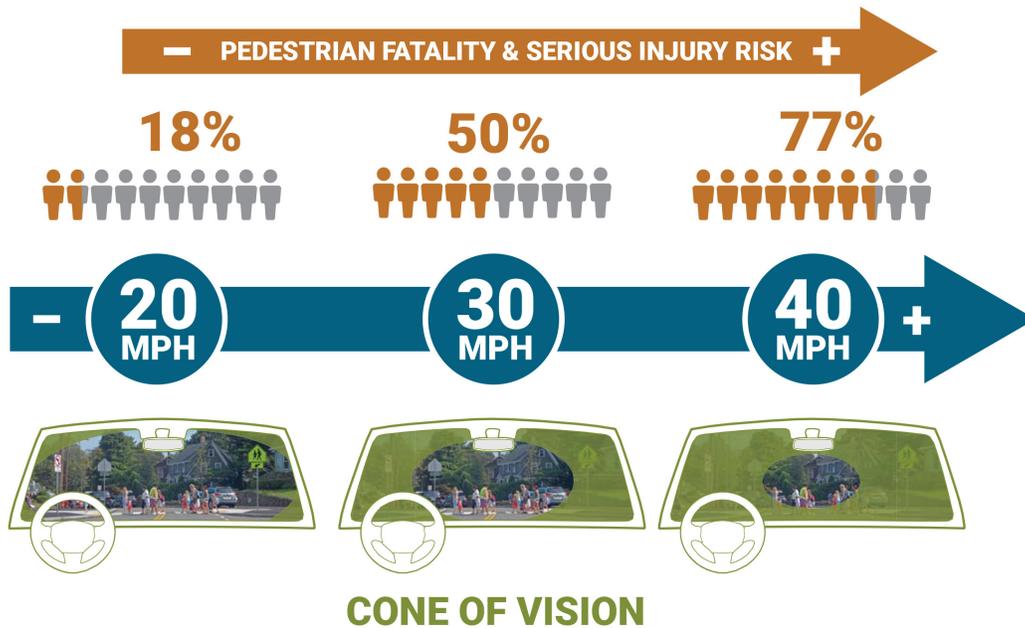


Source: LA DOT



Source: Palmetto Bay

Figure 5.3: Cone of Vision - Motor Vehicle Speeds and Pedestrian Risk



As motor vehicle speeds increase, the risk of serious injury or fatality for a pedestrian also increases (AARP Impact Speed and a Pedestrian's Risk of Severe Injury or Death 2011, p. 1). Also, motorist visual field and peripheral vision is reduced at higher speeds.

Source: Achieving Multimodal Networks – Applying Design Flexibility and Reducing Conflicts



Action 2

Provide accessible, safe crosswalks at targeted intersections and mid-block locations.

Pedestrians are at their most vulnerable when crossing a street. A vehicle moving at only 30 mph has a 50% chance of killing or seriously injuring a pedestrian in the event of a collision. At the same time, over 80% of all pedestrian fatalities occur away from intersections. This is typically because pedestrians choose to cross streets at locations directly along their path, rather than going out of their way to crosswalks.

It is recommended that the City of Montevally invest in highly visible, convenient and accessible crosswalks at targeted intersections to encourage pedestrians to cross streets where motorists expect them to do so. Traffic engineers have an ever increasing toolbox of pedestrian safety measures that include

changes in signal phasing to give pedestrians a head start over traffic, the installation of count-down pedestrian heads, the installation of pedestrian-activated lighted crosswalks to warn motorists that pedestrians are crossing, innovative advance warnings, warning beacons, and median pedestrian refuges to break up long crossing distances. In addition, crosswalks offer the City an opportunity to proactively accommodate its citizens with disabilities, including the blind and those with mobility challenges.

During the public involvement process of this Plan, the following intersections were identified as needing safe crosswalks:

- ✘ Highway 119 at Highway 25 (in progress)
- ✘ Highway 119 at Overland Road
- ✘ Highway 119 at Millstone/ Pineview Road
- ✘ Highway 25 at Gardner Street

Flashing warning beacons



Source: City of Lincoln

- ✘ Highway 25 at Melton Street
- ✘ Highway 25 at Selma Road
- ✘ Main Street at Island Street
- ✘ Middle Street at Island Street

The following recommendations are made for the design of pedestrian crosswalks (Zegeer, Stuart and Huang 1999):

- ✘ Design crosswalks as enhanced crossings that combine highly visible markings (ladder striping) with additional pedestrian treatments, such as curb extensions for shorter crossing distances, traffic calming and medians;
- ✘ Design crosswalks so that all pedestrians can travel within the marked area throughout the entire crossing. Crosswalk designs should provide for 48" in clear space at the bottom of diagonal curb ramps;
- ✘ Ensure that midblock crossings will be detectable by and accessible to pedestrians with vision impairments;
- ✘ Maintain crosswalk markings and consider additional treatments whenever a street is resurfaced;
- ✘ Do not install marked crosswalks without

High-visibility crosswalk



Source: National Aging and Disability Transportation Center

additional treatments, such as traffic calming and signing, on multi-lane roadways with high traffic volumes;

- ✘ Provide raised medians and curb extensions on multi-lane roadways;
- ✘ Consider traffic signals and pedestrian-actuated signal devices at difficult or problematic pedestrian crossings;
- ✘ Consider flashing signals and lights and advanced warning signs to increase the visibility of the crosswalk;
- ✘ Increase the crossing time if the crossing is signalized;
- ✘ Maintain the expected pedestrian travel pattern.

Highway 25 at Selma Road





Action 3

Create a proactive street resurfacing program that emphasizes preventative maintenance.

During the public involvement process of this Plan, the following streets were identified as needing better maintenance: Highway 25, Oak Street, Shelby Street and Valley Street. Currently, the Public Works and Sanitation Department repairs damage to road surfaces and maintains a regular schedule for street repaving, but there is not a formal method for identifying the timing of the maintenance and rehabilitation needs. While this is standard municipal practice, there are more effective methods of proactively managing the City's maintenance needs in a way that will save the City money over time. One such method is a pavement management program.

A pavement management program creates a workable and affordable plan for improving the integrity of City streets over the long term through preventative maintenance, while reducing the costs of deferred maintenance. Preventative maintenance means applying the right treatment on the right street at the right time, regardless of whether that street is currently in the worst condition of all local roads. Because preventative maintenance is more cost effective than totally reconstructing a failed street, a pavement management program would save taxpayer dollars in the long run.

The program would utilize an industry-standard pavement rating system, such as Pavement Surface Evaluation and Rating (PASER) or Pavement Condition Index (PCI). It would keep an inventory of all local roads, and periodically evaluate the conditions of all pavements. Finally, it would use these conditions to set maintenance priorities and alternative treatments, rather than simply fixing the oldest or worst first.



Action 4

Annually update a Local Transportation Plan to receive Rebuild Alabama Act funds.

The 2019 Rebuild Alabama Act levied an additional 10-cent gas tax to help fund local road projects and clear the backlog of state highway projects. Every municipality in Alabama is eligible for a portion of the proceeds of this new levy, and the portion will vary with the size of the municipality. In order to receive the funds, each municipality must provide a "local transportation plan" that identifies the projects for which the city will spend its allocated funding. The City of Montevallo should therefore ensure that it maintains a Local Transportation Plan and annually updates it with current priority road projects (see the **Rebuild Alabama Act callout box on page 107** for more information).



Action 5

Maintain a list of shovel-ready projects eligible for ATRIP-II and RAA Grant funds.

The 2019 Rebuild Alabama Act levied an additional 10-cent gas tax to help fund local road projects and clear the backlog of state highway projects. Every municipality in Alabama is eligible for a portion of the proceeds of this new levy, and the portion will vary with the size of the municipality. In order to receive the funds, each municipality must provide a "local transportation plan" that identifies the projects for which the city will spend its allocated funding. The City of Montevallo should therefore ensure that it maintains a Local Transportation Plan and annually updates it with current priority road projects (see the **Rebuild Alabama Act callout box on page 107** for more information).

REBUILD ALABAMA ACT

For decades, Alabama's ability to maintain its transportation infrastructure has been declining. While maintenance and construction costs have dramatically risen, the state's primary source of revenue – the gas tax – has steadily dwindled beneath the dual pressures of inflation and improving vehicle fuel efficiency (meaning cars need less gas to drive more miles). To address the growing annual shortfalls, Governor Kay Ivey in March 2019 signed into law the Rebuild Alabama Act. This law incrementally raises the state gas tax from its current rate of 18 cents per gallon to 28 cents per gallon by 2022. Expected to generate around \$300 million annually, these new revenues will help the state, county, and local governments begin to clear the long backlog of deferred infrastructure maintenance.

Since most traffic occurs on State-owned roads (Interstate, Federal, and State highways), the Alabama Department of Transportation (ALDOT) will receive two-thirds of the proceeds from the new gas tax. However, the law also establishes three new methods of dispersing this revenue to individual municipalities such as Montevallo for the upkeep of their own infrastructure:

- **Annual Allocation** – Under the law, every municipality in Alabama will receive an annual share of the gas tax proceeds in proportion to their population and the mileage of roads within their corporate limits. Montevallo's share was approximately \$33,620 in Fiscal Year 2020 and will increase to \$44,825 in Fiscal Year 2021 and to \$56,030 by Fiscal Year 2022. In order to receive its allocation, however, Montevallo must adopt a Local Transportation Plan before the beginning of each Fiscal Year that specifies how it will use the revenues. More information about annual allocations and associated requirements can be found at <https://www.alabamacounties.org/rebuildal/>.
- **ATRIP-II** – The Alabama Transportation Rehabilitation and Improvement Program-II (ATRIP-II) is an ALDOT-administered grant program that will fund projects of local interest on state-maintained roads. In Montevallo's case, this would apply to Highway 119, Highway 25 and Highway 155 within the city limits. Funds for the grant program will come from the state's own share of the gas tax revenues, and will amount to at least \$30 million each year. More information on how Montevallo can apply for ATRIP-II funds can be found at <https://www.dot.state.al.us/atrip2/>.
- **RAA Annual Grant Program** – Similar to the ATRIP-II program, the Rebuild Alabama Act (RAA) Annual Grant Program is an ALDOT-administered grant program for projects of local interest. Unlike ATRIP-II, however, these funds are not restricted to state-owned roads, but can be used on any functionally classified road in a city. Funds for the grant program will come from the state's own share of the gas tax revenues, and will amount to at least \$10 million each year. More information on how Montevallo can apply for RAA Annual Grant funds can be found at <https://www.dot.state.al.us/RAAgrantprogram/>.



Action 6

Dedicate funding annually to implement the City's ADA transition Plan.

The Americans with Disabilities Act (ADA), signed into federal law on July 26th, 1990, was created with the purpose of prohibiting discrimination and ensuring equal opportunity to those with disabilities in employment, state and local government services, public accommodations, commercial facilities, and transportation. All public entities that have non-ADA-compliant facilities employing 50 or more people are required by ADA law to develop a transition plan.

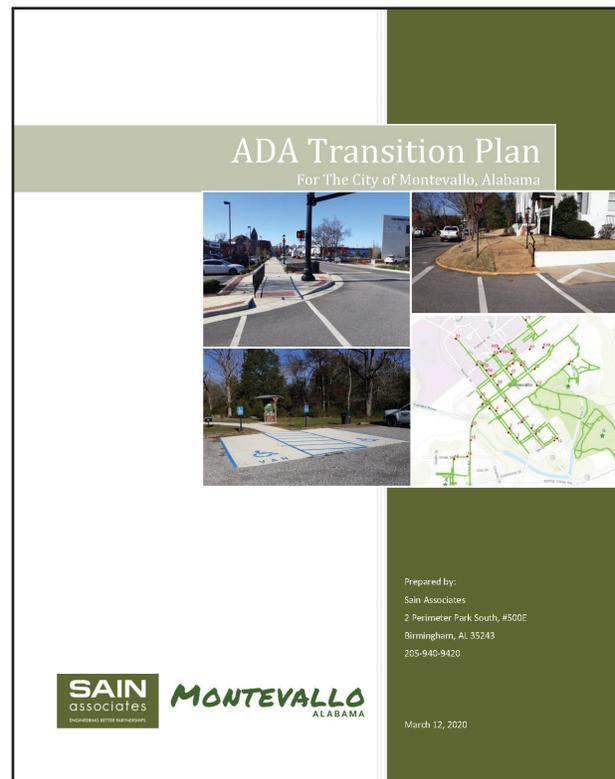
The current ADA standards are detailed in two separate documents: the 2010 ADA Standards for Accessible Design (ADAAG) and the 2011 Public Right of Way Accessibility Guidelines (PROWAG). The latter guidelines specifically address sidewalks and other facilities within public right-of-way and are most relevant to the items that were inventoried as part of the City of Montevallo's ADA Transition Plan that was completed in March 2020.

The City's ADA Transition Plan focused on ADA compliance for existing pedestrian facilities on City right-of-way. The types of pedestrian facilities that were found included: sidewalks, curb ramps, crosswalks, on-street parking and pedestrian signal push buttons. 30 non-compliance issues were discovered. Of those 30 issues, the three most prevalent types of issues were: sidewalks with less than the 48" minimum width, the presence of 2-4 steps from the sidewalk down to the street level crosswalk instead of a proper curb ramp, and non-compliant or non-existent curb ramps.

The cost estimates included in the ADA Transition Plan are a broad level assessment for construction costs only – they do not include costs for unknowns such as right-of-way acquisition, engineering design, or potential impacts to utilities. According to the Plan, the

high category barriers will be the first priority. The City has plans to start implementing the ADA Transition Plan in the 2021 fiscal year, and should continue to dedicate \$50,000 per year from its operating budget for pedestrian accessibility improvements. The City should seek to utilize any federal or state matching funds or grants as those become known.

The ADA Transition Plan should be updated as necessary and a progress report should be given to the City Council every two years. The goal is to have all existing non-compliance barriers corrected by the year 2028. This is under the optimistic assumption that grants or matching funds are obtained.



Source: City of Montevallo and Sain Associates

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Owl's Cove Pocket Park, Montevallo AL
Source: Fotowerks Custom Photography

6

GREEN SYSTEMS

Montevallo is blessed with beautiful rural landscapes, scenic parks with a variety of attractions, and waterways such as Shoal Creek. Orr Park is a major tourist attraction for the City of Montevallo and the new Shoal Creek Park is gaining more interest daily. This chapter discusses recommendations to help improve and maintain Montevallo's existing parks, how to expand recreational opportunities for residents, and how to ensure that Montevallo is able to protect the water quality of Shoal Creek by encouraging the use of improved construction sediment and erosion control best practices during development.

The 3 goals found within this Green Systems chapter are:

- 1.** Ensure that parks and recreational facilities are safe and well maintained.
- 2.** Expand recreational opportunities for residents.
- 3.** Restore and sustain water quality, natural habitats and groundwater by incorporating best practices for environmental site design and stormwater management in development.



GOAL #1

ENSURE THAT PARKS AND RECREATIONAL FACILITIES ARE SAFE AND WELL MAINTAINED.

According to the people who took the Visioning Survey associated with this Plan (see **Appendix A Public Involvement Summary**), 71% of citizens were either “satisfied” or “very satisfied” with the parks and recreation facilities in Montevallo.

When asked “What improvements would you suggest to parks or recreation programs in Montevallo?” 51% of survey participants selected additional walking trails, 45% selected additional neighborhood playgrounds, 37% selected nature study and conservation areas and 35% selected additional sports fields. As such, Montevallo should be proud of its well-loved system of parks.

However, like any city services, parks and open spaces need continual investment and maintenance to overcome weather related events and to serve ever changing populations and community needs. The recommended improvements to parks in this section are a direct result of the specific public input given during the development of this Comprehensive Plan.



Action 1

Modernize playground equipment at parks to include inclusive playground equipment.

It is recommended that the City explore ways to modernize playground equipment at Orr Park and Stephens Park to include inclusive playground equipment. Inclusive playgrounds are designed so that children with a wide range

of physical and cognitive abilities can play together, and it focuses on overall inclusion and fairness for kids with different needs and abilities.

An inclusive playground goes beyond wheelchair-accessible playground equipment and takes away barriers to all exclusions, both physical social, and provides a sensory rich experience for all. While not every piece of equipment may be appropriate for each child, the playground as a whole should offer different opportunities for safe and engaging play. This creates a playground experience where kids can develop new physical and social skills as they safely challenge themselves through play.



Action 2

Address improvements needed at Orr Park.

Located near Downtown Montevallo and the University of Montevallo, Orr Park features 40-acres of parks and open space, with ball fields, playgrounds, walking trails, and pavilions. Orr Park is beloved by the public and one of the most widely visited parks in the region due to the magical cedar tree carvings known as “Tinglewood.”

According to public input, the follow are recommended improvements to Orr Park:

- ✘ Update and maintain the bathroom facilities
- ✘ Incorporate inclusive playground equipment
- ✘ Provide more benches and trash cans along the creek
- ✘ Install additional lighting along the main trail / path
- ✘ Expand the park to include soccer fields
- ✘ Update the tennis courts
- ✘ Improve the softball and baseball fields
- ✘ Provide additional programming at the park including yoga, Thai Chi, disc

golf, and other exercise classes

- ✘ Continue to encourage community events such as Movies in the Park, festivals, and Bark in the Park
- ✘ Explore the feasibility of adding security and/or an increased police presence



Action 3

Address improvements needed at Shoal Creek Park.

Donated to the City of Montevallo in 2013, Shoal Creek Park is a 167-acre park with an antebellum home that is cherished as a public historic and recreational site. Shoal Creek runs through the park and provides numerous scenic vistas and areas for enjoying the shoals. Over seven miles of trails have been constructed and a local citizen developed the “Armchair and Hiker’s Guide to Shoal Creek Park” for hikers. Furthermore, Kelly Landscape Architects developed a conceptual master plan for Shoal Creek Park that should guide improvements as new funding becomes available.

According to public input, the following are recommended improvements to Shoal Creek Park:

- ✘ Ensure existing trails are well-maintained
- ✘ Provide additional wayfinding signage for trails
- ✘ Construct additional trails
- ✘ Provide and maintain bathroom facilities
- ✘ Install additional lighting at key destinations
- ✘ Provide additional trash cans, picnic tables, and pavilions
- ✘ Provide an area for dogs
- ✘ Provide additional access points and canoe drop-in points to the creek - Canoe rentals and canoe launches could begin at Shoal Creek Park, with pick-up points in Downtown

Montevallo. Shuttles could provide transportation between the two areas.

- ✘ Develop a Master Plan for the Mahler House to determine its potential uses, timeline for renovation, etc.



Action 4

Address improvements needed at Stephens Park.

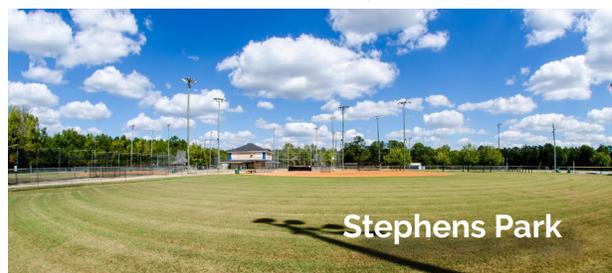
Located in the Aldrich community, this 20-acre park is home to Montevallo Youth Sports. The park features one 310-foot field, one 150-foot field, three 200-foot fields, a large concession stand, a 3/4-mile walking track and a large fishing pond.

According to public input, the following are recommended improvements to Stephens Park:

- ✘ Pave the existing parking area
- ✘ Spray more regularly for ants
- ✘ Provide additional bathroom facilities
- ✘ Incorporate inclusive playground equipment
- ✘ Provide additional bleacher seating
- ✘ Install nets around the fields to catch stray balls



Source: Fotowerks Custom Photography





Action 5

Address improvements needed at George Dailey Park.

Approximately an acre in size, George Dailey Park is located in front of Montevallo Middle School and provides a unique respite and recreation area for children and adults alike. The park features a pavilion, picnic table, playground equipment and benches, perfect for family celebrations or a daily stroll.

According to public input, the following are recommended improvements to George Dailey Park:

- ✘ Make updates to park areas that are not ADA accessible
- ✘ Provide additional bathroom facilities
- ✘ Provide additional programming – softball tournaments, concerts, movies in the park
- ✘ Promote the park by providing signage



George Dailey Park



Park Clean-up

Source: PhillyCurbed.com



Action 6

Sponsor community clean-up and maintenance campaigns for area parks.

It is recommended that the Montevallo Parks and Recreation Department and Public Works and Sanitation departments work with local volunteer and faith-based groups to sponsor community clean-up and maintenance campaigns for city-owned parks.

A community clean-up campaign can capitalize on using volunteers to clean, repair and improve public spaces or other areas that have been neglected, vandalized or misused. To incentivize assistance, the City could consider providing water, gloves, and trash bags to volunteers.



Bicentennial Pocket Park

Source: Fotowerks Custom Photography

GOAL #2
EXPAND RECREATIONAL OPPORTUNITIES FOR RESIDENTS.

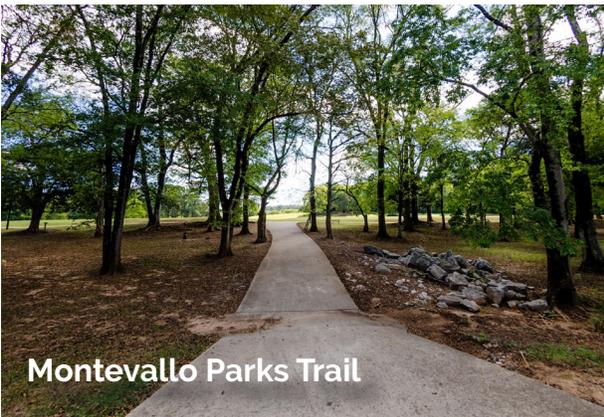


Action 1

Develop a parks and recreation master plan.

Based on the number of desired improvements to parks that were heard during the public involvement process of this Plan, as well as the popularity of the city-owned parks, it is recommended that the City of Montevallo commission a Parks and Recreation Master Plan. The purpose of a Parks and Recreation Master Plan is to provide a comprehensive vision for the overall park system, as well as overall guidance for improvements and expanded programmatic needs in individual parks.

A Parks and Recreation Master Plan could help the City prioritize needed improvements and expansions to existing parks and would help the City identify areas for new parks. It would provide a framework for orderly and consistent planning, acquisition, development and administration of the City's parks and recreational resources, programs and facilities.



Montevallo Parks Trail



Action 2

Create connections via sidewalks and trails to existing and future park space.

Walkable connections to parks are a great asset to the community and can make an immediate impact on the health and quality of life of residents. As such, the City of Montevallo should prioritize building new sidewalk segments within a half-mile of city parks. For more information, see **Chapter 5 Transportation, Goal 1, Action 1** regarding the use of a sidewalk suitability analysis, where all Montevallo roadways were scored based on several criteria to determine high priority road segments for new sidewalk infrastructure.



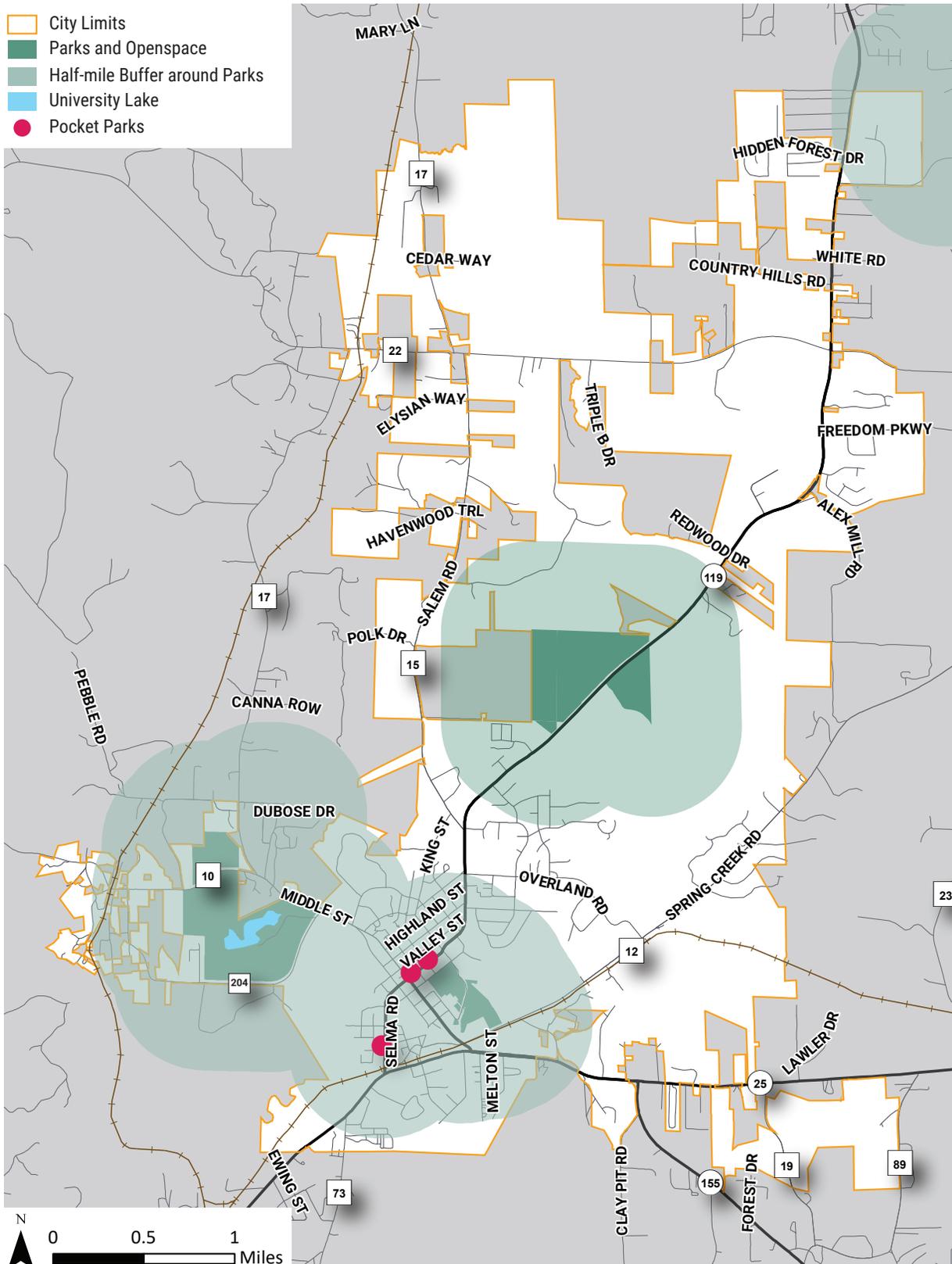
Action 3

Prioritize the development of new parks in under-served residential areas throughout the City.

As with schools, convenient access to parks is an important part of quality of life. At present there are six parks (Orr Park, Stephens Park, Owls Cove Park, Bicentennial Park, Shoal Creek Park, George Daily Park) within the Montevallo city limits and the Ebenezer Swamp Ecological Preserve is just northeast of the city limits.

Currently, 49% of homes are within a ½ mile (10 minute) walking distance of a public park. Overall, the City has great park access, however future park development should be prioritized in other under-served residential areas of the City - on the southern end of Highway 25, in the Aldrich area and in the northwest quadrant of the City near the intersection of Highways 22 and Highway 17 / Salem Road (see **Figure 6.1**).

Figure 6.1: Areas within a half-mile (10-minute walk) of an Existing Park





Action 4

Explore the feasibility of constructing a dog park.

During the public involvement process of this Plan, the public expressed an interest in having amenities in parks for dog owners. Spaces in existing public parks could be carved out and designated as dog parks. The City could explore the opportunity of partnering with local organizations, such as the Shelby County Humane Society, to develop dog parks. Pet training and other pet related events, like adoption days, could be held at existing parks and new dog parks.



Action 5

Explore the feasibility of constructing a skate park.

The Visioning Survey associated with this Plan also revealed a desire for a public skate park where people can safely and legally skate. The City should explore the feasibility of constructing a stand-alone skate park or look into ways to incorporate one into an existing park. The City could also explore the opportunity of partnering with the Tony Hawk Foundation and other local organizations to develop a space for these skate-loving citizens.



Lion's Skate Park in Greensboro, AL (Source: Rural Studio)



Action 6

Explore the feasibility of developing a "sports complex" with soccer and multi-purpose fields to alleviate the demand on other parks.

A multi-field complex could serve as a travel-ball venue that would compete with surrounding Shelby County municipalities. Income produced through youth sports and concessions could support the overall maintenance of the park.



Action 7

Collaborate with Shelby County to construct an equestrian park and/or equestrian trails.

There are many citizens in Montevallo that desire public access equestrian amenities, such as an equestrian park and equestrian trails. The City could explore collaborating with Shelby County to construct equestrian trail facilities at Shoal Creek Park and/or to construct a new equestrian park and event center for horse racing events, training, boarding, showing, and rodeos.



Action 8

Incorporate interactive outdoor fitness stations into existing parks.

To encourage citizens to live a more active lifestyle, the City should consider incorporating outdoor fitness equipment at all parks so that residents can enjoy the outdoors while working out. Outdoor fitness stations can allow citizens to have a total body workout using the equipment and then allow them to walk or run on trails for a cardio workout.



Action 9

Partner with the Tivity Health Silver Sneakers program to expand recreational programming for seniors in Montevallo.

Tivity Health's Silver Sneakers offers fun and effective options for helping older adults and Medicare-eligible individuals live healthy and active lives. The program includes a fitness membership with access to more than 11,000 locations nationwide where participants can use equipment, take group exercise classes and enjoy other social activities. The program also offers flex options with classes such as Thai chi, yoga and certified walking groups. Currently, the closest fitness centers and program locations are in Calera and Alabaster. An expanded partnership with the program to utilize local Montevallo parks or the Senior Center could give seniors better access to fitness programs.



Source: Salem Lutheran Church



Action 10

Create a youth sports sponsor program to allow children and teens with financial challenges to participate in city parks and recreation programs.

The City should consider partnering with local businesses, large employers, churches, and other organizations to create a sponsorship program for youth with financial challenges to be able to participate in parks and recreation programs. Sport sponsorships could go towards purchasing sports equipment, expanding existing programs and starting new ones, as well as a youth scholarship fund to reduce sign-up costs and supply teams with uniforms, equipment, and awards.



Source: Todays Parent Magazine



Action 11

Follow Crime Prevention Through Environmental Design (CPTED) guidelines for parks and open spaces.

Research has shown that decisions preceding criminal acts are highly influenced by the perceived risk of being caught. For more information see the **callout box** on **page 119**.

CRIME PREVENTION THROUGH ENVIRONMENTAL DESIGN (CPTED):

Crime Prevention through Environmental Design (CPTED) is a set of multidisciplinary strategies and design concepts intended to deter undesirable and criminal activities through the careful design of the built environment. Design strategies can be used in conjunction with mechanical and organizational strategies, such as use of security cameras and the presence of legitimate users, security guards or police. The primary strategies of CPTED are:

Natural Surveillance:

“See and be seen” is the overall goal when it comes to CPTED and natural surveillance. A person is less likely to commit a crime if they think someone will see them do it. Lighting and landscape play an important role in CPTED.

Access Control:

Natural access control is more than a high block wall topped with barbed wire. CPTED utilizes the use of walkways, fences, lighting, signage and landscape to clearly guide people and vehicles to and from the proper entrances. The goal with this CPTED principle is not necessarily to keep intruders out, but to direct the flow of people while decreasing the opportunity for crime.

Territorial Reinforcement:

Creating or extending a “sphere of influence” by utilizing physical designs such as pavement treatments, landscaping and signage that enable users of an area to develop a sense of proprietorship over it, is the goal of this CPTED principle. Public areas are clearly distinguished from private ones. Potential trespassers perceive this control and are thereby discouraged.

Maintenance:

CPTED and the “Broken Window Theory” suggests that one “broken window” or nuisance, if allowed to exist, will lead to others and ultimately to the decline of an entire neighborhood. Neglected and poorly maintained properties are breeding grounds for criminal activity.

Principals of Crime Prevention Through Environmental Design (CPTED)

CPTED PRINCIPLE #1

Natural Surveillance (increases visibility)



Reduce areas of solid walls



Low shelving in retail stores



Quality lighting

CPTED PRINCIPLE #2

Natural Access Control (limits access)



1. Maintained Landscaping

2. Fencing

3. Use of Transparent Materials

CPTED PRINCIPLE #3

Territoriality (promotes a sense of ownership)



Decorative Signage



Maintenance



Landscaping



CPTED and the ‘Broken Window Theory’

suggests that one “broken window” or nuisance, if allowed to exist, will lead to others and ultimately to the decline of an entire neighborhood. Neglected and poorly maintained properties are breeding grounds for criminal activity.

GOAL #3

**RESTORE AND SUSTAIN
WATER QUALITY, NATURAL
HABITATS AND GROUNDWATER
BY INCORPORATING BEST
PRACTICES FOR ENVIRONMENTAL
SITE DESIGN AND STORMWATER
MANAGEMENT IN DEVELOPMENT.**

While the development of land creates new economic opportunities and attractions, it can have a detrimental effect on surface water quality due to the loss of natural vegetation and increased impervious surface. Reductions in water quality are primarily the result of stormwater runoff and non-point source pollution from construction projects, streets, parking lots, driveways, buildings, lawn areas, and agricultural fields that lack adequate vegetative buffers.

The recommendations in this goal will help ensure that Montevallo is able to protect the water quality of Shoal Creek by encouraging the use of improved construction sediment and erosion control best practices during development. The use of Low Impact Development (LID) techniques, along with stormwater management best practices and tools can imitate natural processes to infiltrate stormwater, reduce the volume and erosive power of flows, improve water quality and wildlife habitat, mitigate the effects of flooding from various rain events and enhance community livability. It is important that the Montevallo Water and Sewer Board be involved in the decisions regarding the implementation of these actions.



Action 1

Encourage the use of Best Management Practices (BMPs) on all new developments during post-construction to control soil erosion and minimize sediment runoff.

As areas are developed, the amount of paved surface increases leading to an increase in stormwater volume

and pollutants, which can harm lakes, rivers, and streams. To mitigate the stormwater impacts of new development, the City should encourage the use of Best Management Practices (BMPs) that treat and store runoff and allow it to infiltrate on-site before it affects water bodies downstream.

Innovative site designs and other green infrastructure practices that reduce paved (impervious) surfaces are recommended in order to reduce flows and improve water quality. In addition, many of these BMPs provide greenspace for users of new development and improve a site's aesthetics. For more information on BMPs and to see examples, see the **callout boxes** on **pages 124-125**.

It is recommended that the City revise regulations to require and/or provide incentives for BMPs. The City could take actions such as:

- ✘ Establish uniform procedures for reviewing site plans.
- ✘ Develop strategies to implement a combination of structural and non-structural BMPs.
- ✘ Develop an ordinance to regulate and control post-construction runoff.
- ✘ Create a program to ensure adequate long-term operation and maintenance of BMPs.
- ✘ Incentives for developments that use BMPs.



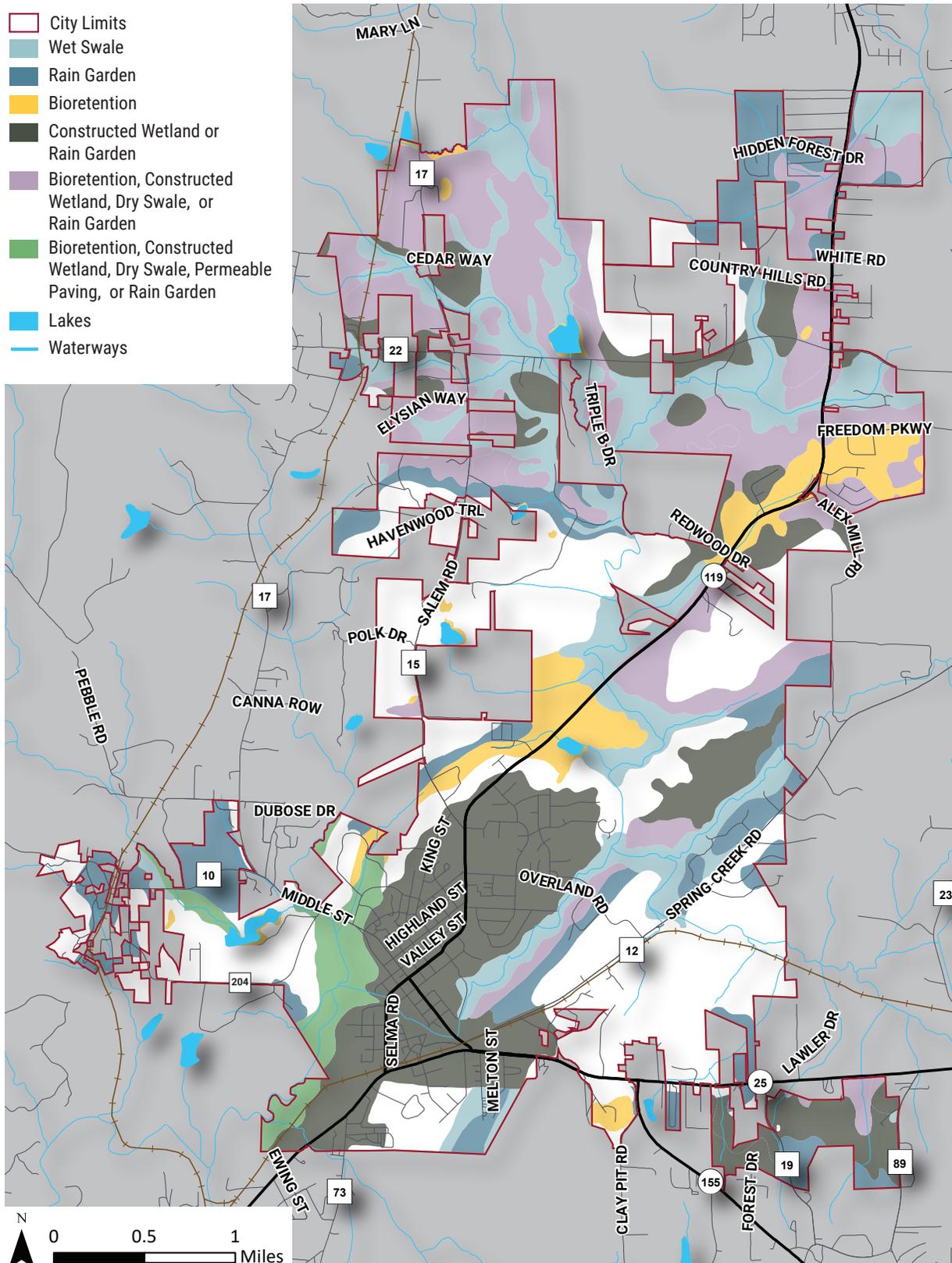
Action 2

Provide incentives and education to developers and homeowners who utilize Low Impact Development (LID) or green infrastructure techniques in new developments.

Low Impact Development (LID) is an approach to site planning, design and development that seeks to avoid, minimize and manage impacts to water resources by stewarding and reintroducing natural hydrological processes into developed watersheds.

For more information on LID practices, see the **callout box** on **page 126**. For areas appropriate for green infrastructure, along with potential infrastructure improvements, see **Figure 6.2**.

Figure 6.2: Areas appropriate for Green Infrastructure



The City could offer the following financial and/or regulatory incentives to developers, nonprofits, and homeowners who utilize LID or green infrastructure practices:

- ✂ Expedited permitting process
- ✂ Density incentives
- ✂ Waiving of permit fees
- ✂ Sales tax rebates
- ✂ Tax credits



Action 3

Adopt a riparian buffer ordinance to manage development within a certain distance from streams and wetlands to protect water quality and habitats.

Streams are an important asset to Montevallo and should be protected as such. New development presents a high risk to water quality, habitat, and overall stream health due to the increase in pollutants and stormwater that are by-products of new development. As such, the City should take protective measures to mitigate these negative side effects.

To protect the City's streams, the City of Montevallo should consider adopting a riparian buffer ordinance to require a minimum riparian buffer of 25 feet for new development. Riparian buffers are permanently vegetated transition zones that connect upland areas to streams. Vegetation helps to slow runoff velocity, creates diffuse flow, and reduces non-point source (NPS) pollution before it enters streams. In addition to filtering pollutants, riparian buffers help to stabilize stream banks and provide food and shelter to wildlife.

Furthermore, the City could utilize the riparian buffer to create additional greenspaces, such as educational classrooms, pocket parks and future trail expansions.

Note: Riparian buffers are also known as filter strips, streamside vegetation, riparian zones and buffer strips.



Action 4

Develop a system of green streets.

A green street is a natural stormwater management approach that uses plants and soil to slow, filter and cleanse stormwater from streets. Traditional stormwater management directs runoff into pipes. Green streets manage stormwater at its source, where rain falls.

Benefits of green streets include:

- ✂ Protecting water quality in rivers and streams by removing up to 90% of pollutants.
- ✂ Replenishing groundwater supplies, absorbing carbon and improving the air quality and neighborhood aesthetics.
- ✂ Providing green connections between parks and open space.
- ✂ Improving pedestrian and bicycle safety by calming traffic.
- ✂ Reducing peak stormwater flows and overflows that lead to sanitary sewer backups, as well as other public health concerns

The following streets were reported as "areas with repeated flooding" during the public involvement phase of this Plan, and should be considered for a pilot green street:

- ✂ Overland Road
- ✂ Spring Creek Road
- ✂ Hidden Forest Drive
- ✂ Railroad Avenue

PORTLAND GREEN STREETS PROGRAM

The City of Portland is an urban area that benefits from comprehensive thinking and planning. In Portland, urban design, multi-modal transportation systems, watershed health, parks, open spaces, and infrastructure systems are all enhanced by integrated planning, design, and budgeting.

Portland is a leader in using strategies that manage stormwater runoff, enhance community and neighborhood livability, and strengthen the local economy. A street that uses vegetated facilities to manage stormwater runoff at its source is referred to as a Green Street. A Green Street is a sustainable stormwater strategy that meets regulatory compliance and resource protection goals by using a natural systems approach to manage stormwater, reduce flows, improve water quality and enhance watershed health.

In April 2007, the Portland City Council approved a [Green street resolution, report, and policy](#) to promote and incorporate the use of green street facilities in public and private development.

The council recognizes that a comprehensive Green Street approach is an important development strategy to:

- Reduce polluted stormwater entering Portland's rivers and streams;
- Improve pedestrian and bicycle safety;
- Divert stormwater from the sewer system and reduce basement flooding, sewer backups and combined sewer overflows (CSOs) to the Willamette River;
- Reduce impervious surface so stormwater can infiltrate to recharge groundwater and surface water;
- Increase urban green space;
- Improve air quality and reduce air temperatures;
- Reduce demand on the city's sewer collection system and the cost of constructing expensive pipe systems;
 - Address requirements of federal and state regulations to protect public health and restore and protect watershed health; and
 - Increase opportunities for industry professionals.

Want to see some Green Street projects? [Download a tour map of some of Portland's Green Streets.](#)

For more information about Green Streets and sustainable stormwater management, contact Ivy Dunlap at 503-823-7754.

Source: [City of Portland Oregon](#)



The City should consider the feasibility of adopting a similar Green Street resolution and policy, like Portland's, to help manage stormwater on City streets.

BEST MANAGEMENT PRACTICES [BMPS]

Best Management Practices (BMPs) are used to mitigate the effects of development and redevelopment (pollutants to waters, stormwater runoff, stream erosion, etc.). In developed areas, impervious surfaces, like pavement and roofs, prevent water from naturally soaking into the ground. Instead, water runs rapidly into storm drainage systems and natural streams causing flooding, stream bank erosion, sediment, habitat destruction, sewer overflows, infrastructure damage, and contaminated streams, rivers, and other water bodies. Impervious surfaces also reduce recharge of groundwater, which, during drought, reduces the base flow discharge into rivers and streams that maintains water levels. BMPs help to mitigate this effect by incorporating systems that allow infiltration, evapotranspiration, and re-use of stormwater to maintain natural hydrology. Careful management of BMPs that infiltrate surface runoff to groundwater should be considered to protect the City's drinking water source because they could inject pollutants. All of the BMP practices listed below are referenced from the City of Baltimore's Green Pattern Book.

Rain Gardens:

Rain gardens are shallow, vegetated basins that collect and absorb runoff from rooftops, sidewalks and streets. The rain gardens are used as a Low Impact Development (LID) stormwater management solution that promotes evapotranspiration, which is the effort of evaporation and transpiration to remove water from the soil and vegetation. These gardens are typically

smaller and simpler than a bioretention system – they are less than 2,000 square feet in size and do not include an under-drain. Rain gardens are versatile features that can be installed in almost any unpaved space.

Bioretention:

The bioretention process utilizes a bed of sand, soil, and plants to filter contaminants and pollutants from stormwater runoff. Although water may briefly pond during heavy rain events, bioretention areas are designed to be dry most of the time. The filtered stormwater is either returned to a storm drain through an under-drain or partially infiltrated into the soil. Like rain gardens, bioretention areas may also be vegetated.

Green Parking:

Green parking differs from traditional asphalt parking lots by incorporating permeable paving materials, tree planting, and rain gardens that capture stormwater runoff and shade surfaces, thus improving water quality and cooling the parking areas. Green parking would provide residents, faith-based organizations, and businesses in the community additional parking that cannot otherwise be accommodated on the street or one's property.

Planter Boxes:

Urban rain gardens with vertical walls and open or closed bottoms that collect and absorb runoff from sidewalks, parking lots, and streets. Planter boxes are ideal for space-limited sites in dense urban areas and as a streetscape element.





Planter Boxes

Bioswales:

Vegetated, mulched, or xeriscaped channels that provide treatment and retention as they move stormwater from one place to another. Vegetated swales slow, infiltrate, and filter stormwater flows. As linear features, vegetated swales are particularly suitable along streets and parking lots.

Permeable Pavements:

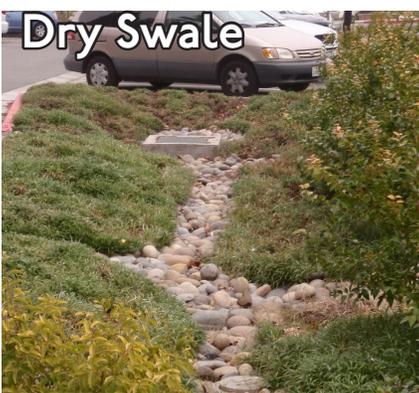
Paved surfaces that infiltrate, treat, and/or store rainwater where it falls. Permeable pavements are constructed from pervious concrete, porous asphalt, permeable interlocking pavers, and several other materials.



Permeable Pavement



Bioretention



Dry Swale



Rain Garden



Constructed Wetland

Sources:

- (1) Dry Swale, Walnut Creek, North Creek Church
- (2) Bioretention, Great Lakes Protection Fund
- (3) Planter Boxes, GreenWorks

LOW IMPACT DEVELOPMENT [GREEN INFRASTRUCTURE]

Low impact development (LID) uses nature to detain storm water, recharge groundwater, and reduce runoff. Effective low impact development practices includes the use of both nonstructural and structural stormwater management measures that are a part of a larger set of best management practices. The Best Management Practices (BMPs) used in LID practices focus on minimizing changes to a site's pre-developed hydrology through nonstructural practices.

Low Impact Development principals advocate:

- Minimizing site disturbance
- Preserving important site features, especially natural forest and steep slopes
- Reducing impervious area and disconnecting it from hardscape storm drainage
- Minimizing grading and land clearing
- Minimizing soil compaction
- Utilizing native plant cover
- Maintaining natural drainage features

LID practices are already being used successfully in Birmingham. On the ground experience in the Birmingham area and throughout the U.S. has proven that LID practices usually either save money or do not add costs over conventional stormwater infrastructure.

Vegetation & Landscaping

The management of existing and proposed landscaping can reduce the impact of a site on downstream water bodies. Vegetation creates a pervious surface for infiltration and enables pollutant removal.

Native ground cover and plants can provide a low maintenance option and help to mimic infiltration characteristics of similar natural areas. When placed downstream of impervious surfaces, they can act as buffers to minimize sheet flow.

Minimize Land Disturbance

Minimizing land disturbance at a development site can help to reduce post-development site runoff pollutants and loads and can maintain existing groundwater recharge when applied to existing site design. Consider the following practices to minimize land disturbance:

- Do not concentrate flows
- Minimize grading
- Build within the existing topography
- Do not alter existing drainage areas and provide vegetated buffers around them
- Minimize impervious surfaces
- Minimize changes to existing soil profile

Impervious Area Management

Increased impervious surfaces are linked to degradation of water quality and increased runoff. The following practices help to reduce the volume and rate of runoff on impervious surfaces:

- Reduce pavement width when possible
- Design portions of the street to be permeable (landscape medians and tree wells).
- Use pervious paving for driveways and parking lots when possible
- Encourage the use of vegetated or green roofs.
- Support the use of rain barrels and cisterns to collect runoff from local roofs to be reused.



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7

ECONOMIC DEVELOPMENT

This chapter provides recommended actions for how the City can continue to foster economic development in Downtown Montevallo while also supporting the local agriculture economy. It also identifies several approaches the City should undertake to attract new businesses and grow the local economy.

This Economic Development chapter aims to address the following 3 goals:

1. Foster economic development in Montevallo.
2. Support the local agriculture economy.
3. Market and recruit businesses that will diversify and complement existing businesses.
4. Continue to support Montevallo's workforce, small businesses, and start-ups.



GOAL #1

FOSTER ECONOMIC DEVELOPMENT IN MONTEVALLO.

Montevallo is truly a unique place amongst other cities and towns in the Birmingham Metropolitan Area and features several assets that set it apart from its peers including its walkable Main Street, thriving University, excellent parks, rural farmland and scenic character. According to the people who took the Visioning Survey associated with this Plan (see **Appendix A Public Involvement Summary**), the top two strengths of the City are its “small town feel and unique identity” (34%) and its “walkable Downtown” (21%). In the last decade, the City has established a Main Street program and almost \$12 million dollars has been invested in Downtown Montevallo. When people think about great downtowns, it’s often the intangible qualities—vitality, sense of place, and positive experiences—that they remember most.

Action 2

Create an online and print-on-demand “Business Tool Kit”.

Work with Main Street Montevallo to develop a “Business Tool Kit” that could include the following resources:

- ✖ A Downtown Montevallo business resources and assistance directory.
- ✖ Information on available properties and spaces.
- ✖ Information and/or fact sheets briefly describing special business development programs, incentives (i.e. façade grants, historic tax credits) and other financial-related programs and technical assistance .
- ✖ Tracking data demonstrating investment, business activity and positive changes.
- ✖ “Top Reasons to Invest or Do Business in Downtown Montevallo.”

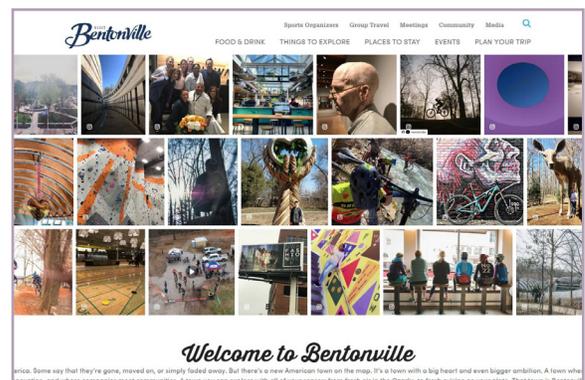
Action 1

Create a Downtown Montevallo comprehensive branding system of graphics and elements.

Work with the Montevallo Main Street Promotion Committee to incorporate the Montevallo Main Street logo and branding into a system of graphics and elements, including streetscape furnishings, seasonal and holiday banners and décor, wayfinding signage, interpretive elements, etc. An existing wayfinding map of Downtown Montevallo already exists that should be promoted on the City’s website and in local businesses and civic facilities.

A Downtown Montevallo branding system should be developed and consistently deployed across social media applications to enhance further awareness and to create business connections to the brand.

City Branding + Marketing Campaign



Source: City of Bentonville



Action 3

Develop and promote small business and entrepreneurial opportunities in Downtown Montevallo.

The City of Montevallo should work in partnership with downtown property and business owners, Montevallo Main Street, the University of Montevallo, the Montevallo Development Cooperative District, the Montevallo Chamber of Commerce and other potential program partners to:

- ✘ Create co-working spaces or shared office spaces. Co-working and shared spaces are ideal for small and large businesses who want to take advantage of the connections and information shared in these environments. Moreover, these locations are also ideal for business incubators that help new businesses grow.
- ✘ Develop and organize “pop-up shop” locations to grow local startups and experiment with new retail formats. Pop-up shops generate interests among shoppers while giving entrepreneurs the chance to test the waters or reach new customers.
- ✘ Organize a “shop local” campaign to promote and highlight local businesses and provide visibility during times of the year when shoppers may gravitate towards larger retailers (i.e. Christmas or back-to-school).
- ✘ Identify “shared space” opportunities with property and business owners in order to make smaller portions of larger storefront spaces, or spaces otherwise underutilized by current tenants, available on a limited-time or test market basis to smaller boutiques, kiosks, pop-up shops and other artists, makers and entrepreneurs.



Action 4

Consider establishing a Green Business Recognition Program.

A Green Business Recognition Program would acknowledge local businesses that make substantial efforts in implementing environmentally sustainable practices in areas such as buildings and energy, water conservation, green economy, waste reduction, and recycling. The program would be voluntary and would provide businesses free technical assistance for implementing sustainable practices, along with marketing and promotional support.

An easy checklist would help determine the recognition level of the participating business (such as Gold, Silver or Bronze) and decals on storefronts would convey that environmental leadership to customers and the general public. The program would recognize businesses for their investments and contributions to the economic vitality of the community and the health of City’s environment.



Action 5

Create additional e-commerce capabilities for small businesses in Montevallo.

The internet is an integral part of our lives and is rapidly changing how we purchase goods and services. In response to the restrictions put in place due to COVID-19, businesses across the Nation have pivoted their sales strategy from brick and mortar stores to the internet. To ensure the success of Montevallo’s small businesses, the City should work with 58 INC. and Montevallo Main Street to create a dedicated website where the City’s small businesses could sell their goods and services from one online platform. This website could showcase the products unique to Montevallo, provide an interactive map, and dedicated search engine.



Action 6

Continue to build and work to enhance Montevallo Main Street's Facebook presence, and overtime, create a dedicated website to promote downtown businesses.

Overtime, Montevallo Main Street should transition from using its current Facebook page to setting up a designated website to promote area businesses, events, promotions, and general news. One example of a district-based website is Pepper Place located Downtown Birmingham. In addition to enhancing Montevallo Main Street's Facebook presence, other social media platforms should be utilized including Pinterest, YouTube, Instagram, etc.



Action 7

Organize, coordinate and promote additional events in Downtown Montevallo.

Hosting more events and activities can attract additional residents and visitors to Downtown Montevallo, generating activity, creating a greater sense of community, showcasing the downtown area, and reinforcing it as a community focal point and a social, shopping and entertainment center. The City should partner with Montevallo Main Street and the Montevallo Chamber of Commerce to organize, coordinate and promote additional events in Downtown Montevallo. This should include the following types of events that were identified during the public involvement process of this Plan:

- ✘ Additional art festivals, art crawls, sidewalk art shows
- ✘ Block parties with live music
- ✘ Food and wine festivals
- ✘ Road races and sport events



Action 8

Continue to integrate public art throughout Downtown Montevallo.

Public art and murals are an excellent way to bring some life and color to places that would otherwise remain bland or uninspiring. The existing murals in Downtown Montevallo establish a sense of place and tell the story of the City's past and inspire creativity among locals and visitors alike. The City should continue to partner with local nonprofit groups and artists to conduct an analysis of all city-owned properties and rights-of-way to identify locations for public art displays, and continue to work with local business owners to identify building facades and spaces at key destinations for additional murals.



Action 9

Promote the use of food trucks and consider the establishment of designated food truck areas.

Across the country, food trucks have been used to foster economic development and enrich communities by improving access to goods and produce not otherwise available through area merchants. Moreover, food trucks are often more appealing to hopeful restaurateurs since they are a cost friendly alternative to opening a brick and mortar building.

It is recommended that the City allow the use of food trucks throughout Montevallo and consider the establishment of designated food truck areas. Prior to implementing this action, the City should:

- ✘ Hold town hall forums and private meetings with core stakeholders (i.e. food truck owners, existing restaurateurs, the Montevallo Chamber of Commerce, 58 Inc., residents, etc.)

POP-UP IDEAS

WHAT IS A POP-UP?

A pop-up is a temporary project that has the overall objective of neighborhood revitalization. Pop-ups allow citizens to join together to make small thoughtful changes to improve their community and create a sense of place. Pop ups come in many shapes and sizes ranging from multi-day festivals and street closures, to small-scale art installations. Pop up developments can also be sponsored by the city or a private business, but are often citizen led initiatives to help transform underutilized or vacant spaces that might be ignored by formal planning and development efforts.

Pop-ups can give a local gathering place a second life, transforming the area into a place to sit, shop, or eat. Essentially, no matter the scale or context, the aim is to make a place better than its current state. The idea is that these changes will “pop-up” before citizens’ eyes on a temporary basis, then lead to long-term change. These initiatives can improve any combination of public health, transportation, general aesthetics, or economic development issues.

The following pages list potential pop-up project ideas.

1. STOREFRONTS:

Suppose a neighborhood is riddled with empty storefronts. Using the storefronts as temporary vendor shops or places to display art is a great way to give a street a facelift. Consider the following before planning a pop-up storefront:

- Contact the building owner or building manager for their permission.
- Inquire about plans for the space if possible.
- Advertise your need for vendors/ artists using social media outlets.
- Ensure merchants have a business license. If they do not, then talk to the city’s tax collector to figure out how the city can collect these funds.
- A longer setup timeframe could make it more worthwhile for vendors to participate.
- Consider a week or month long event for projects that deal specifically with economic development.



Made Here Pop- Up (Source: REV Birmingham)

POP-UP IDEAS

2. TEMPORARY BIKE LANES:

To envision how a roadway could accommodate bicyclists, consider implementing temporary bike lanes to accommodate more than just the automobile. The following process can be used to create temporary bike lanes:

- Measure streets in selected project area. Cars need a minimum 9ft of room to travel, trucks at least 11ft. Any extra width could be attributed to a bike lane. Bikes need at least 4feet.
- Apply temporary bike lanes using duct tape according to new lane configuration. Alternatively, one can use spray chalk. Be careful with using paint, if the lane is applied incorrectly it could cause confusion and possibly injure someone.

Also consider:

- How many cars travel on this roadway each day? This information can be found on the Alabama Department of Transportation's website. Aim to use streets that have Average Annual Daily Traffic (AADT) of 20, 000 cars or less.
- Aim for streets with a posted speed limit of 35 MPH or less, these are typically more pedestrian and bike friendly.

3. BIKE RACKS:

Partner with a organization like CommuteSmart. They can help provide bike racks that will make your area a more attractive destination for cyclists. This service is free of charge but they prefer advanced notice so talk to them 2-3 months before unveiling.



Source: Better Block Birmingham

4. POP-UP PARK

A pop-up park is similar to a pocket park in that the size does not need to be impressive but the scenery should be. Consider clearing out a vacant lot, several parking spots, or parking lot with the help of a landowner and transform the space with:

- Local artwork
- Donated landscape
- Temporary games
- Seating
- Vendors



5. GREENING:

Connect with landscapers, florists, etc. to see if they would be willing to provide the project with greenery. Plants and flowers can transform a space. Consider contacting nurseries for donations of older plants.



6. WAYFINDING:

Experiment with wayfinding guides that help citizens and visitors find nearby attractions like the library, school, or market.

Visit WalkYourCity.org for more detailed instructions.



to understand desires and concerns.

- ✘ Encourage dialogue and the building of relationships among competing stakeholders (existing restaurants and local food truck owners).
- ✘ Implement a pilot program to determine what regulations to adopt regarding food trucks.
- ✘ Use targeted practices to address underserved areas of the City
- ✘ Identify private vacant lots and create partnerships for food trucks/mobile vendors to gather and vend in the same location.



Action 10

Develop the “Crossroads” as a village center with a mix of uses.

This Plan promotes the establishment of pedestrian-oriented centers and neighborhoods. While new growth should be concentrated in Downtown Montevallo and along the Highway 25 corridor, there is a strong rationale to develop a future village center at the intersection of Highway 22 and Highway 19, known as the “Crossroads”, to capture some of the sales tax dollars north of town that are currently lost to the City of Alabaster.

A village center should include a combination of dwellings, commercial and office uses, personal and household service establishments, institutional uses, public facilities, parks, playgrounds, and other similar uses to meet the needs of workers and residents of adjoining neighborhoods. These areas are inherently walkable and should include a robust network of sidewalks and support other alternative modes of transportation.



Dodson Place Village Center (Source: www.shodeen.com)



Dodson Place Village Center (Source: www.shodeen.com)



Mill Creek Village Center (Source: www.shodeen.com)

GOAL #2
SUPPORT THE LOCAL AGRICULTURE ECONOMY.



Action 1

Establish a semi-permanent location for the Montevallo Farmers' Market.

The Montevallo Farmers' Market was established approximately eight years ago and is a seasonal market that runs for 10-12 weeks on Monday's at 3pm from June through August. The location for the farmers market typically changes because there is no permanent structure for it – chamber employees and volunteers have to set up and take down temporary tents each week. Currently, the farmers' market has been located in the parking lot behind First Baptist Church on Main Street.

The City should work with the Montevallo Chamber of Commerce and the Montevallo Sustainability Coordinator to establish a semi-permanent location for the popular farmers' market, along with a permanent structure such as a pavilion or gazebo rather than the use of temporary tents. Locations that should be explored include the pecan grove on Island street or the green space beside City Hall.

The Pepper Place Market in Downtown Birmingham draws over 10,000 people each Saturday morning during the height of the season and has over 100 vendors that are spread across two parking lots. Originally running from Memorial Day to Labor Day, the market is now year-round. In the winter, the market moves into vacant spaces within the surrounding Pepper Place development. The Pepper Place Market is a regional attraction, and Montevallo should consider reaching out to organizers to learn from their success.



Action 2

Encourage agri-tourism and eco-tourism activities.

Agri-tourism capitalizes on the desire of visitors to enjoy the products of agriculture at their sources. Agri-tourism activities include farm visits and overnight stays at farm bed-and-breakfasts, fruit or vegetable picking, and camping and fishing in an agricultural setting. The size and extent of agri-tourism activities must be controlled to prevent creating negative impacts for neighboring property owners or farm operations.

Eco-tourism targets an eco-conscious segment of the population that wants to engage in nature-related tourism on conservation lands while reducing the ecological footprint of their visit. Rural landowners can earn revenues from tourism activities on their land, including traditional recreational activities such as hunting, fishing, and observing wildlife.



Mt. Juliet, Tennessee Farmer's Market pavilion





Action 3

Encourage the creation of a local Community Supported Agriculture (CSA) program.

Community Supported Agriculture (CSA) has become a popular way that locally grown food products are made available to consumers to buy local, seasonal food directly from a farmer. The basic rules of a CSA are – a farmer offers a certain number of “shares” or memberships to the public and in return, customers receive a box, bag, or basket of seasonal produce each week throughout the farming season. This arrangement creates several rewards for both the farmer and the consumer.

Advantages for the farmer include receiving payment early in the season (helping cash flow), having the opportunity to meet the customer and spending time marketing before the busy season. Advantages for consumers include getting to eat fresh local food, getting exposed to new vegetables and new ways of cooking and exposure to their local community.



Action 4

Create additional community gardens on vacant and other underutilized properties throughout the City.

Today, the following community gardens exist within the Montevallo city limits:

- ✦ **Montevallo Seed to Table:** Located at 440 Overland Road, the Montevallo Seed to Table Community Gardens provide Montevallo citizens the opportunity to lease 4'x8' plots seasonally. Water and tools are available on site, and a \$25 donation per lot helps maintain the garden. In addition to renting garden plots, Master Gardeners in the area provide educational training for children and adults, tend to 3 plots, and provide produce to Shelby Emergency Assistance.

- ✦ **University of Montevallo's Organic Community Garden:** located just past the UM baseball field on County Road 10 and Middle Street, this garden provides UM students the opportunity to grow their own produce in individually leased lots. Produce grown in the University's Summer Harvest Garden is donated to Shelby Emergency Assistance for local families in need.

- ✦ **Crow's Village Community Garden:** situated in Crow's Village in downtown Montevallo, this garden provides public-housing residents with access to a plot to grow their own fruits, vegetables, and herbs.

With the growing popularity of community gardening among Montevallo residents, it is recommended that the City work with the University of Montevallo and local organizations to create additional community gardens on vacant or other underutilized properties throughout the City. Community gardens can range in size, with some being as large as several blocks or as small as just a few raised beds. The land or space used for community gardens is often a shared space where neighbors grow and harvest food crops for personal or group consumption.

The following questions would need to be answered before the creation of new community garden: Who will run/keep up with the gardens? How much staff would it require? What equipment is needed? Ownership and maintenance could be shared among the local organizations that choose to participate. The gardens could be staffed by volunteers and residents. In addition, the produce could be donated to local schools to help promote long-term healthy eating habits.

To learn more about the benefits of community gardens and how to create one, see the **callout box** on **page 139**.

COMMUNITY GARDENING 101

Find a location

Using a database of vacant/open areas that are not owned by individuals, locate an appropriate lot to develop a community garden. Use an area that receives adequate sunlight, as capacity for soil, and is in an area that the community will not have difficulty finding.

Gauge/promote interest

If the community garden is chosen as a means of community development, gauge the interest of the garden with the community members including residents and businesses. Tell them the reason/purpose behind the garden and explain the benefits of having a community garden.

In many cases, the community garden is primarily used for easier food access and aesthetic appeal. However, many other benefits stem from gardens such as a increased sense of unity in neighborhoods, reduction of crime, and more interest in community investment. Due to easier food access, community gardens help combat health issues such as obesity, heart related illness, and diabetes.

Develop a team

Assemble an interdisciplinary team of people who can develop goals, timelines, and a schedule of events. This team will be primarily responsible for garden operations (if needed) and maintenance. The team will also be responsible for acquiring funding for the garden (see more below). The team can be innovative in their practice and development by including residents, neighborhood associations, local schools, and local and corporate businesses. The team will also decide how to organize the garden (size, type of produce, etc) as well as budgeting.

Funding

There are a lot of grants available for greening and sustainability projects, especially those that promote healthy living and community building. Corporations such as Lowe's, Walmart, and Home Depot are a great place to start; some require that applicants possess a nonprofit tax status. GoFundMe.com is also a great way to spread the word and receive donations through a website.

Build the garden

Start with raised beds that are about 4'x6'. This is a good size for people to reach across and walk around, while also providing enough room to grow fruit and vegetables. Keep in mind how vegetable plants spread so that one plant is not smothering another. Decide how many beds are desired.

The type of wood is up to the team judgment. Choose wood that is sturdy and thick. Once the planting bed is built, attach stakes to sides of beds (4 per bed; 1 for each side). The point of stakes should be about 6 inches below the base of plant bed. This should be hammered into the ground to secure unit to ground. Once in the ground, dig soil about 6 inches away from raised bed border and 1 foot deep. Clean dirt out and fill hole with vegetable/ fruit soil that contains nutrients. Plant seeds or plants as decided. Place netting/fencing around bed. Consider including a rain garden or bioswale to reduce stormwater runoff where space allows.

Finish with a kick-off event

Once project is completed, schedule a kickoff event where community members can come and see the finished product. An ideal event is a cookout or block party - free food is a great motivation to get people to come out. This will also be a great opportunity for the community to get to know one another as well as promote other events and activities in the future.



Source: University of Montevallyo

GOAL #3

MARKET AND RECRUIT BUSINESSES THAT WILL DIVERSIFY AND COMPLEMENT EXISTING BUSINESSES.

According to the people who took the Visioning Survey associated with this Plan (see **Appendix A Public Involvement Summary**), the greatest challenges facing the City are its “limited variety of shopping and dining options” (32%) followed by the “presence of vacant businesses” (19%).

An additional question asked what types of development people would like to see more of in Montevallo. 34% of respondents would like to see more “entertainment and cultural options”, 18% would like to see more “full-service sit-down restaurants,” 10% would like to see additional “retail and boutique shopping options” and 8% would like to see a “small footprint or specialty grocery store.”

There are approximately 230 businesses in the City of Montevallo employing over 2,075 people. Only 23% the businesses are in the retail trade sector; hence the City is losing retail sales tax that is being spent in other cities and online. Businesses along Montevallo’s Main Street have been successful due to its walkable network of sidewalks, excellent streetscape, renovated buildings and the built-in customer base by university students, etc.

Although Main Street is a natural place to continue the recruitment of additional restaurants and other smaller retail businesses, the City should work to also recruit businesses along Highway 25 that can provide more essential services for city residents. This section identifies several approaches the City should undertake to attracting new businesses and growing local the local economy.



Action 1

Continue to collect, maintain and track information on real market conditions and trends.

In 2017, a “Downtown Montevallo Market Study and Strategies report” was developed by Downtown Professionals Network for Montevallo Main Street. This report included business and consumer surveys. It is recommended that the surveys be repeated on an annual or biannual basis to track economic conditions and business trends, and to identify business needs. This can be used to create and refresh recruitment-related collateral materials and online content.



Action 2

Compile and maintain a current database of properties and spaces available for sale and lease throughout the City.

The City should work with partners to compile and maintain a current database of commercial, office and industrial properties and spaces available for sale and lease, and include pertinent information such as parcel sizes, building footprint sizes, zoning designations, lease rates, sales prices, utility connections, etc.

This information should be placed on the City’s website and made available on other partner websites such those for the Montevallo Chamber of Commerce and Montevallo Main Street. The database should be made available in a downloadable or print-on-demand format, and updates should be distributed to area brokers, realtors and prospects as major changes occur.



Action 3

Strengthen the Montevallo Main Street Committees with access to the expertise of local professionals.

The proven Main Street Four-Point Approach® helps communities to organize themselves for success, improve the design of their neighborhoods, promote their districts, and enhance the economic base of a community. Main Street Montevallo follows the Main Street Four-Point Approach® at the city level by the establishment of the following four committees: Organization, Promotion, Economic Vitality and Design.

Access to a variety of private sector professionals could help strengthen the Montevallo Main Street committees by assisting with development-related opportunities and challenges and to provide on-call support to downtown businesses and business prospects. The list of on-call local professionals should include design specialists, accountants, attorneys, insurance professionals, small business counselors, etc. that are willing to work on a pro bono basis to support downtown business retention, expansion and attraction efforts.



Action 4

Encourage additional office and service uses in Downtown Montevallo.

National trends point toward a continued transition to a more service-oriented society and office, service, government, education and civic uses in Downtown Montevallo already play an important role in generating traffic to support the area’s economy and sense of vitality. Predictably, office and service uses will continue to be important to the downtown area in the future and they should continue to be encouraged to locate in the Downtown area. Where appropriate and applicable, Montevallo Main Street and community development partners should work to locate these uses in buildings, spaces and redevelopment sites that are conducive to creating and maintaining a strong sense of retail vibrancy throughout the Downtown area.



Action 5

Recruit additional sit-down and full-service restaurants to the City.

There are approximately 15 eating and drinking establishments in the City of Montevallo today, most of which are fast food or fast-casual restaurants. As mentioned earlier in this chapter, 18% of the Visioning Survey participants expressed the desire for “additional sit-down and full-service dining options” in Montevallo, noting that they frequently visited other cities to dine out. People also noted the desire for more bars and nightlife options, as well as restaurants that offer occasional live entertainment.

To encourage additional restaurants to Montevallo, the City should work with the Montevallo Chamber of Commerce and 58 Inc. to recruit additional restaurants to the City, particularly in Downtown Montevallo and along the Highway 25 corridor.



Shu Shop in Birmingham (Source: Style Blueprint)



Coworking space (Source: U.S. Chamber of Commerce)



Action 6

Recruit more retail and shopping options to the City.

According to market research, the following business types show potential for expansion and recruitment throughout Montevallo:

Gift shops

- ✂ Boutiques and clothing stores
- ✂ Hardware and garden stores
- ✂ Hobby stores
- ✂ Book, periodical and music stores
- ✂ Sporting goods stores
- ✂ Used merchandise / resale boutique stores - these could help address the demand for additional clothing and clothing accessories options and these types of stores can also sell art-inspired gifts, handcrafted items, select home furnishings and décor lines.



Action 7

Recruit additional family-friendly entertainment options to the City.

Montevallo is a desirable location for families and in 2019, approximately 1,350 families called Montevallo home. As expected, over one-third of Visioning Survey respondents (34%) commented that they would like to see “additional family-friendly entertainment options”, such as a movie theater, bowling alley / arcade and trampoline park in Montevallo. Currently, families must drive to other cities to visit similar establishments.

In order to retain sales tax revenue currently lost to other cities, the City should work with the Montevallo Chamber of Commerce and 58 Inc. to recruit additional family-friendly entertainment destinations to the City.



Action 8

Encourage a small footprint grocery store or specialty store to locate in the City.

During the public involvement process of this Plan, the planning team received many comments regarding the desire for additional grocery and specialty stores to locate within the City. As Montevallo continues to grow, so will the demand for additional grocery stores.



Specialty Market (Source: Canadian Grocer)

GOAL #4

CONTINUE TO SUPPORT MONTEVALLO'S
WORKFORCE, SMALL BUSINESSES, AND
START-UPS.

A diverse economic environment demands a highly skilled workforce that continues to improve job skills, education, and knowledge to compete in a dynamic business climate. This goal encourages the City to continue to work in partnership with other public and private agencies to provide additional assistance to individuals and businesses.



Action 1

Support 58 INC. and Create Birmingham to create a Shelby County location for CO. STARTERS.

Created by Create Birmingham, CO. STARTERS is a program that equips aspiring entrepreneurs with the insights, relationships, and tools needed to turn their business ideas into action. Unlike traditional platforms,

it applies the lean business model methods popular with high-growth startups to businesses of all kinds. Headquartered in Downtown Birmingham, the City should support 58 INC. and Create Birmingham as they work to bring the program to Shelby County.



Action 2

Explore the feasibility of creating a “startup incubator” or shared co-working space for new businesses when the Montevallo Chamber of Commerce expands to a larger office location.

Throughout the public involvement phase of this Plan, the planning team repeatedly heard the need for a business incubator, or shared coworking space, for new and startup companies in Montevallo.

Typically, business incubators help new and startup companies to develop by providing services such as management training, affordable and shared office space, marketing support and often access to some form of financing.

Today, 12 business incubators exist across the State and the closest one to Montevallo is in Downtown Birmingham. As the Montevallo Chamber of Commerce expands, the City should explore the feasibility of creating a business incubator space to nourish future small businesses and start-ups.



Action 3

Advertise the High School Ready to Work (RTW) Initiative.

High School Ready to Work is a career exposure and soft skills training program that provides participants with the skills needed to be successful in today’s workplace. RTW is currently being offered to seniors in three Shelby County Schools (Montevallo, Shelby County, and Vincent). RTW combines workplace readiness training with employer-driven curriculum and career exposure through company engagement in the classroom and industry tours. The RTW curriculum is set to standards cited by business and industry employers throughout the state, and the skills cited in the U.S. Department of Labor’s Secretary’s Commission on Achieving Necessary Skills (SCANS) Reports. During the 2019-2020 school year, more than 50 students in Shelby County Schools

participated and 35 employers were engaged by offering industry tours or classroom presentations about career opportunities.



Action 4

Encourage students and adults to seek employment in the IT sector by connecting them to local initiatives like Innovate Birmingham.

In 2017, Birmingham was awarded Obama’s America’s Promise Grant for ~\$6 million dollars from the U.S. Department of Labor to equip underemployed and unemployed young adults in the Greater Birmingham region with resources they need to advance into Information Technology (IT) jobs. Innovate Birmingham was created to fill the mismatch of supply and demand in the Birmingham technology sector. The partnership provides education in software development and data analytics, as well as offer scholarships to UAB, Jeff State, and Lawson State. The goal of the program is to provide opportunity, free of charge, and create a pipeline between talented people and employers. In 2018, the Innovate Birmingham partnership was expanded to include Shelby County. The new larger geographic footprint allows Shelby County residents to be eligible for Innovate Birmingham’s software development and data analytics training at Innovation Depot and the scholarships to UAB, Jeff State, and Lawson State.



Action 5

Promote the Thrive Together-Shelby County Initiative.

Thrive Together-Shelby County is a “2Generation” Hub designed to coach single- female-led families from poverty to prosperity by seamlessly aligning services that meet the needs of the whole family. It is housed on the University of Montevallo campus but is a collaboration between governmental, academic, social service, business and other entities within Shelby County, Alabama. Using a coaching model, Thrive Together works with the family to develop and achieve goals in education, career preparation, high-quality childcare, financial well-being, social capital, health, and wellness.



8

LIVABILITY & CODE REFORM

This chapter discusses recommendations to support a variety of housing options for current and future residents, how to create codes and programs to keep rental units from becoming nuisances in the eyes of the community and how to encourage better code enforcement and property maintenance. In addition, this chapter outlines several planning best practices that the City should implement to modernize and update regulations and ordinances.

This Livability and Code Reform chapter aims to address the following 9 goals:

- 1.** Adopt and update codes to encourage a wide range of housing types.
- 2.** Adopt codes and programs to improve the condition of rental housing units.
- 3.** Enhance code enforcement efforts and encourage better property maintenance.
- 4.** Enhance public services and programs throughout the City.
- 5.** Recommended Zoning Ordinance revisions to improve regulatory procedures.
- 6.** Recommended Zoning Ordinance revisions to enhance urban form.
- 7.** Recommended Zoning Ordinance revisions for parking and access standards.
- 8.** Recommended Zoning Ordinance revisions to permitted uses.
- 9.** Other recommended Zoning Ordinance revisions.

GOAL #1

ADOPT AND UPDATE CODES TO ENCOURAGE A WIDE RANGE OF HOUSING TYPES.

Montevallo is a diverse city made up of long-term generational residents, a transient but consistent college student population, and newcomers who are moving to Montevallo for its excellent quality of life, neighborhoods, and rural setting. With this in mind, Montevallo must plan for a wide variety of housing needs. Baby Boomers are looking to downsize and are desiring housing that is smaller and better suited to their needs, Millennials are seeking affordable housing options in urban downtown environments, while families with kids are desiring single-family homes that are close to schools and parks.



Action 1

Adopt the 2018 International Existing Building Code.

Older buildings can become a liability rather than an asset when building codes designed for new construction are retroactively applied to renovations of older buildings. To address the special needs of older (but not necessarily truly historic) buildings, the City should consider adopting the 2018 International Existing Building Code (IEBC). The IEBC establishes minimum requirements for existing buildings using prescriptive and performance-related provisions. This building code encourages the use and reuse of existing buildings while requiring reasonable upgrades and improvements. During the adoption process, cities can adjust the definition of buildings of historic value to address their own situation. Adjustments can also be made to ease changes in use. Currently, the City of Montevallo utilizes the 2012 edition of the International Existing Building Code.



Action 2

Adopt an adaptive reuse ordinance.

An adaptive reuse ordinance makes the reuse of vacant buildings easier by minimizing certain zoning and code regulations for reuse projects. Currently, reuse projects are required to meet the same regulations as new developments. The City should consider adopting an adaptive reuse ordinance in areas with concentrations of historic and underused buildings, such as along the Highway 25 corridor and in Downtown Montevallo. The ordinance works by reducing specific zoning requirements for reuse projects, such as parking, setback and density requirements. The City should work with architects, engineers, and developers to find out which requirements are the most difficult obstacles when considering the redevelopment of sites. If successful, the ordinance could increase the number of rehabilitations and reduce the number of demolitions of older buildings.



Action 3

Encourage the development of medium density infill housing to achieve a mix of housing types and a range of price points, such as cottage sized single-family homes and four-plexes.

Throughout the public involvement process of this Plan, the public voiced their desire to see Montevallo grow more compactly, as well as with a diverse range of housing options. To address this desire, the City should encourage the development of cottage sized single-family homes and four-plexes in appropriate infill locations and on irregular sized lots. To help implement this action, the City should modify the R-2 Single Family District and the R-4 Multiple Family Dwelling District in the Zoning Ordinance to ensure that these housing types are permissible, and/or consider adopting a small-lot subdivision ordinance or a cottage court ordinance (see **Goal 1, Action 5** below).

BEFORE



The Strip, an adaptive reuse development in Phoenix, Arizona was transformed from a tired building into a vibrant mixed-use development complete with live/work units, artists space, restaurants, and retail (Source: [Phoenix New Times](#))

AFTER



Action 4

Encourage developers to utilize Montevallo's Form-Based Subdivision Standards to build traditional neighborhoods instead of conventional subdivisions.

Traditional neighborhood design or Traditional Neighborhood Development (TND) is a development approach that reflects historic settlement patterns and town planning concepts such as gridded, narrow streets, reduced front and side setbacks, and an orientation of streets and neighborhoods around a pedestrian oriented "town center." TNDs promote compact, pedestrian friendly development with a mix of land uses in a neighborhood/village type setting. Unlike conventional subdivisions, they encourage a range of housing types, provide a mix of land uses, encourage pedestrian movement, and can reduce the amount of required infrastructure.

Successful TNDs promote the following design elements:

- ✘ A village or "town center" that is located within a ¼ to ½ mile (5 to 10-minute walk) of residential neighborhoods.
- ✘ A range of housing types to attract people of various ages and socioeconomic levels.
- ✘ A mix of land uses that support the residential needs including shops, offices, and restaurants.
- ✘ Streets that are laid out to form an interconnected grid that that reduces traffic congestion by allowing multiple route options. Streets are relatively narrow and are shaded by trees – there are sidewalks and sometimes bike lanes.
- ✘ Buildings that are located close to the street, creating a sense of place by framing the sidewalks with street trees and building walls.



Action 5

Adopt a small-lot subdivision ordinance and/or a cottage court ordinance.

Small-lot subdivision ordinances aim to encourage low to moderate density housing in a variety of neighborhood contexts. This tool helps develop small lots or irregularly shaped lots that remain undeveloped when the current development standards do not allow enough development to make investment feasible. Some ordinances encourage a reduction of lot size standards to enable more units than previously possible. This ordinance typically applies to certain sized lots in certain zones or as an overlay. These ordinances are usually successful because developers can build innovative and distinctive new communities that meet the needs and budgets of the community. In addition, financing is usually easier because each unit comes with its own plot of land.

Cottage court ordinances encourage small, detached cottages facing a shared court on a single lot. A cottage court offers more residential density while emulating a single-family detached character. These ordinances provide housing choices for those wanting a smaller house with shared open space and/or built space, thereby creating opportunities for those who are looking for built-in community benefits. This approach can be allowed in several zoning districts or as a stand-alone cottage court ordinance. For more information about these ordinances, download the National Association of Home Builders report "Diversifying Housing Options with Smaller Lots and Smaller Homes" at <https://www.nahb.org/-/media/NAHB/advocacy/docs/top-priorities/housing-affordability/nahb-2019-small-homes-research-report.pdf>.



Cottage Court in Highland Park, Birmingham AL



Action 6

Encourage the development of senior housing facilities.

Seniors age 55 and older make up approximately 22% of the population of Montevallo and desire more housing choices that meet their needs in terms of accommodation options, affordability and accessibility. In fact, during the public involvement process of this Plan, several comments were made by seniors that spoke of active community members who were forced to move to other cities because they could not find adequate accommodations to meet their health needs as they age. To enable seniors to remain in their homes and in the Montevallo community as long as possible, the City should encourage the development of senior housing options that can meet the needs of citizens as they move through the last quarter of their lives. Options should be affordable so that senior citizens are able to choose from a range of alternatives including assisted living facilities, independent living facilities, nursing homes and continuing care retirement communities.



Action 7

Adopt an inclusionary zoning ordinance with the intent of increasing the supply of affordable housing.

Inclusionary zoning ordinances either require or encourage the provision of affordable housing in market-rate development, typically by the provision of density bonuses and other incentives. These ordinances include:

- ✘ Definitions, including those defining "affordable housing" and "low-and moderate-income households."
- ✘ Procedures from the review of affordable housing developments.
- ✘ A requirement that the developer of housing enter into development agreements that ensure that the affordable housing, whether for sale or for rent, remains affordable.
- ✘ Designation of an officer or body to review and approve applications for development that include affordable housing and provisions for enforcement.

GOAL #2

ADOPT CODES AND PROGRAMS TO IMPROVE THE CONDITION OF RENTAL HOUSING UNITS.

Approximately 57% of the housing units in Montevallo are owner-occupied (1,235 units) and 43% are renter-occupied (948 units). While Montevallo's percentage of rental housing units far exceeds those in Shelby County (20.4%), the percentage is in-line with or less than other university towns in the state and region (see **Chapter 2, Table 2.2**).

In early 2020, the City of Montevallo surveyed five local leasing agents and asked them to report on the 23+ apartment complexes located throughout the City. The survey found that there are approximately 238 total apartment units, and 6% of the apartments were currently vacant.

The following recommended actions are intended to be tools that the City can use to keep landlords accountable for property maintenance at rental housing units and ways that the City can elevate zoning standards to improve the safety and aesthetic appearance of rental housing.



Action 1

Adopt a Minimum Housing Ordinance to establish minimum standards for rental housing units.

Throughout the public involvement process of this Plan, complaints were submitted about the condition and management of rental properties, particularly in the R-4 Multiple Family Dwelling zoning district. The purpose of a Minimum Housing Ordinance is to prevent the decay and deterioration of places of human habitation by providing minimum requirements for the protection of life, health, welfare, safety and property. The type of ordinance promotes an accountability and responsibility associated with housing quality that

not only applies to owner occupied housing, but also to the occupants and tenants of rental housing.

A Minimum Housing Ordinance would require that all dwellings in the City be maintained to the minimum standards specified in the code. Typically, the following types of minimum standards are set forth in the ordinance:

- ✘ Standards for structural conditions that apply to floors, basements, foundations, steps, stairs, porches, roofs, windows, doors, chimneys, etc.
- ✘ Standards for electrical, plumbing, and heating systems
- ✘ Standards for weather proofing and for sanitation that apply to walls, floors, ceilings, roofs, windows and doors (i.e. to control insects, rodents and infestations)
- ✘ Standards for fire safety – facilities for egress
- ✘ Standards for light and ventilation

Many ordinances take this ordinance a step further to dictate owner and tenant responsibilities. For example, in many ordinances owners are responsible for certain basic elements considered necessary for safe housing such as adequate heating, safe electrical systems, sound structural elements and functional sanitation systems, while tenants are responsible for destruction to the residence or failure to comply with sections of the code that are under their control including: broken windows, improper disposal of waste, yard trash and parking violations.

To enforce these ordinances, many cities establish a housing inspector or code enforcement officer who can write citations for violations.

The following cities have Minimum Housing Ordinances: Augusta, Georgia; Asheville, North Carolina; Charlotte, North Carolina; Gainesville, Florida; Burlington, Vermont.



Action 2

Modify the R-2 Single Family District and R-4 Multiple Family Dwelling District in the Zoning Ordinance to include additional regulations to ensure the healthy, safety, welfare, and aesthetic improvement of duplexes, apartments, town houses and multiple family dwellings.

It is recommended that the City consider modifying the R-2 Single Family District and R-4 Multiple Family Dwelling District to add the following types of regulations that can help improve the safety and aesthetic appearance of duplexes, apartments, town houses and multiple family dwellings:

- ✘ **Ceiling height.** Require bedroom ceilings to be at least seven feet tall and hallways, bathrooms and water closets to have a ceiling height of no less than six and a half feet.
- ✘ **Window requirements.** Require that every habitable room have at least one window or skylight facing the outdoors to ensure adequate light, ventilation, and egress in case of a fire.
- ✘ **Window glazing.** Require a certain percentage of glass transparency so that light that can pass through a window.
- ✘ **Adequate space for occupants.** Require that every dwelling contain at least 150 square feet of floor space for the first occupant and at least 100 additional square feet of floor area per additional occupant. Each bedroom should contain at least 70 square feet per occupant and 50 square feet for each additional occupant.
- ✘ **Landscaping and driveway standards.** Establish stricter landscape and buffer requirements and regulate the location of garages and driveways.



Action 3

Create a rental property licensing inspection system and establish a Good Landlord Program.

Montevallo residents have identified rental properties as potential havens for poor building conditions and safety hazards. A rental property licensing system would require all landlords to be licensed and follow minimum standards. The minimum standards would include property maintenance, addressing public safety concerns and other general compliances. A license would include an annual fee proportionate to the cost of services, but landlords who complete the qualifications within a Good Landlord Program could reduce the annual fee substantively or even entirely.

The generated revenue could go towards the cost of servicing apartments – such as code enforcement, mowing provided by the Department of Public Works, and Montevallo Police Department responses to calls. Landlord licensing fees in other cities range from \$50 to \$115 per year.

The Good Landlord Program would require that landlords follow standards such as these required by Salt Lake City:

- ✘ Obtain a written lease for every dwelling unit, where all current tenants living in a residence will be listed in the lease.
- ✘ Perform background checks on every tenant listed in the lease.
- ✘ The landlord or manager will serve notice of eviction within 5 days of receiving substantial evidence that a tenant or guest was involved in criminal or nuisance activity on the premise.
- ✘ The landlord will maintain the rental dwelling in a fit and habitable condition, as required by State Code and relevant building, fire and land use codes.

Another example is the City of Gainesville, Florida landlord registration system. Their program utilizes their communal living ordinance to track rental properties. In general, landlords who allow the occupancy of unrelated persons in single family zoning districts are required to apply for a landlord permit. Permits are renewed annually. Failure to receive a permit or exceeding the occupancy limits may result in notice of a violation.

In addition, the registration component creates a point system that declares rental units a public nuisance when there are repeated violations that adversely affect the rights of nearby residents to the quiet enjoyment of their property. Points are assessed to landlord permits due to these violations:

- ✘ Noise Ordinance
- ✘ Solid Waste Ordinance
- ✘ Over Occupancy Ordinance
- ✘ Off-Street Parking Ordinance
- ✘ Housing Ordinance

Accumulation of six or more points during three consecutive annual permit periods could subject the owner to proceedings that could revoke the landlord permit.



Attached Townhomes



Multifamily

GOAL #3

ENHANCE CODE ENFORCEMENT EFFORTS AND ENCOURAGE BETTER PROPERTY MAINTENANCE.

Montevallo is a city of neighborhoods, but the neighborhood conditions vary widely throughout. During the development of this Comprehensive Plan, code enforcement and neighborhood cleanup was cited as an issue. For this reason, the following codes and programs should be considered by the City to enhance code enforcement efforts and encourage better property maintenance, which will lead to cleaner, safer and more attractive neighborhoods.



Action 1

Adopt newer versions of the technical codes promulgated by the International Code Council.

The following versions of the technical codes should be adopted by the City to ensure the health, safety and welfare of the citizens:

- ✘ 2015 International Building Code
- ✘ 2015 International Plumbing Code
- ✘ 2015 International Existing Building Code
- ✘ 2015 International Mechanical Code
- ✘ 2015 International Residential Code
- ✘ 2015 International Fuel Gas Code

AFFORDABLE HOUSING BEST PRACTICES

The toolkit below highlights actions taken by other states and local jurisdictions to promote healthy, responsive, high-opportunity affordable housing. This list is not exhaustive but provides a starting point for actions the City of Montevallyo can consider for creating additional affordable housing units.

Establish by-right development

In Montevallyo, development goes through a discretionary review process and public hearing prior to approval. Often, these processes can make the cost of doing development more expensive by making development decisions centers of controversy, adding additional costs to development due to delays. The trade-offs developers make to account for additional costs often results in lost of affordability, quality and quantity of units developed. By-right development allows projects to be approved administratively when proposals meet local development requirements. Some states have enacted this approach for developments that meet all zoning requirements and include affordable units.

Streamline or shorten the permit process timeline

Lengthily permitting processes often add additional costs to development. To encourage additional affordable units and workforce housing, cities across the U.S. have shortened the permitting process for eligible affordable/in-fill housing. Austin's S.M.A.R.T Housing program is a good model to use for implementation.

Allow accessory dwelling units

Modify the zoning ordinance to allow for accessory dwelling units (ADUs). Accessory dwelling units can expand the available rental housing stock in areas zoned largely for single-family. In general, ADU's share the same residential lot as a single-family home and can be attached or detached. For example, an ADU can be an apartment over the garage, a tiny house (on a foundation) in the backyard, or a basement apartment.

Accessory Dwelling Unit



Source: [MJ Steen Team](#)

Accessory Dwelling Unit



Source: [Next Avenue](#)

Tax vacant land or donate vacant land to nonprofit developers

Vacant properties represent lost housing opportunities and cause harm to surrounding neighborhoods. Strategies such as a vacant property registration ordinance, help to reduce blight and ensure that properties are used productively. Vacant property registration ordinances require individuals to register vacant property and often pay a fee. Many municipalities increase the fee the longer a property remains vacant which encourages lot owners to activate their properties through rental units, or redevelopment.

Employ inclusionary zoning

Inclusionary zoning requires or encourages the inclusion of affordable units in new residential development projects. These policies help to expand the availability of affordable housing while allowing for new development that might otherwise be locally opposed. Inclusionary policies require upfront commitment to long-term affordability and perform best when both producing and preserving affordable housing.

Establish development tax incentives

To incentivize development, the City could consider providing tax incentives for developers who construct affordable housing. The Seattle Multifamily Tax Exemption program is one example of such a program. It provides property owners and developers a tax exemption on new multifamily buildings that set aside 20 -25% of the homes as income and rent restricted for 12 years.

Habitat for Humanity Home



[Habitat for Humanity Birmingham](#)

Mixed-use affordable housing



Source: [PGH City Paper](#)

Workforce Housing



Source: [PadSplit Atlanta](#)



Action 2

Encourage property owners to improve properties that have been neglected or that are exhibiting sub-standard maintenance.

Overgrown and vacant lots, abandoned properties, and dilapidated structures present serious issues for residents, business owners, investors, and the City. Unsound and dilapidated structures pose health and safety hazards for citizens. Abandoned structures in deteriorated and dilapidated conditions attract criminal activity and are unsafe for children, residents, and citizens in its immediate surroundings. Furthermore, blighted properties impose a burden on City services needed for additional maintenance, policing, and fire protection.

It is recommended that City proactively work with its citizens to improve existing properties that have been neglected or that exhibit sub-standard housing and property maintenance elements. Since the lack of property maintenance is a multi-faceted issue relating to code enforcement, the age of housing stock, economic conditions, and general pride in homeownership and neighborhood community, the City will need to consider a range of appropriate strategies: whether that's stricter code enforcement of property maintenance standards, partnering with nonprofits to conduct a lot cleanup program, condemning and demolishing dilapidated structures, establishing a "tool lending library" for residents, etc. The City should always provide for the fair and equitable consideration of private property rights while ensuring appropriate protection for the health, safety and welfare its citizens.



Action 3

Create a "Citizen's Guide for Code Enforcement" that enables citizens to report code violations and blighted properties.

A code enforcement guide would help increase the City's capacity to identify and track blighted properties by streamlining the public reporting process. Through the code enforcement guide, residents would be able to report various issues relating to property maintenance and other health and safety violations. To improve the accessibility and efficiency of both the guide and reporting process, a mobile app, in addition to a hard

copy of the guide, should be created. The mobile app would allow residents to take photos of the issues they want to report, tag them with GIS integration, add notes to the report and send it out to the appropriate parties. This would provide code enforcement officers with real time data – thus enabling them to better track violations in the community and provide prompt feedback to residents concerning the status of their reports.

Two models to reference are the "Citizen's Code Enforcement Guide" from Manatee County (**see callout box to the right**), Florida and "Access Cupertino" from the City of Cupertino, California.

Common code violations in the City of Montevallo include those related to:

- ✘ Weeds and debris
- ✘ Off-street parking ordinance
- ✘ Communal living ordinance
- ✘ Noise ordinance
- ✘ Animal control



Action 4

Partner with Shelby County to establish an elderly and disabled assistance program where residents can register to receive help with maintaining their property.

Many seniors who want to remain in their homes find it difficult because of the necessity of maintaining the home and the yard but being unable to do so. Not knowing how to get help, or where to reach out, these populations are often forced to leave their homes, and code violations tend to follow. For this reason, it is recommended that the City of Montevallo partner with Shelby County to establish an elderly and disabled assistance program for residents.

The program could provide services such as home repair, deep cleaning, remodeling, yard maintenance, and transportation, and would allow the City and county to better reach and assist individuals that need help. The City of Cleveland Ohio has a Department of Aging that provides an excellent example of a successful program, see the **callout box on page 156**.

Citizen's Code Enforcement Guide

This guide addresses the most common questions regarding Manatee County Code Enforcement. Manatee County does not enforce neighborhood deed restrictions. Below are some of the most common neighborhood complaints and code violations.

Home-Operated Businesses



If you are planning to begin a home-based business, you may need to obtain local approval and some restrictions might apply. Call (941) 749-3070 to learn how to get your home-based business up and running.

Address Numbers

CASE STUDY: CITIZEN'S CODE ENFORCEMENT GUIDE

Manatee County provides residents with a code enforcement guide, available online. It answers frequently asked questions such as "How do I file a complaint or contact the Code Enforcement Office?", "Can I remain anonymous when I call with a complaint" and "Who do I contact for follow-up action". In addition, the guide also includes building permit information, contractor licensing information and common code violations. The guide is available online at www.mymanatee.org.

1112 Manatee Avenue West Bradenton, FL 34205

Phone: (941) 748-2071

Fax: (941) 749-3094

MyManatee.org



Overgrown yards

Properties throughout Manatee County must be mowed and maintained so that they do not create a nuisance or other unsanitary condition.

Agricultural Animals

Up to four hens (female chickens) are allowed in residential areas throughout Manatee County. Roosters are not allowed. Hens must be kept in a chicken coop or poultry house which measures at least four square feet per hen. In other words, if you have four hens, the enclosure must measure 16 square feet. Other farm animals such as cows, horses and goats are not allowed in residential areas.

Trash and Debris

Trash, solid waste and garbage must be properly stored in designated containers on residential and commercial properties.

Prohibited Signs

Signs must be removed from clutter, and to avoid traffic

Inoperable vehicles

Any vehicle which would not be permitted to operate on public roads under the laws of the State of Florida is not allowed unless kept in an enclosed garage or building. Registration tags must be on all vehicles.



Restricted Vehicles



Restricted vehicles like motor homes, campers, trailers, boats must be stored in the side or rear yard or entirely within a carport or garage. A restricted vehicle should not be occupied unless it is in an RV park.

Commercial Vehicles



One commercial vehicle per residential property is allowed in most areas when used by the resident and parked off-street in a garage, carport, or driveway. To learn more about commercial vehicles, call (941) 748-2071.

Vacant properties

All properties that are vacant and that are in foreclosure must be registered through Manatee County Code Enforcement. To learn more, visit www.mymanatee.org/codeenforcement



Action 5

Be more aggressive about ticketing vehicles that park in the "no parking zones."

During the public involvement process of this Plan, numerous comments were submitted from citizens noting that it was difficult to navigate several streets near the University of Montevallo and in the Downtown area due to the number of illegally parked cars in the "no parking zones".

According to the Montevallo Code of Ordinances, Appendix C Parking and Speed Zones, Sections 4-182 and 4-183, the "no parking zones" are those in any area with painted yellow curbing, any area with signs posed to indicate no parking, and in any area that the City has not designated for parking.

The following streets are designated as "no parking zones":

- ✘ Quarles Street (in its entirety).
- ✘ The east side of Samford Street from Bowie Street to Quarles Street.
- ✘ The northwest side of Island Street (the side nearest Main Street) between Middle Street and Main Street.
- ✘ Island Street between Middle Street and Main Street is designated a no parking zone on any parade day, sporting event evening, or other special occasion as designated by the city clerk or the chief of police.
- ✘ The northwest side of Alabama Street (the side nearest Main Street).
- ✘ The northeast side of Bloch Street between Main Street and Valley Street.

CASE STUDY:

CITY OF CLEVELAND'S SENIOR PROGRAMS

The City of Cleveland Ohio's Department of Aging provides an excellent example of a successful program. The City seeks to be an elder-friendly community, for residents who desire to remain, former residents who wish to return, as well as new residents wishing to move into Cleveland's neighborhoods. They do this by offering several senior services and programs, including home maintenance assistance.

Under the senior home maintenance assistance program, the City offers multiples services including: Chore Services, Home Weatherization Assistance Program, Leaf and Lawn Program, Senior Initiative, Senior Homeownership Assistance Program (SHAP), and the Tree Assistance Program, described below.

- **Chore Services:** provides free home maintenance for moderate to low income Clevelanders ages 60 and up. It helps Clevelanders live independent lifestyles while improving the City's appearance. In this program, city employees work as chore workers to provide services like heavy house cleaning, lawn mowing, removing/installing storm windows, simple home repairs, and carpet cleaning.
- **Home Weatherization Assistance Program:** grant offers money to homeowners based on specific requirements that enable low income residents to make their home energy efficient, while at the same time decrease utility bills.
- **Leaf and Lawn Program:** accepts applications from seniors to have yard work done free of charge. This program is only available for certain months out of the year and partners with Boy Scouts to perform the yard work.
- **Senior Initiative:** provides seniors and disabled adults assistance with home repairs to avoid housing citations and code enforcement violations. This program is made possible through the collaborative effort of the Department of Aging and Building and Housing, Community Development, Consumer Affairs, and Public Health and Law. This program also helps seniors/disabled adults avoid scam contractors.
- **Senior Homeowner Assistance Program (SHAP):** helps seniors or disabled adults who meet eligibility requirements and own single or two-family homes in need of critical health, safety, and maintenance assistance. Grant applicants must live in the property in question, and be able to show a clear title. Moreover, proof of address, photo ID, and proof of income are required.
- **Cleveland Tree Assistance Program:** is a partnership with the Department of Aging and Public Works to remove hazardous trees and branches on seniors or disabled adults' private property. Applicants for this initiative must meet income and eligibility guidelines, own and reside in their home, and provide proof of income.

For more information on these programs, please visit the City of Cleveland's [website](#).



Source: City of Cleveland

- ✘ The southeast side of Main Street from Bloch Street to Valley Street.

It is recommended that the City be more aggressive about ticketing vehicles that park in the “no parking zones” listed above.



Action 6

Enforce the code requirements that limit residents from parking in their front yards.

During the public involvement process of this Plan, citizens expressed concerns regarding the unsightly practice of vehicles being parked on lawns and on compacted dirt surfaces. They are concerned that properties that have vehicles parked in the front yard or on weeded or dirt areas diminish the aesthetics and property values of their neighborhood, negatively affect the community’s image, and pose a safety and fire risk to residences.

To address this issue, it is recommended that the City of Montevallo better enforce two of their codes related to motor vehicles:

- ✘ The notice to abate inoperable motor vehicles as provided in Code of Ordinances Chapter 14 Nuisances, Article I, Sec. 14-9; and
- ✘ The off-street parking and loading requirements located in the Montevallo Zoning Ordinance (Article 22, Section 3.C) that states “No off-street parking shall be permitted in the required front yard of any residential district except upon a driveway providing access to a garage, carport, or parking area for a dwelling.”



GOAL #4

ENHANCE PUBLIC SERVICES, FACILITIES AND PROGRAMS THROUGHOUT THE CITY.



Action 1

Improve broadband internet availability.

Montevallo citizens, like others that live in rural communities, want faster, cheaper internet just like their suburban and metro-dwelling neighbors so that they can better work remotely, use online services, access shopping, news information, and government data. Primarily, the citizens of Montevallo receive internet service through their cable company, or through their land lines via a Digital Subscriber Line (DSL) connection. Although functional, these older internet systems are not upgraded that often, making them slower than those in the metro Birmingham area.

While the majority of residents in Montevallo have access to internet only through their cable provider or a DSL connection, there are two areas in the City that have access to a faster service via fiber optic cable (properties south of Highway 25 between Highway 73 and Pioneer Avenue) and copper wire (neighborhoods along Highway 119 north of Highway 22).

To ensure that all Montevallo citizens have access to the internet speeds that they need, the City should partner with the University of Montevallo and 58 Inc. to lobby internet service providers to upgrade service throughout the City.

In the meantime, the City should better publicize the free public Wi-Fi that is available in Downtown Montevallo and should consider providing mobile hotspots that can be available for users to checkout at the Parnell Library.



Action 2

Sponsor mobile health clinics.

Mobile health clinics help to make healthcare services more accessible to rural communities and vulnerable populations by providing high-quality and low-cost care to those that need it most. Mobile clinics typically function in vans or recreational vehicles that have been repurposed, and these vehicles deliver equipment to locations like schools to operate a temporary clinic.

As a self-contained unit, mobile clinics can deliver services in geographically isolated areas or small towns that lack access to healthcare. Services typically provided include immunizations, screenings, oral health services, laboratory services, counseling, and chronic disease management. To learn more about mobile health clinics in rural areas visit <https://www.ruralhealthinfo.org/toolkits/transportation/2/models-to-overcome-barriers/mobile-clinics>.



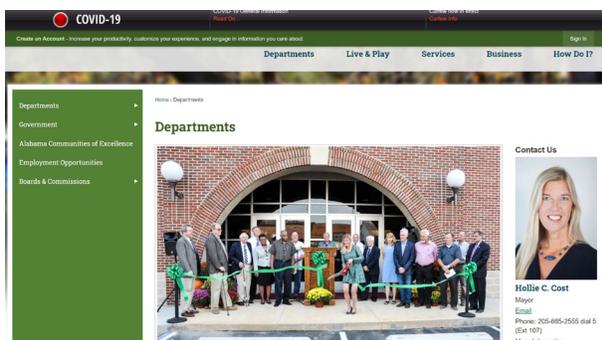
Action 3

Continue to regularly update the City of Montevallo website with City Council meeting agendas and minutes.



Action 4

Continue the City's initiative to provide documents in both English and Spanish.



Source: City of Montevallo



Action 5

Expand outreach methods to ensure that every Montevallo resident, business owner, and stakeholder can effectively participate in future planning efforts.

Knowing the importance of public involvement, the RPCGB planning team used a multifaceted approach to gather input for this Comprehensive Plan, which included both in-person and online methods to gather as much information from the community as possible. In total approximately 500 participants attended the in-person events and took the Visioning Survey, and the project website had approximately 677 unique visitors (for a complete summary of our public involvement methods see Appendix A). While the planning team received great feedback from those that participated in this Plan, there were few conversations and comments related to the Aldrich and Almont neighborhoods, as well as the neighborhoods north of Downtown Montevallo along Highway 119 to the Crossroads. Future planning efforts should be more diligent to reach citizens in these areas and understand the neighborhood needs by hosting additional public meetings, town halls and events within their boundaries.



Action 6

Continue to improve the quality of animal control.

During the public involvement process of this Plan, several citizens expressed their concern regarding the number of loose animals and unleashed dogs in Montevallo. To address this issue, the City should continue to enforce their annual pet license requirement, leash law, and consider partnering with the Shelby County Humane Society to increase animal control in Montevallo (i.e. the City of Birmingham contracts animal control out to the Greater Birmingham Humane Society).

MOBILE HEALTH CLINICS

Mobile Health Clinics (MHCs) are outreach vehicles used to deliver a variety of healthcare services to underserved populations. There are three types of service to which they are best suited: a) urgent care; b) initiating chronic disease management and education; and c) serving as an alternative medical home to those who would otherwise not have access to one (and in all likelihood, never will). These are not mutually exclusive categories, but interrelated, as described below.

- MHCs have proven effective in providing urgent care services to uninsured, low-income, and geographically or socially isolated residents who would not otherwise have access to healthcare, let alone a medical home. However, MHCs services would be more effective with improved referral systems linking them to public and private medical, ancillary, and hospital services.
- MHCs are already treating a high number of patients with chronic diseases, a trend that is likely to continue. This has the potential to shift the patient profile, as residents who may in fact have access to other sources of care choose MHCs as a matter of convenience rather than necessity, which raises questions about how to either re-route patients to their appropriate medical home or effectively “share” them through coordinated care management.
- MHCs provide a kind of default medical home to underserved populations who, whether for lack of insurance or inability to pay, would not otherwise have one. MHCs are also being treated as a source for continuing care by patients with chronic conditions who may or may not have another medical home but find the MHC a more affordable and convenient alternative.

Although MHCs are not designed to provide the consistency or comprehensive level of care required of a full-service medical home, this is essentially what is already being asked of them. By embracing this challenge, MHCs can move to define the elements of a medical home they can reasonably offer, develop consistent referral protocols to connect patients to services beyond what they can provide, articulate the unique value that they deliver, and position themselves to demand the resources needed to fulfill this role effectively (Source: [Campos, Melissa M., & Olmstead-Rose, Lester. \(2012\). *Mobile Health Clinics: Increasing Access to Care in Central and Eastern Contra Costa County*.](#))





CASE STUDY: GADSDEN SCHOOL-BASED HEALTH CLINIC

Through the Gadsden School-Based Health Clinic, students of Gadsden Public Schools are able to obtain annual physicals, have their teeth examined and their eyes checked, and/or speak to a mental health counselor in a safe, nurturing place – without the barriers that families too often face.

School-Based Health Clinic (Source: [Quality of Life Health Services](#))

Citizens can obtain more information regarding animal control in Montevallo by visiting <https://www.cityofmontevallo.com/205/Animal-Services>. To report an animal control issue, citizens should contact Montevallo City Hall at 205-665-2555, ext. 2 during normal business hours 8 a.m. to 4:30 p.m. Monday through Friday. For after hour calls, weekend or holiday(s) must be made to the Montevallo Police Department at 205-665-1264. For complaints related to animal control outside the City Limits of Montevallo, they should contact the Shelby County Sheriff's Office at 205-669-4181 or 205-669-8766.



Action 7

Conduct an analysis of garbage pickup to determine if an increase in frequency is warranted.

In Montevallo, roadside garbage is picked up once a week by Republic Services, and leaf and limbs are picked up once a week by City employees. During the public involvement process of this Plan, citizens noted that they would like to see the garbage pickup increased to twice a week, if feasible, similar to other Shelby County municipalities.

To better inform citizens of the existing pickup schedules, the City should post the dates and times of the pickup areas on the City's website, Facebook Page and in the City Newsletter.

Moreover, the City should continue to investigate ways to make the pickup program more efficient for citizens yet cost effective for the City.



Action 8

Develop programs and initiatives to minimize illegal dumping.

To combat illegal dumping, the City should consider creating a volunteer-based illegal dumping and litter abatement taskforce to include public agencies, private businesses, and community groups involved in cleanup.

The taskforce could serve as an instrument of change in the City by aiding residents with unmaintained properties, educating the community about the harmful effects of illegal dumping, and reporting those who participant in illegal dumping to the City.

Furthermore, to minimize illegal dumping in the future, the City should consider the following initiatives and programs:

- ✘ Post signs that educate citizens on illegal dumping fines and protected areas.
- ✘ Install lighting in areas where illegal dumping occurs to deter violators.
- ✘ Install monitoring devices, motion sensing beepers, surveillance cameras, and provide additional police to patrol known dump sites.



Action 9

Work with Shelby County to ensure that seniors have access to a range of services and programs.

- ✘ **Wellness programs** – health education programs, exercise and fitness programs, recreational activities, spiritual and cultural awareness activities, educational programming, and opportunities for meaningful participation in civic life.
- ✘ **Prevention oriented programs** – health programs designed to prevent injury and disease to ensure a high quality of life.

- ✘ A diversity of **social services and medical services** including mobile clinics and geriatric medical facilities.
- ✘ A **continuum of affordable care** that allows seniors to remain in their homes (i.e. the Medicaid Wavier program administered by the Regional Planning Commission of Greater Birmingham).



Action 10

Continue to invest in the Senior Center and make improvements as needed.

During the public involvement process of this Plan, numerous positive comments were received from senior citizens regarding the Montevallo Senior Center and rightfully so. Designed for adults 55 years and older, the Grady Parker Senior Center offers a variety of programs and services to local seniors such as nutrition, health, exercise, computer skills, crafts and games.

Handicap accessible transportation is offered daily to and from homes. Meals on Wheels provide the senior citizens of Montevallo, who are homebound, with delivery of hot, nutritious meals. The Senior Center improves the quality of life of residents by providing them with an outlet for socialization, recreation, and other resources.

Listed below are recommended improvements we received from citizens during this plan:

- ✘ Extend the hours of operation to 4pm
- ✘ Expand programming and daily activities
- ✘ Consider offering transportation service to medical appointments



Action 11

Collaborate with the Parnell Memorial Library, Library Foundation and Montevallo Mainstreet Players to sponsor a children's theater group.

Established in 1972, the Montevallo Main Street Players (MMSP) is the oldest active community theatre in Shelby County, Alabama. As a not-for-profit performing arts organization, the group is staffed by volunteers who range in age from middle school students to retirees. Members of the Montevallo community and beyond are welcomed and encouraged to get involved—either onstage, backstage, or in the sound and lighting booth.

The Montevallo Main Street Players produce three plays per year (on average), and productions range from contemporary comedy to modern tragedy to classic musicals to old time radio dramas. In addition, the Parnell Memorial Library Foundation sponsors children's summer theatre workshops for elementary school children each July.

Due to the success of the Main Street Players and the summer children's theater workshops, citizens expressed a desire to see a partnership between the Parnell Memorial Library, the Parnell Memorial Library Foundation and the Montevallo Mainstreet Players to create a children's theater group.



Action 12

Continue to support and promote the Impact Montevallo and Shelby County's Compact 2020 initiatives.

Impact Montevallo is a collaborative partnership of concerned citizens raising awareness of youth substance use issues in the City of Montevallo and educates youth and adults to take action to prevent youth substance use. The coalition seeks to collaborate and host community and educational events to provide fun substance free activities for the youth and host informational sessions on practical tips for parents to help encourage their children to make healthy choices. Impact Montevallo was formed after the City

became a partner of Compact 2020, a Shelby County organization that conducts juvenile substance use investigations with the aim to help youth access help instead of ending up in the juvenile justice system. After joining Compact 2020, the City established Impact Montevallo to engage the community in preventing youth from ever starting to use substances. It is recommended that the City continue to support and promote both the Impact Montevallo and Compact 2020 initiatives.



Action 13

Prepare for the future need of a full-time salaried City fire department with Advanced Life Support EMS.

As the City grows in population, and to ensure the health, safety and welfare of citizens of Montevallo, the City should prepare for the future need of a full-time salaried fire department with full-time Advanced Life Support EMS.

The public highly commends the Montevallo Fire and Rescue Service (MFRS). Established in 1927, the fire department is 100% manned by volunteers and has a Class 3 ISO rating, which is outstanding even in cities with paid departments. The MFRS personnel are trained and capable of responding to any and all fires, hazardous material emergencies, high angle rescues, decontamination calls, extrication calls and confined space emergencies. MFRS is also a licensed Advanced Life Support EMS Department. Currently, EMS is provided by a team of approximately 10 Paramedics, four EMT-Intermediates, four EMT-Advanced and eight EMTs.



Action 14

Implement energy efficient technologies and policies to improve the energy efficiency in city-owned buildings and parks.

The Montevallo Sustainability Coordinator is currently working with Alabama Power to identify areas to improve energy efficiency in city-owned buildings and parks, and therefore in turn, reduce costs. After an examination of all the energy bills

from the past two years, the top energy users have been identified. The City should next seek to identify ways to implement energy efficient technologies across all city-owned buildings and parks with short payback period and a cost savings focus. Some improvements may include motion-censored and LED lights, and education on optimal temperatures for HVAC units.

The City should also explore opportunities to establish a “green purchasing policy”. This could be as simple as “when lights need replacing, they should be replaced by only LED lights.” There could also be policies that give City department heads a priority in the budget for switching to LED lights when their halogen ones need updates. The final step should be to capture and show the cost savings associated with the switches to “greener” alternatives.



Action 15

Continue to be an active partner with AARP in their Livable Communities and Rural Livability initiatives.

A livable community is one that is safe and secure, has affordable and appropriate housing and transportation options, and offers supportive community features and services.

Montevallo is active partner with the AARP to become a more livable city for older adults and people of all ages. The AARP Livable Communities initiative develops resources for local leaders, policymakers, municipal staff, placemaking professionals, citizen activists and more, and free publications are found on the following websites: www.AARP.org/Livable and www.AARP.org/RuralLivability.

The AARP Livability Index calculates a score for communities throughout the United States based on the services and amenities that impact people’s lives the most (<https://livabilityindex.aarp.org/>). It assesses using the following seven broad categories of community livability: housing, neighborhood, transportation, environment, health, engagement, and

opportunity. The Livability Index score rates the overall livability of a selected neighborhood, city, county, or state on a scale from 0 to 100. The total livability score is based on the average of all seven category scores, which also range from 0 to 100.

The City of Montevallo currently has a score of 52, which is slightly above average. All scoring begins at the neighborhood level. Therefore, cities like Montevallo receive a score based on the average scores of neighborhoods within their boundaries. Most communities have a range of more- or less-livable neighborhoods, but for a city to get a high score, neighborhoods throughout it need to score well.

The total livability score of 52 for Montevallo was composed of the following category scores:

- ✘ Housing (affordability and access) – 59
- ✘ Neighborhood (access to live, work and play) – 40
- ✘ Transportation (safe and convenient options) – 42
- ✘ Environment (clean air and water) – 50
- ✘ Health (prevention, access and quality) – 47
- ✘ Engagement (civic and social involvement) – 56
- ✘ Opportunity (inclusion and possibilities) – 69

By diving into the nuances of the scoring metrics, the City will be able to better understand where to focus its improvement efforts, which include policy interventions. Detailed descriptions of the categories and the Montevallo scores can be found at <https://livabilityindex.aarp.org/how-are-livability-scores-determined> and <https://livabilityindex.aarp.org/search#Montevallo+AL+35115+USA>.

IN A LIVABLE COMMUNITY, PEOPLE OF ALL AGES CAN...



Go for a walk



Cross the streets



Ride a bike



Get around without a car



Live safely and comfortably



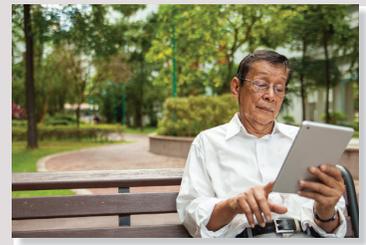
Work or volunteer



Enjoy public places



Socialize



Spend time outdoors



Be entertained



Go shopping



Buy healthy food



Find the services they need



... and make their city,
town or neighborhood
a lifelong home.

AARP.org/Livable

AARP[®]
Real Possibilities



MAKE MODIFICATIONS TO UPDATE AND MODERNIZE THE MONTEVALLO ZONING ORDINANCE.

As a part of this planning process, the Regional Planning Commission of Greater Birmingham (RPCGB) staff conducted a zoning code audit using the “Lean Code Tool” publication to make recommendations for how the City of Montevallyo can make strategic revisions to update and modernize its 2012 Zoning Ordinance instead of creating a brand new zoning code. The “Lean Code Tool” was developed by zoning professionals Susan Henderson, Matt Lambert, and Bill Spikowski to help local governments incrementally try code reform solutions to fit their local capacity. The goal is that these recommended zoning ordinance revisions can be implemented by staff without the aid of a consultant. Besides devising strategies responsive to local capacity, the tool also is organized by three constructs: increase walkability, reduce financial burden, and decrease regulatory burdens within the existing coding framework.

The following recommended zoning ordinance revisions are summarized from the “Lean Code Tool” publication, and the specific references to the Lean Code tool are listed...for example, “LCT 1.5” refers to Chapter 1, section 5.

To download the publication, go to <https://leanurbanism.org/publications/lean-code-tool>.



GOAL #5

RECOMMENDED ZONING
ORDINANCE REVISIONS
TO IMPROVE REGULATORY
PROCEDURES.



Action 1

Provide a list of current development application fees (LCT Section 1.5).

Application review and permitting fees should be clear and easily accessible. The current fee schedule established by the City, per the reference in “Section 25.06 Fees” of the Zoning Ordinance, should be publicly accessible and made available online on the City’s website. Where possible, fees should be flat and common fees should be combined. Fees should be adjusted to reflect the policies of the community. For example, if redevelopment and infill along Highway 25 is a priority, fees in that corridor should be less.



Action 2

Set development thresholds (LCT Section 1.10).

One-size-fits-all standards disadvantage small projects and tend to be oriented toward new development on large sites, not adaptive reuse and small site development. Standards are setup primarily for the impacts of large development. Thresholds of development should be established to clarify which standards apply to small lots and which apply to large developments. The City should determine minimum thresholds where expensive standards may be set aside, for example adaptive reuse conditions may be permitted by right. This strategy requires inter-departmental coordination for determination of threshold standards and adjustments.



Action 3

Develop criteria under Article 5 General Regulations for clear and objective-by-right standards with levels of required review (LCT Section 1.11).

There is an assumption in many local governments that by-right development still has a certain amount of discretion and the administrative procedures can be a challenge. It is recommended that the City develop by-right thresholds that include:

- ✘ **No approval required** – very small projects such as interior changes, changes in use within the same category and small unheated projects like decks that are well within the permitted setbacks and lot coverage.
- ✘ **Building permit only** – no zoning review required, if in compliance with all lot requirements.
- ✘ **Administrative review** – staff review required if application is within 5% of the by-right lot standards



GOAL #6
RECOMMENDED ZONING ORDINANCE REVISIONS TO ENHANCE URBAN FORM.



Action 1

Revise Section 5.C Dimensional Standards – Building Height in the Urban Core Overlay District to allow for buildings up to four (4) stories, or 48 feet.



Action 2

Revise the B-2 District, R-4 District, Urban Core Overlay District, and Scenic Corridor Overlay Districts to amend front setback regulations to specify front yard setback ranges instead of just minimums (LCT Section 2.2).

A minimum setback alone allows buildings to be unrelated to sidewalk and street activity. Setback ranges or maximum front yard setbacks can ensure interaction between sidewalks and ground floor uses. Buildings should be close to sidewalks to provide a relatively consistent street enclosure - this is especially important for mixed-use and commercial buildings. In walkable urban contexts, maximum front setbacks are often 12 feet (not applying to forecourts or terraces), but a field review should be used to set locally appropriate maximums. Even in non-pedestrian areas, maximum front yard setbacks ensure that buildings have at least minimal relations with street activity.



Action 3

Revise the Urban Core Overlay District to implement a pedestrian/access street grid (A/B) to regulate pedestrian and access streets with two set of standards (LCT Section 2.6).

Many codes that promote walkability and urban infill require a high standard for frontages along every street. This is critical for the success of the walkable environment; however, consideration must also be given for access, deliveries, garbage collection, etc. In existing downtowns, block and lot sizes are often not coordinated with the reality of automobile access. Adding a grid of service, or access streets, alleviates the barrier of creating a high-quality streetscape everywhere. New development does not often require such a system because automobile and delivery access can be coordinated through the design in place.

Main Street in Montevallo is an example of what could be considered an “A” street – it is a high quality, pedestrian-oriented space that is lined with continuous shopfronts and important civic buildings. The adjacent streets that run parallel to Main Street should compose the B-grid of streets. They are less pedestrian-friendly and allow for more automobile-oriented uses, such as deliveries, to take place without detracting from high-quality public space.

The application of a street grid composed of designated A-streets and B-streets in the Urban Core Overlay District would provide pedestrian-oriented streets and vehicular service-oriented streets with two sets of standards. For example, the A-grid streets should have the highest walkability standards.

GOAL #7

RECOMMENDED ZONING ORDINANCE REVISIONS FOR PARKING AND ACCESS STANDARDS.



Action 1

Revise the B-2 General Commercial District to establish parking location criteria that would apply to new developments (LCT Section 2.3).

To limit the negative effects of vast amounts of visible parking lots, which take up valuable real estate and make travel less pleasant for pedestrians, new parking location criteria should be established in the B-2 General Commercial District. Parking should be allowed only behind or beside the building, with the allowance of limited parking between building and the front street (such as only two rows of parking stalls with a two-way drive aisle).



Action 2

Reduce parking stall and aisle sizes in all commercial districts (LCT Section 4.1).

Efficient parking lot design provides more buildable area on a site. Where minimum off-street parking design standards require larger than normal stalls and aisles, building area is reduced and impervious surface becomes excessive. It is recommended that the City revise the Zoning Ordinance to add minimum off-street parking aisle and stall sizes to match commonly accepted minimum standards and revise the minimum on-street standard space to 7 feet wide by 22 feet long.



Action 3

Adopt reduced parking requirements for affordable housing (LCT Section 4.3).

While parking for multi-family housing is often a contentious issue, affordable multi-family housing frequently requires less parking than market rate housing. Car ownership is an expensive proposition and many families are only able to afford one vehicle, if that. When affordable housing is required to provide market rate parking spaces, many spaces sit unused and represent a waste of public funding. For this reason, the City should consider adopting reduced parking requirements when affordable housing is incorporated into developments.



Action 4

Reduce or remove minimum parking requirements in the Urban Core Overlay District (LCT Section 4.5).

Most minimum parking requirements are derived from the Institute of Transportation Engineers (ITE) studies and trip generation related to use categories. However, the ITE studies were performed in conventional suburban places. A study by the University of California in Davis showed that downtown areas and mixed-use districts generate approximately 40% fewer vehicle trips on average than the numbers estimated by ITE's methodologies.

One of the most cost-effective and short-term ways to improve the impact of parking on urban form is to reduce or remove inflexible parking minimums through a zoning ordinance amendment. Requiring more parking than is necessary is a financial barrier to development, wastes site area for parking, and increases impervious surface and stormwater management issues. By removing the impediment of providing parking at levels more appropriate for highway and auto-oriented locations, the City of Montevallyo can reduce the cost of development and make their Downtown

more attractive to redevelopment. Please note, a reduction in minimum parking requirements would still allow an applicant to build as much parking as their site permits.

The following are recommended minimum parking requirements by type of use for Downtown Montevallo:

- ✂ Residential - 1 space per unit
- ✂ Retail and Service - 2 spaces per 1,000 square feet of net usable area
- ✂ Office and Manufacturing - 2 spaces per 1,000 square feet of net usable area
- ✂ Lodging - 1 space per room
- ✂ Institutional, Education and Entertainment - 1 per 5 seats of assembly



Action 5

Revise the B-1 District, B-2 District, and R-4 Districts to limit frequency and widths of curb cuts (LCT Section 3.3).

Excessive curb cuts increase the number of pedestrian and vehicle conflicts. Site access should be limited where possible. Each driveway and curb cut along a street deteriorates walkability and traffic safety. Access and parking areas should be shared between lots, with access provided from side streets and alleys where they exist. This plan recommends that the City:

- ✂ Limit the maximum width of driveways to 24 feet for two-way travel and 12 feet for one-way travel.
- ✂ Encourage off street parking areas to connect between properties using shared access points and joint use driveways.



Source: Fotowerks Custom Photography



Source: Fotowerks Custom Photography

GOAL #8

RECOMMENDED ZONING ORDINANCE REVISIONS TO PERMITTED USES.



Action 1

Add a summary table of permitted and conditional uses across all zoning categories.

Currently, the existing Montevallo Zoning Ordinance provides a separate list of permitted and conditional uses under each individual zoning district. It is recommended that an overall summary table, or matrix, of permitted uses and conditional uses be added, possibly under Article 6 Use Regulations. The table should contain a listing of uses that may be permitted in one or more of the various zoning districts established by the Zoning Ordinance. Uses should be listed in alphabetical order under functional categories.



Action 2

Revise the zoning use categories to align with the larger use categories within the International Building Code (LCT Section 5.7).

Currently, the zoning use categories in the Zoning Ordinance do not align with the use categories in the International Building Code. Both the zoning ordinance and International Building Code regulate use, and often the two sets of categories have little to do with each other. This requires applicants to reconcile differences between the two codes. While both code types were developed independently, building codes are heavily based upon use to determine standards of safety while zoning addresses use to avoid general nuisance. Zoning uses also address differences in explicit uses that affect issues such as parking demand,

traffic generation, and noise, but may be revised to match the larger set of International Building Code uses with conditions or restrictions as necessary to control environmental impact. The result is a tighter coordination between zoning and building regulation, and a much simpler process for applicants.



Action 3

Permit residential uses on ground floors in the Urban Core Overlay District (LCT Section 5.1).

Zoning codes often require ground floor commercial uses in mixed-use and urban districts. While Downtown Montevallo should be primarily commercial at the ground floor, requiring commercial use can limit economic development. Often an excessive amount of commercial space is required that the market is not able to support. As a result, some commercial space sits vacant, which is a drain on finances, vibrancy, and hinders walkability.

Restricting ground floor residential may also eliminate the ability of small developers to develop mixed-use buildings that rely upon ground floor units to meet ADA requirements. Many mixed-use areas consist of a mix of uses horizontally along a street, not vertically, because in some markets vertical mixed-use can be difficult to achieve. In markets where vertical mixed-use is common, it should not be required. The local market should determine the use composition, and residential uses along a main street can still add vibrancy.



Action 4

Provide a definition for mixed-use in the Zoning Ordinance and revise the permitted uses in the B-1, B-2 and O&I districts to permit it, but not necessarily require it (LCT Section 5.2).

Mixed-use is critical to neighborhood vibrancy, ensuring a high degree of activity. Where main streets, downtowns, and urban neighborhoods

exist or are desired, mixed-use must be permitted. Mixed-use should be an available option, not a requirement. Successful mixed-use districts are not usually entirely mixed-use, rather they include some single-use buildings, residential and commercial, alongside buildings that are mixed-use. The mix should be flexible and determined by the market.

To implement this action, the following strategies should be considered:

- ✂ Provide a definition for home occupation including appropriate uses.
- ✂ Expand allowances for home occupation - square footage, visitation and employees.



Action 5

Permit, non-hazardous, small-scale manufacturing and light industrial in the B-2 District in the Urban Core Overlay District (LCT Section 5.3).

Historically, manufacturing and industrial uses have been restricted from proximity to housing due to the noxious nature of those uses: their noise, smell, and effect on air and water quality. Contemporary small-scale manufacturing and light industrial, however, are not incompatible with Downtown district or commercial neighbors provided there are some basic constraints.

If permitted, the Zoning Ordinance could control the types of non-hazardous, small-scale manufacturing and light industrial development through the following regulations:

- ✂ Limit building footprint
- ✂ Limit building width
- ✂ Control environmental impacts including glare, noise, fumes, and combustion



Action 6

Permit home occupations in all residential zoning districts (LCT Section 5.5).

Home-based businesses expand the local economy. Permitting home-based businesses also contributes to home affordability and may assist in the costs of childcare. Some level of home occupation should be permitted in all residential zoning districts.



Action 7

Provide a definition for live-work units and permit live-work units in all districts except low-density single-family and industrial districts (LCT Section 5.5).

Live-work unit should be permitted in most, if not all zoning districts. Live-works units tend toward small office or service uses and have minimal traffic and parking demands. While some single-family areas may resist their inclusion, they have a very low impact on a neighborhood. At a minimum they should be permitted in all zoning districts except the A-R Agricultural-Residential, E-1 Single-Family Estate and the M-1 Light Industrial districts.





Action 8

Add definitions for brewery, micro-brewery, and brew pub and revise the permitted uses in the B-2 and M-1 districts to permit them accordingly.

The following Alabama state code definitions should be included in the Zoning Ordinance:

✂ **Brewery** – “Any building used for the production of beer that manufactures more than 40,000 barrels per year, with a barrel containing 31 U.S. liquid gallons. A brewery, actively and continuously engaged in the manufacture of alcoholic beverages on the manufacturer’s licensed premises, may conduct tastings or samplings on the licensed premises, and for that purpose give away or sell alcoholic beverages manufactured there for consumption on only the premises where manufactured.”

✂ A “Brewery” should only be permitted in the M-1 Light Industrial District, since it would allow the largest production.

✂ **Brewery, Micro** – “Any building used for the production of beer that manufactures less than 40,000 barrels per year, with a barrel containing 31 U.S. liquid gallons. A micro-brewery, actively and continuously engaged in the manufacture of alcoholic beverages on the manufacturer’s licensed premises, may conduct tastings or samplings on the licensed premises, and for that purpose give away or sell alcoholic beverages manufactured there for consumption on only the premises where manufactured.”

✂ A “Brewery, Micro” could be allowed with conditions in the B-2 General Business District and in the M-1 Light Industrial District – which would allow for some adaptive reuse of old warehouses or big box stores along Highway 25.

✂ **Brew Pub** – “An establishment, meeting the qualifications of a brew pub under the State alcoholic beverage control laws in Title 28, Chapter 4A of the Code of Alabama 1975, as amended, where beer

is actively and continuously manufactured or brewed, in a quantity not to exceed 10,000 barrels in any one year, for consumption on the premises or for sale to any designated wholesaler licensee for resale to retail licensees; and which contains a restaurant or otherwise provides food for consumption on the premises.”

✂ A “Brew-Pub” could be allowed with conditions in the B-2 General Business District and in the M-1 Light Industrial District. These would have a much smaller footprint and per the Alabama state code would need to contain a restaurant on the premises.



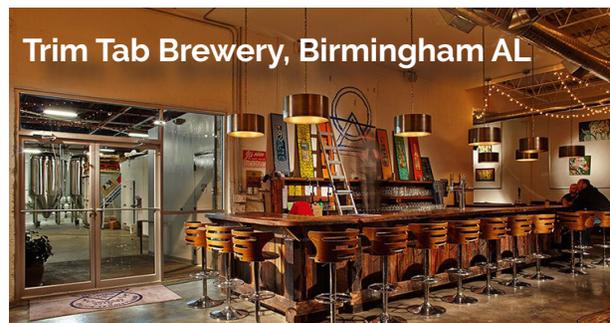
Action 9

Modify the R-2 Single Family District and R-4 Multiple Family Dwelling District in the Zoning Ordinance to include additional regulations to ensure the healthy, safety, welfare, and aesthetic improvement of duplexes, apartments, town houses and multiple family dwellings.

See **Goal 2, Action 3** of this **Chapter** on **page 156**.



Source: www.ThinkAdvisors.com



Source: Trim Tab Brewery

GOAL #9
OTHER RECOMMENDED ZONING ORDINANCE REVISIONS.



Action 1

Modify the Sign Regulations to ensure content-neutrality (LCT Section 6.1).

In 2015, in the case of Reed v. Town of Gilbert, Arizona, the Supreme Court ruled that signs must be content-neutral. The sign regulations in Article 21 of the Montevallo Zoning Ordinance are not completely content-neutral. Currently, the article regulates for categorical types of signs, such as: directional, construction, memorial, nameplate, non-governmental, political, tenant, utility, vehicle, etc. The general rule of thumb is that if a person needs to read a sign to know how to regulate it, then it is content based. In general, categorical signs are content based.

In order to comply with Reed v. the Town of Gilbert ruling, the sign regulations article should be modified to regulate by type, number, size and style of sign, rather than by categorical types of signs that are content based. Examples of regulating by type of sign include freestanding signs (i.e. monument and pole signs) and attached signs (i.e. roof signs, wall signs, canopy and awning signs, marquee signs and window signs). Additional regulations for temporary signs, such as maximum number of signs per parcel, are required since it is no longer possible to regulate by type of sign.



Action 2

Revise the Urban Core Overlay District, the Scenic Corridor Overlay District, and the R-4 District to reduce traffic impact study requirements by determining a threshold below which projects may be exempted from providing a traffic impact study (LCT Section 7.4).

Traffic impact studies are generally needed for a suburban condition where all new uses generate new vehicle trips, without significant trip chaining, multi-modal access, or park once opportunities. Additionally, the suburban context includes transportation systems with limited connectivity and the built-in inefficiencies of functional classification. In these conditions new construction, redevelopment, and changes in use can result in significant traffic increases. These traffic increases may require additional roadway lane miles, turning lanes, and other similar system modifications.

Traffic studies and the cost of off-site improvements are expensive. By determining a scale or trip estimate threshold, traffic studies may be exempted for any project under the minimum. This threshold should be determined and anything that falls below it should not be assessed.

In Montevallo, traffic impact studies are required for projects within the Urban Core Overlay District, the Scenic Corridor Overlay District and in the R-4 District for new development and major redevelopment projects. It is recommended that the City:

- ✘ Determine a threshold below which projects may be exempted from providing traffic impact studies.
- ✘ Adjust existing zoning ordinance language to reflect the threshold exemption.
- ✘ In the walkable Urban Core Overlay District area, permit for a blanket 40% reduction in trip generation estimates over the numbers estimated by the Institute of Transportation Engineer's (ITE) Trip Generation Manual.



9

IMPLEMENTATION

This Montevallo Comprehensive Plan sets forth a bold vision for the future of the City of Montevallo and includes a set of action steps to achieve the goals. The Plan focuses on a mix of catalytic project ideas as well as policy and program initiatives, and it identifies criteria for decision making and the kinds of projects that are preferred, given the goals of this Plan. This Plan will require a significant commitment of time, energy and financial resources to implement and is intended to be implemented incrementally over time, one step at a time.

The adoption of this Montevallo Comprehensive Plan is the first step in the implementation process. It is the product of considerable efforts on the part of the City of Montevallo, Montevallo Main Street, the Montevallo Chamber of Commerce as well as many other community leaders and concerned citizens. Working with a range of implementation partners, the Mayor's Office, City Clerk, City Council and staff within the various municipal departments should be the lead facilitators to implement the Plan. This Plan should be revisited and updated over the coming years to ensure that the catalytic project ideas and recommended actions still meet the desires of the community and to ensure that there is adequate political support for these ongoing planning efforts. Continued community discussion and cooperation will be necessary.

It is important to note that the contents of this Comprehensive Plan are designed to serve as a guide for growth and development, in both the public and private sectors, and as such are not binding upon the City of Montevallo when making specific land use decisions and public investments. This Comprehensive Plan is not a law or a zoning ordinance and instead is intended to serve as a policy guide for community decision-making regarding land use, development, growth management and capital improvements decisions.



IMPLEMENTATION MATRIX TABLES

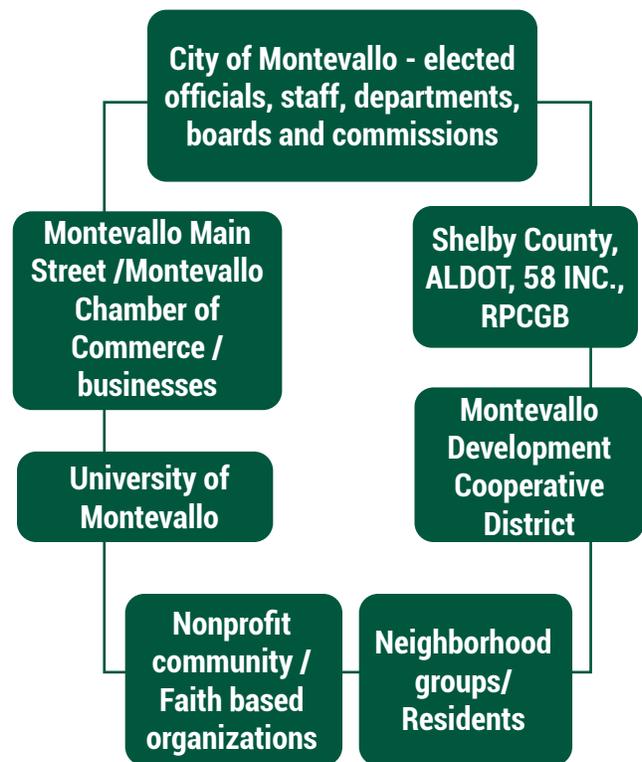
To guide the implementation of this Plan, the following matrix and summary tables have been created. The catalytic project ideas from **Chapter 3** are organized into an implementation matrix in **Table 9.1** and the goals and actions from **Chapters 4-8** of the Comprehensive Plan are listed in **Table 9.2**. The tables highlight the list of recommended action items, their relevant page numbers in the Plan, a suggested time frame for completion of each item, as well as potential partners who can be charged with leading the implementation efforts.

The suggested time frames for implementation may vary based on economic influences, potential funding sources and other factors, but they are defined as:

- **Short-term:** tasks that could be initiated and/or implemented within 1-5 years of the adoption of the Comprehensive Plan,
- **Long-term:** tasks that are on 6 year or greater time frame after the adoption of the Comprehensive Plan.
- **On-going:** tasks that may be implemented in a series of incremental steps involving numerous partners, or tasks that are ongoing, continuous efforts.

IMPLEMENTATION PARTNERS

Since the Comprehensive Plan is intended to be implemented over several years, during which administrations, departments, boards and commissions may change, it is important to identify which partners should take the lead and be in a supporting role for a particular action task. It is important to note that the policies and recommended actions outlined in the matrices are for consideration only, and do not constitute an obligation on any City department, agency or organization's part to lead, support or participate in any given activity. The implementation matrices simply identify the recommended actions and potential partners in furthering the plan's goals and actions.



Success will be achieved through contributions from all sectors of the community.

Table 9.1: Implementation Matrix for Chapter 3 Catalytic Project Ideas

Chapter 3 - Catalytic Project Ideas				
#	Catalytic Project Idea	Page #	Time Frame	Potential Lead Partners
1	Explore the feasibility of extending the Montevallo Parks Trail to Shoal Creek Park and beyond	36	Long-term	Mayor and City Council, Montevallo Development Cooperative District, RPCGB, engineering design consultant, property owners
2	Encourage density within a five-minute walk radius of Downtown	38	On-going	Mayor and City Council, Planning and Zoning Commission, Montevallo Housing Authority, developers
3	Encourage the renovation of older buildings Downtown and fill vacant spaces	42	On-going	Mayor and City Council, downtown property and business owners, Main Street Montevallo, Montevallo Chamber of Commerce, University of Montevallo
4	Recruit a full-service hotel and conference center to locate within walking distance of Downtown Montevallo	44	Long-term	Mayor and City Council, 58 INC., Montevallo Development Cooperative District
5	Establish an "arts and entertainment district" in the Downtown Area	46	Short-term	City Council, Montevallo Main Street, restaurants and businesses, Montevallo Arts Council
6	Continue implementing a comprehensive system of wayfinding elements.	48	Short-term	Mayor and City Council, Montevallo Development Cooperative District, Montevallo Arts Council, committee
7	Enhance pedestrian access between Downtown Montevallo and the Highway 25 commercial area	52	Short and long-term	Mayor and City Council, Montevallo Development Cooperative District, ALDOT, RPCGB, engineering design consultant, property owners and Norfolk Southern Railroad, AARP
8	Develop a set of streetscape improvements and access management standards for Highway 25	54	Short-term	Mayor and City Council, City Engineer, Montevallo Development Cooperative District, Montevallo Chamber of Commerce
9	Encourage infill and redevelopment through design standards and guidelines along Highway 25	58	Short-term	Mayor and City Council, Planning and Zoning Commission, design consultant, property owners and developers
10	Explore the feasibility of constructing a community center with tornado shelter along Highway 25	62	Long-term	Mayor and City Council, Montevallo Development Cooperative District

Table 9.2: Implementation Matrix for Actions in Chapters 4-8

Chapter 4 - Future Land Use				
#	Action	Page #	Time Frame	Potential Lead Partners
Goal #1: Concentrate growth in compact areas where adequate infrastructure and public services exist.				
1	Encourage mixed-use development and compact development within a five-minute walk radius of the Downtown / Urban Core area.	80	On-going	City Clerk, Planning and Zoning Commission, Shelby County Development Services, developers
2	Encourage and incentivize infill development and redevelopment.	81	Short-term	City Clerk, Planning and Zoning Commission, Shelby County Development Services, developers
3	Allow new development in rural areas only when adequate infrastructure and public facilities are in place to accommodate growth and then only at a context and scale appropriate to the locale.	81	On-going	Mayor and City Council, Planning and Zoning Commission, Shelby County Development Services
4	Develop the "Crossroads" as a village center with a mix of uses.	81	Long-term	Mayor and City Council, Planning and Zoning Commission, Shelby County Development Services, developers
Goal 2: Protect agricultural land and environmentally sensitive areas.				
1	Encourage developers to utilize Montevallo's Conservation Subdivision Standards.	82	On-going	City Clerk, Planning and Zoning Commission, City Engineer, Shelby County Development Services, developers
2	Promote the use of conservation easements.	82	On-going	City Clerk, Planning and Zoning Commission, City Engineer, Shelby County Development Services, Freshwater Land Trust
3	Encourage conservation development through the use of "density bonuses."	84	On-going	City Clerk, Planning and Zoning Commission, City Engineer, Shelby County Development Services, Freshwater Land Trust
Goal 3: Coordinate annexation and new development plans with community service and utility providers to ensure adequate levels of service are extended to new growth areas and maintained in existing services areas.				
1	Establish a long-range annexation plan for the City.	86	Short-term	Mayor and City Council, City Clerk, Planning and Zoning Commission
2	Adopt an Adequate Public Facilities Ordinance (APFO).	86	Long-term	Mayor and City Council, City Clerk, City Engineer
3	Require a fiscal impact analysis for all major new developments.	87	Short-term	Mayor and City Council, City Clerk, City Engineer, Planning and Zoning Commission

Chapter 5 - Transportation				
#	Action	Page #	Time Frame	Potential Lead Partners
Goal 1: Expand mobility options throughout the City.				
1	Expand sidewalk coverage to connect citizens with essential needs and recreational opportunities.	91	Short-term	Mayor and City Council, Montevallo Development Cooperative District, Sustainability Coordinator, Shelby County Development Services, ALDOT, AARP
2	Construct context-sensitive bicycle infrastructure along strategic corridors.	92	Long-term	Mayor and City Council, Shelby County Development Services, Sustainability Coordinator, RPCGB, ALDOT
3	Adopt a Complete Streets ordinance.	94	Short-term	Mayor and City Council, City Clerk, Sustainability Coordinator, City Engineer, Planning and Zoning Commission
4	Explore the feasibility of extending the Montevallo Parks Trail to Shoal Creek Park and beyond.	99	Long-term	Mayor and City Council, Montevallo Development Cooperative District, Sustainability Coordinator, RPCGB, engineering consultant, property owners
5	Enhance pedestrian access between Downtown Montevallo and the Highway 25 commercial area.	99	Short-term	Mayor and City Council, Montevallo Development Cooperative District, Sustainability Coordinator, ALDOT, RPCGB, engineering consultant, property owners and Norfolk Southern Railroad, AARP
6	Provide additional bike racks throughout the City at civic buildings and in other strategic locations.	99	Short-term	Montevallo Sustainability Coordinator, community facilities, property owners
Goal 2: Preserve and enhance the safety and efficiency of the existing transportation system.				
1	Develop a traffic calming policy to reduce speeding in neighborhoods utilizing appropriate traffic calming measures.	102	Short-term	Mayor and City Council, City Engineer, Public Works and Sanitation Department
2	Provide accessible, safe crosswalks at targeted intersections and mid-block locations.	104	Short and long-term	Mayor and City Council, City Engineer, Montevallo Development Cooperative District, ALDOT, design consultants, AARP
3	Create a proactive street resurfacing program that emphasizes preventative maintenance.	106	Short and long-term	Mayor and City Council, City Engineer, Public Works and Sanitation Department
4	Annually update a Local Transportation Plan to receive Rebuild Alabama Act funds.	106	On-going	Mayor and City Council, City Clerk, City Engineer
5	Maintain a list of shovel-ready projects eligible for ATRIP-II and RAA Grant funds.	106	Short-term	Mayor and City Council, City Clerk, City Engineer
6	Dedicate funding annually to implement the City's ADA Transition Plan	108	Short-term	Mayor and City Council, City Clerk, City Engineer, Sustainability Coordinator, Public Works and Sanitation Department

Chapter 6 - Green Systems				
#	Action	Page #	Time Frame	Potential Lead Partners
Goal 1: Ensure that parks and recreational facilities are safe and well maintained.				
1	Modernize playground equipment at parks to include inclusive playground equipment.	112	Short-term	Mayor and City Council, Parks and Recreation Department, Parks and Recreation Board
2	Address improvements needed at Orr Park.	112	Short and long-term	Mayor and City Council, Parks and Recreation Department, Parks and Recreation Board
3	Address improvements needed at Shoal Creek Park.	113	Short and long-term	Mayor and City Council, Parks and Recreation Department, Shoal Creek Park Foundation
4	Address improvements needed at Stephens Park.	113	Short and long-term	Mayor and City Council, Parks and Recreation Department, Parks and Recreation Board
5	Address improvements needed at George Daily Park.	114	Short and long-term	Mayor and City Council, Parks and Recreation Department, Parks and Recreation Board
6	Sponsor community clean-up and maintenance campaigns for area parks.	114	Short-term	Parks and Recreation Board
Goal 2: Expand recreational opportunities for residents.				
1	Develop a parks and recreation master plan.	115	Short-term	Mayor and City Council, Parks and Recreation Department, Parks and Recreation Board, landscape architecture / planning consultant
2	Create connections via sidewalks and trails to existing and future park space.	115	Short and long-term	Mayor and City Council, Parks and Recreation Department, City Engineer, AARP
3	Prioritize the development of new parks in under-served residential areas throughout the City.	115	Short and long-term	Mayor and City Council, Planning and Zoning Commission, Parks and Recreation Department
4	Explore the feasibility of constructing a dog park.	117	Short-term	Mayor and City Council, Parks and Recreation Department
5	Explore the feasibility of constructing a skate park.	117	Short-term	Mayor and City Council, Parks and Recreation Department
6	Explore the feasibility of developing a "sports complex" with soccer and multi-purpose fields to alleviate the demand on other parks.	117	Long-term	Mayor and City Council, Parks and Recreation Department, Shelby County
7	Collaborate with Shelby County to construct an equestrian park and/or equestrian trails.	117	Long-term	Mayor and City Council, Shelby County, local equestrian community

Chapter 6 - Green Systems				
#	Action	Page #	Time Frame	Potential Lead Partners
8	Incorporate interactive outdoor fitness stations into existing parks.	117	Short-term	Mayor and City Council, Parks and Recreation Department
9	Partner with the Tivity Health SliverSneakers program to expand recreational programming for seniors in Montevallo.	118	Short-term	Tivity Health, Senior Center, senior citizens, AARP
10	Create a youth sports sponsor program to allow children and teens with financial challenges to participate in city parks and recreation programs.	118	Short-term	Mayor and City Council, Parks and Recreation Board
11	Follow Crime Prevention Through Environmental Design (CPTED) guidelines for parks and open spaces.	118	Short and long-term	Mayor and City Council, Parks and Recreation Department
Goal 3: Restore and sustain water quality, natural habitats and groundwater by incorporating best practices for environmental site design and stormwater management in development.				
1	Encourage the use of Best Management Practices (BMPs) on all new developments during post-construction to control soil erosion and minimize sediment runoff.	120	On-going	Montevallo Water and Sewer Board, City Engineer, Montevallo Sustainability Coordinator, Shelby County Development Services, developers
2	Provide incentives and education to developers and homeowners who utilize Low Impact Development (LID) or green infrastructure techniques in new developments.	120	Long-term	Mayor and City Council, Planning and Zoning Commission, developers, homeowners, Montevallo Water and Sewer Board, Montevallo Sustainability Coordinator, U.S. Green Council of AL
3	Adopt a riparian buffer ordinance to manage development within a certain distance from streams and wetlands to protect water quality and habitats.	122	Short-term	Mayor and City Council, Planning and Zoning Commission, City Engineer, Montevallo Water and Sewer Board, Montevallo Sustainability Coordinator
4	Develop a system of green streets.	122	Long-term	City Engineer, Montevallo Sustainability Coordinator, Public Works and Sanitation Department, Montevallo Water and Sewer Board

Chapter 7 - Economic Development				
#	Action	Page #	Time Frame	Potential Lead Partners
Goal 1: Foster economic development in Montevallo.				
1	Create a Downtown Montevallo comprehensive branding system of graphics and elements.	130	On-going	Mayor and City Council, Main Street Montevallo, consultant
2	Create an online and print-on-demand "Business Tool Kit".	130	Short-term	Main Street Montevallo, consultant
3	Develop and promote small business and entrepreneurial opportunities in Downtown Montevallo.	131	On-going	Main Street Montevallo, Montevallo Chamber of Commerce, Montevallo Development Cooperative District, downtown property and business owners
4	Consider establishing a Green Business Recognition Program.	131	Short-term	Montevallo Sustainability Coordinator, Montevallo Chamber of Commerce, local businesses
5	Create additional e-commerce capabilities for small businesses in Montevallo.	131	Short-term	Main Street Montevallo, 58 INC., local businesses
6	Continue to build and work to enhance Montevallo Main Street's Facebook presence, and overtime, create a dedicated website to promote downtown businesses.	132	On-going	Main Street Montevallo
7	Organize, coordinate and promote additional events in Downtown Montevallo.	132	On-going	Main Street Montevallo, Montevallo Chamber of Commerce
8	Continue to integrate public art throughout Downtown Montevallo.	132	Short-term	Main Street Montevallo, Montevallo Arts Council, property owners, local artists
9	Promote the use of food trucks and consider the establishment of designated food truck areas.	132	Short-term	City Clerk, Montevallo Chamber of Commerce, local restaurants, food truck owners
10	Develop the "Crossroads" as a village center with a mix of uses.	136	Long-term	Mayor and City Council, Planning and Zoning Commission, developers
Goal 2: Support the local agriculture economy.				
1	Establish a semi-permanent location for the Montevallo Farmers' Market.	137	On-going	Montevallo Chamber of Commerce, Montevallo Sustainability Coordinator, local farmers and artisans
2	Encourage agri-tourism and eco-tourism activities.	137	Short-term	Montevallo Chamber of Commerce, Montevallo Sustainability Coordinator, property owners
3	Encourage the creation of a local Community Supported Agriculture (CSA) program.	138	Short-term	Montevallo Chamber of Commerce, Montevallo Sustainability Coordinator, local and regional farmers
4	Create additional community gardens on vacant and other underutilized properties throughout the City.	138	Short-term	University of Montevallo Environmental Club, Montevallo Sustainability Coordinator, local organizations and neighborhoods

Chapter 7 - Economic Development				
#	Action	Page #	Time Frame	Potential Lead Partners
Goal 3: Market and recruit businesses that will diversity and complement existing businesses.				
1	Continue to collect, maintain and track information on real market conditions and trends.	140	On-going	City Clerk and Main Street Montevallo
2	Compile and maintain a current database of properties and spaces available for sale and lease throughout the City.	140	Short-term	Main Street Montevallo, Montevallo Chamber of Commerce, City Clerk
3	Strengthen the Montevallo Main Street Committees with access to the expertise of local professionals.	141	Short-term	Main Street Montevallo, University of Montevallo College of Business, 58 INC.
4	Encourage additional office and service uses in Downtown Montevallo.	141	Short-term	Montevallo Main Street, Montevallo Chamber of Commerce and community development partners
5	Recruit additional sit-down and full-service restaurants to the City.	141	Short-term	Montevallo Chamber of Commerce, 58 INC.
6	Recruit more retail and shopping options to the City.	142	Short-term	Montevallo Chamber of Commerce, 58 INC.
7	Recruit additional family-friendly entertainment options to the City.	142	Short-term	Montevallo Chamber of Commerce, 58 INC.
8	Encourage a small footprint grocery store or specialty store to locate in the City.	142	Short-term	Montevallo Chamber of Commerce, 58 INC.
Goal 4: Continue to support Montevallo's workforce, small businesses, and start-ups.				
1	Support 58 INC. and Create Birmingham to create a Shelby County location for CO. STARTERS.	142	Short-term	58 INC., Create Birmingham, local entrepreneurs
2	Explore the feasibility of creating a "startup incubator" or shared co-working space for new businesses when the Montevallo Chamber of Commerce expands to a larger office location.	143	Short-term	58 INC., Montevallo Chamber of Commerce, new businesses
3	Advertise the High School Ready to Work (RTW) Initiative.	143	On-going	58 INC., Montevallo Chamber of Commerce, new businesses
4	Encourage students and adults to seek employment in the IT sector by connecting them to local initiatives like Innovate Birmingham	143	On-going	58 INC., Innovate Birmingham, local residents
5	Promote the Thrive Together-Shelby County Initiative.	143	On-going	58 Inc., University of Montevallo, The Women's Fund of Greater Birmingham, The Children's Trust Fund of Alabama

Chapter 8 - Livability and Code Reform				
#	Action	Page #	Time Frame	Potential Lead Partners
Goal 1: Adopt and update codes to encourage a wide range of housing types.				
1	Adopt the 2018 International Existing Building Code.	146	Short-term	Mayor and City Council, City Clerk, Code Enforcement Officer
2	Adopt an adaptive reuse ordinance.	146	Short-term	Mayor and City Council, City Clerk, Planning and Zoning Commission, Historic Commission
3	Encourage the development of medium density infill housing to achieve a mix of housing types and a range of price points, such as cottage sized single-family homes and four-plexes.	146	On-going	City Clerk, Planning and Zoning Commission, developers
4	Encourage developers to utilize Montevillo's Form-Based Subdivision Standards to build traditional neighborhoods instead of conventional subdivisions.	147	On-going	City Clerk, Planning and Zoning Commission, Shelby County Development Services, developers
5	Adopt a small-lot subdivision ordinance and/or a cottage court ordinance.	148	Short-term	Mayor and City Council, City Clerk, Planning and Zoning Commission
6	Encourage the development of senior housing facilities.	148	Long-term	City Clerk, Planning and Zoning Commission, developers
7	Adopt an inclusionary zoning ordinance with the intent of increasing the supply of affordable housing.	148	Short-term	Mayor and City Council, City Clerk, Montevillo Housing Authority, Planning and Zoning Commission
Goal 2: Adopt codes and programs to improve the condition of rental housing units.				
1	Adopt a Minimum Housing Ordinance to establish minimum standards for rental housing units.	149	Short-term	Mayor and City Council, City Clerk, Code Enforcement Officer, Housing Abatement Board
2	Modify the R-2 Single Family District and R-4 Multiple Family Dwelling District in the Zoning Ordinance to include additional regulations to ensure the healthy, safety, welfare, and aesthetic improvement of duplexes, apartments, town houses and multiple family dwellings.	150	Short-term	Mayor and City Council, City Clerk, Planning and Zoning Commission

Chapter 8 - Livability and Code Reform

#	Action	Page #	Time Frame	Potential Lead Partners
Goal 2: Adopt codes and programs to improve the condition of rental housing units.				
3	Create a rental property licensing inspection system and establish a Good Landlord Program.	150	Short-term	Mayor and City Council, City Clerk
Goal 3: Enhance code enforcement efforts and encourage better property maintenance.				
1	Adopt newer versions of the technical codes promulgated by the International Code Council.	151	Short and long-term	Mayor and City Council, City Clerk
2	Encourage property owners to improve properties that have been neglected or that are exhibiting sub-standard maintenance.	154	Short-term	Mayor and City Council, City Clerk, Code Enforcement Officer
3	Create a "Citizen's Guide for Code Enforcement" that enables citizens to report code violations and blighted properties.	154	Short-term	Mayor and City Council, City Clerk, Code Enforcement Officer
4	Partner with Shelby County to establish an elderly and disabled assistance program where residents can register to receive help with maintaining their property.	154	Short-term	City Clerk, Shelby County, Montevallo Senior Center
5	Be more aggressive about ticketing vehicles that park in the "no parking zones."	155	On-going	Police Department
6	Enforce the code requirements that limit residents from parking in their front yards.	157	On-going	Code Enforcement Officer / Police Department
Goal 4: Enhance public services, facilities and programs throughout the City.				
1	Improve broadband internet availability.	158	Short-term	Mayor and City Council, internet providers
2	Sponsor mobile health clinics.	158	Short-term	Mayor and City Council
3	Continue to regularly update the City of Montevallo website with City Council meeting agendas.	158	On-going	City Clerk, Mayor's Office
4	Continue the City's initiative to provide documents in both English and Spanish.	158	On-going	City Clerk, Mayor's Office
5	Expand outreach methods to ensure that every Montevallo resident, business owner, and stakeholder can effectively participate in future planning efforts.	158	On-going	City Clerk, Mayor's Office
6	Continue to improve the quality of animal control.	158	On-going	Animal Services Department

Chapter 8 - Livability and Code Reform				
#	Action	Page #	Time Frame	Potential Lead Partners
Goal 4: Enhance public services, facilities and programs throughout the City.				
7	Conduct an analysis of garbage pickup to determine if an increase in frequency is warranted.	160	Short-term	Public Works and Sanitation, Montevallo Sustainability Coordinator
8	Develop programs and initiatives to minimize illegal dumping.	161	Short-term	Public Works and Sanitation, Montevallo Sustainability Coordinator
9	Work with Shelby County to ensure that seniors have access to a range of services and programs.	161	Short-term	Montevallo Senior Center, Shelby County, AARP, senior citizens
10	Continue to invest in the Senior Center and make improvements as needed.	161	Short and long-term	Montevallo Senior Center, senior citizens
11	Collaborate with the Parnell Memorial Library, Library Foundation and Montevallo Mainstreet Players to sponsor a children's theater group.	162	Short-term	Parnell Memorial Library and Montevallo Mainstreet Players
12	Continue to support and promote the Impact Montevallo and Shelby County's Compact 2020 initiatives.	162	On-going	Impact Montevallo and Shelby County Compact 2020
13	Prepare for the future need of a full-time salaried City fire department with Advanced Life Support EMS.	162	Long-term	Mayor and City Council, City Clerk and Volunteer Fire Department
14	Implement energy efficient technologies and policies to improve the energy efficiency in city-owned buildings and parks.	162	On-going	Montevallo Sustainability Coordinator, Alabama Power, Parks and Recreation Department
15	Continue to be an active partner with AARP in their Livable Communities and Rural Livability initiatives.	163	On-going	Mayor and City Council, Montevallo Sustainability Coordinator, AARP
Goal 5: Recommended Zoning Ordinance revisions to improve regulatory procedures.				
1	Provide a list of current development application fees (LCT Section 1.5).	166	Short-term	City Clerk, Planning and Zoning Commission, Shelby County Development Services
2	Set development thresholds (LCT Section 1.10).	166	Short-term	City Clerk, Planning and Zoning Commission, inter-departmental coordination
3	Develop criteria under Article 5 General Regulations for clear and objective-by-right standards with levels of required review (LCT Section 1.11).	166	Short-term	City Clerk, Planning and Zoning Commission, Shelby County Development Services

Chapter 8 - Livability and Code Reform				
#	Action	Page #	Time Frame	Potential Lead Partners
Goal 6: Recommended Zoning Ordinance revisions to enhance urban form.				
1	Revise Section 5.C Dimensional Standards – Building Height in the Urban Core Overlay District to allow for buildings up to four (4) stories, or 48 feet.	167	Short-term	Mayor and City Council, City Clerk, Planning and Zoning Commission
2	Revise the B-2 District, R-4 District, Urban Core Overlay District, and Scenic Overlay Districts to amend front setback regulations to specify front yard setback ranges instead of just minimums (LCT Section 2.2).	167	Short-term	Mayor and City Council, City Clerk, Planning and Zoning Commission, Design Review Committee
3	Revise the Urban Core Overlay District to implement a pedestrian/access street grid (A/B) to regulate pedestrian and access streets with two set of standards (LCT Section 2.6).	167	Short-term	Mayor and City Council, City Clerk, Planning and Zoning Commission, Design Review Committee
Goal 7: Recommended Zoning Ordinance revisions for parking and access standards.				
1	Revise the B-2 General Commercial District to establish parking location criteria that would apply to new developments (LCT Section 2.3).	168	Short-term	Mayor and City Council, City Clerk, Planning and Zoning Commission, City Engineer
2	Reduce parking stall and aisle sizes in all commercial districts (LCT Section 4.1).	168	Short-term	Mayor and City Council, City Clerk, Planning and Zoning Commission, City Engineer
3	Adopt reduced parking requirements for affordable housing (LCT Section 4.3).	168	Short-term	Mayor and City Council, City Clerk, Planning and Zoning Commission, City Engineer
4	Reduce or remove minimum parking requirements in the Urban Core Overlay District (LCT Section 4.5).	168	Short-term	Mayor and City Council, City Clerk, Planning and Zoning Commission, Design Review Committee
5	Revise the B-1 District, B-2 District, and R-4 Districts to limit frequency and widths of curb cuts (LCT Section 3.3).	169	Short-term	Mayor and City Council, City Clerk, Planning and Zoning Commission, City Engineer

Chapter 8 - Livability and Code Reform				
#	Action	Page #	Time Frame	Potential Lead Partners
Goal 8: Recommended Zoning Ordinance revisions to permitted uses.				
1	Add a summary table of permitted and conditional uses across all zoning categories.	170	Short-term	Mayor and City Council, City Clerk, Planning and Zoning Commission, Shelby County Development Services
2	Revise the zoning use categories to align with the larger use categories within the International Building Code (LCT Section 5.7).	170	Short-term	Mayor and City Council, City Clerk, Planning and Zoning Commission, Shelby County Development Services
3	Permit residential uses on ground floors in the Urban Core Overlay District (LCT Section 5.1).	170	Short-term	Mayor and City Council, City Clerk, Planning and Zoning Commission, Design Review Committee
4	Provide a definition for mixed-use in the Zoning Ordinance and revise the permitted uses in the B-1, B-2 and O&I districts to permit it, but not necessarily require it (LCT Section 5.2).	170	Short-term	Mayor and City Council, City Clerk, Planning and Zoning Commission
5	Permit, non-hazardous, small-scale manufacturing and light industrial in the B-2 District and in the Urban Core Overlay District (LCT Section 5.3).	171	Short-term	Mayor and City Council, City Clerk, Planning and Zoning Commission, Design Review Committee
6	Permit home occupations in all residential zoning districts (LCT Section 5.5).	171	Short-term	Mayor and City Council, City Clerk, Planning and Zoning Commission
7	Provide a definition for live-work units and permit live-work units in all districts except low-density single-family and industrial districts (LCT Section 5.5).	171	Short-term	Mayor and City Council, City Clerk, Planning and Zoning Commission
8	Add definitions for brewery, micro-brewery, and brew pub and revise the permitted uses in the B-2 and M-1 districts to permit them accordingly.	172	Short-term	Mayor and City Council, City Clerk, Planning and Zoning Commission

Chapter 8 - Livability and Code Reform				
#	Action	Page #	Time Frame	Potential Lead Partners
Goal 8: Recommended Zoning Ordinance revisions to permitted uses.				
9	Modify the R-2 Single Family District and R-4 Multiple Family Dwelling District in the Zoning Ordinance to include additional regulations to ensure the healthy, safety, welfare, and aesthetic improvement of duplexes, apartments, town houses and multiple family dwellings.	172	Short-term	Mayor and City Council, City Clerk, Planning and Zoning Commission
Goal 9: Other recommended Zoning Ordinance revisions.				
1	Modify the Sign Regulations to ensure content-neutrality (LCT Section 6.1).	173	Short-term	Mayor and City Council, City Clerk, Planning and Zoning Commission, planning consultant
2	Revise the Urban Core Overlay District, the Scenic Corridor Overlay District, and the R-4 District to reduce traffic impact study requirements by determining a threshold below which projects may be exempted from providing a traffic impact study (LCT Section 7.4).	173	Short-term	Mayor and City Council, City Clerk, Planning and Zoning Commission, Design Review Committee, City Engineer

