**WORK FLOW**

|----------|-----------|-----------|-----------|-----------|------------|------------|----------|-----------|-----------|-----------|

**KICKOFF PHASE**
- Data Collection, Mapping, and Analysis of Existing Conditions and Trends
- Focus group interviews
- Public Meeting #1 / Kickoff Mtg
- Review Strategic Plan Materials

**PLAN PRODUCTION**
- Future Land Use Plan
- Drafting of Goals and Recommended Actions
- Transportation Plan Development

**PLAN DOCUMENTATION + ADOPTION**
- Draft and Final Comprehensive Plan Document
- Implementation Strategies
- Public Involvement Summary
- Final Review Sessions
- Adoption Assistance

**MEETINGS & OUTREACH**
- Wikimap & Visioning Survey
- Focus Group Interviews
- Public Mtg #1
- Public Mtg #2
- Public Hearing & Adoption Meetings

**DELIVERABLES**
- Existing Conditions Assessment
- Wikimap & Visioning Survey Results
- Housing Market Analysis
- Draft Comprehensive Plan
- Final Documents: Comprehensive Plan, Executive Summary & Appendices
This project was supported by funding from the Regional Planning Commission of Greater Birmingham (RPCGB) and the Birmingham Metropolitan Planning Organization (MPO) Building Communities Program. The contents of this document do not necessarily reflect the official views or policies of the Birmingham MPO or the RPCGB. For more information on this program, please visit http://www.rpcgb.org or call (205) 251-8139.

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.

This 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.

The Comprehensive Plan is not legally binding
CHAPTER 1: PLAN OVERVIEW

- Purpose of the plan
- Relationship of the Comp Plan to the Zoning Ordinance
- Plan organization
- Overview of the public involvement process
PURPOSE OF THE COMPREHENSIVE PLAN

• Roadmap to guide short and long-term policy decisions regarding the City’s growth and redevelopment

• Makes recommendations regarding community services, infrastructure, community character and economic development

• Public’s long-term vision = 10+ years

• Last Montevallo Comprehensive Plan was adopted in 2007
# Table 1.2: Plan Organization

<table>
<thead>
<tr>
<th>Plan Chapters</th>
<th>Description</th>
</tr>
</thead>
<tbody>
<tr>
<td>1 Plan Overview</td>
<td>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.</td>
</tr>
<tr>
<td>2 Montevallo Today</td>
<td>This chapter briefly highlights existing conditions and trends in Montevallo (as provided in depth in Appendices A and B). Topics presented include demographics, median income, housing trends and the existing development footprint.</td>
</tr>
<tr>
<td>3 Catalytic Project Ideas</td>
<td>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.</td>
</tr>
<tr>
<td>4 Future Land Use</td>
<td>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.</td>
</tr>
<tr>
<td>5 Transportation</td>
<td>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).</td>
</tr>
<tr>
<td>6 Green Systems</td>
<td>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.</td>
</tr>
<tr>
<td>7 Economic Development</td>
<td>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.</td>
</tr>
<tr>
<td>8 Livability and Code Reform</td>
<td>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.</td>
</tr>
<tr>
<td>9 Implementation</td>
<td>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.</td>
</tr>
<tr>
<td>A Appendix A: Public Involvement</td>
<td>A detailed documentation of the results from the public involvement outreach strategies (i.e. survey results and information gathered through the outreach activities).</td>
</tr>
<tr>
<td>Summary</td>
<td>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.</td>
</tr>
<tr>
<td>B Appendix B: Existing Conditions</td>
<td>This document provides an overview of the historic and current residential housing trends in Montevallo, both for owner-occupied and renter-occupied housing.</td>
</tr>
</tbody>
</table>
PUBLIC INVOLVEMENT OVERVIEW –
723 total combined survey responses, public meeting attendees, and online comments

Oct 2019 Kickoff Open House
- 26 Attendees
- 134 Comments from activities

Visioning Survey
- 590 Responses
  (110 were by high school students)

Outreach Event at Un. of Montevallo Cafe
- 60 Students

Online Mapping Tool
- 47 Comments

Project Website
- 580 Unique Visitors
Appendix A
Public Involvement Summary

- Description of outreach strategies
- Participation rates table
- Results from survey and activities
CHAPTER 2: MONTEVALLO TODAY

Key highlights from:

- Appendix B - Existing Conditions Report
- Appendix C – Housing Market Analysis
Appendix B
Existing Conditions Report

- Demographic profile
- Employment profile
- Infrastructure inventory
- Community facilities
- Development trends
- Environmental constraints
- Past planning efforts
Appendix C

Housing Market Analysis

- Housing market trends
- Density and land use
- Housing unit types
- Housing age and valuation
- Construction and sales trends
- Housing affordability – renter and owner cost burden
MONTEVALLO’S POPULATION IS GROWING STEADILY
Montevallo is a diverse city.

Shelby County:
- White: 78.5%
- Black: 11.7%
- Hispanic: 1.9%
- Other: 5.8%

Montevallo:
- White: 67.4%
- Black: 23.0%
- Hispanic: 7.7%
- Other: 4.0%

The graph illustrates the racial distribution in Shelby County and Montevallo, emphasizing Montevallo's diverse nature.
Montevallo has a large concentration of mid-priced homes.

Montevallo’s median housing value in 2017 is $159,400.

Shelby County’s median housing value in 2017 is $194,500.

52% of homes in Montevallo were valued between $100K and $199K in 2017.

The median housing value in Montevallo increased by 7.3% between 2010 and 2017.
MONTEVALLO HAS A LARGE SHARE OF MULTI-FAMILY UNITS COMPARED TO THE COUNTY AS A WHOLE.
Montevallo’s percentage of renter-occupied housing is 23% higher than the county as whole.
## HOUSING OCCUPANCY

<table>
<thead>
<tr>
<th>City</th>
<th>Total # of Occupied Housing Units</th>
<th>Owner Occupied</th>
<th>Renter Occupied</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td></td>
<td>Total #</td>
<td>%</td>
</tr>
<tr>
<td>Montevallo, AL</td>
<td>2,183</td>
<td>1,235</td>
<td>57%</td>
</tr>
<tr>
<td>Winston-Salem, NC</td>
<td>94,105</td>
<td>51,253</td>
<td>54%</td>
</tr>
<tr>
<td>Florence, AL</td>
<td>17,528</td>
<td>9,541</td>
<td>54%</td>
</tr>
<tr>
<td>Jacksonville, AL</td>
<td>4,500</td>
<td>2,225</td>
<td>49%</td>
</tr>
<tr>
<td>Troy City, Alabama</td>
<td>6,926</td>
<td>3,327</td>
<td>48%</td>
</tr>
<tr>
<td>Tuscaloosa, AL</td>
<td>34,700</td>
<td>16,394</td>
<td>47%</td>
</tr>
<tr>
<td>Auburn, AL</td>
<td>22,588</td>
<td>9,939</td>
<td>44%</td>
</tr>
<tr>
<td>Greenville, SC</td>
<td>28,013</td>
<td>11,976</td>
<td>43%</td>
</tr>
<tr>
<td>Livingston, AL</td>
<td>1,208</td>
<td>421</td>
<td>35%</td>
</tr>
</tbody>
</table>

Montevallo has a smaller percentage of renter occupied housing than other college towns.
CHAPTER 3: CATALYTIC PROJECT IDEAS

- Vision Map Highlighting 10 Catalytic Project Ideas
- Recommended Catalytic Project Ideas in the Downtown / Urban Core and along the Highway 25 Corridor
Focus development within a 5-minute walk of downtown Montevallo and along the Highway 25 Corridor.

Key Goals:

1. Improve walkability and pedestrian activity.
1 Encourage density within a five-minute walk radius of Downtown.

2 Encourage the renovation of older buildings Downtown and fill vacant spaces.

3 Recruit a full-service hotel and conference center to locate within walking distance of Downtown Montevallo.

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

5 Develop a set of streetscape improvements and access management standards for Highway 25.

6 Encourage infill and redevelopment through design standards and guidelines along Highway 25.

7 Explore the feasibility of constructing a community center with tornado shelter along Highway 25.
RECOMMENDED CATALYTIC PROJECTS IDEAS IN THE DOWNTOWN / URBAN CORE
EXPLORE THE FEASIBILITY OF EXTENDING THE MONTEVALLO PARKS TRAIL TO SHOAL CREEK PARK AND BEYOND.

- Shoal Creek
- American Village
- Alabama National Cemetery
- Neighborhood entrances that span north to the Crossroads at Hwys 22 and 119
2 ENCOURAGE DENSITY WITHIN A 5-MINUTE WALK RADIUS OF DOWNTOWN MONTEVALLO.

- Increase the number of housing units in Downtown Montevallo
- Create mixed-use development at potential redevelopment sites
- Provide new housing options for seniors and those with special needs
- Develop mixed-income housing areas
ENCOURAGE THE RENOVATION OF OLDER BUILDINGS DOWNTOWN AND FILL VACANT SPACES.

- Additional upper level residential
- Co-working spaces or shared spaces
- Pop-up shops for artists and makers
RECRUIT A FULL-SERVICE HOTEL WITHIN WALKING DISTANCE OF DOWNTOWN.
5 ESTABLISH AN “ARTS AND ENTERTAINMENT DISTRICT” IN THE DOWNTOWN AREA.

- Would allow participating businesses with alcohol licenses to sell alcohol where it can be consumed off-premises in open containers - within the boundaries of the district and during certain hours of operation

- Determine district vision, goals, geographic boundaries, environmental impact and marketing plan

- Explore noise impacts and potential impact on sales tax and crime
CONTINUE IMPLEMENTING A COMPREHENSIVE SYSTEM OF WAYFINDING ELEMENTS.

- Establish a Wayfinding Steering Committee
- Identify financing and phasing breaks
- Consider best practices and new technologies (i.e. breakaway posts)
- Avoid signs in state highway ROW
RECOMMENDED CATALYTIC PROJECT IDEAS IN THE HIGHWAY 25 CORRIDOR
ENHANCE PEDESTRIAN ACCESS BETWEEN DOWNTOWN MONTEVALLO AND THE HIGHWAY 25 COMMERCIAL AREA.

- Extend sidewalk network and providing safe pedestrian crossings.
- Will require engineering feasibility studies due the presence of the Norfolk Southern RR line, Shoal Creek, the narrowness of the Shelby Street and Middle Street bridges.
DEVELOP A SET OF STREETSCAPE IMPROVEMENTS AND ACCESS MANAGEMENT STANDARDS FOR HIGHWAY 25.

- Pedestrian and bicycle infrastructure
- Intersection improvements / crosswalks
- New and modified street signals
- Street lighting, lamp posts
- Street furnishings
- Landscaping / planting selections
- Wayfinding / informational signage

Highway 25 suffers from an excessively high driveway density in Montevallo – 74 driveways in only 1.3 miles. Driveway densities this high are associated with significant increases in crashes, in addition to being discouraging to pedestrian activity (see chart below).
ENCOURAGE INFILL AND REDEVELOPMENT THROUGH DESIGN STANDARDS AND GUIDELINES ALONG HIGHWAY 25.

- Relax building setback standards to allow buildings closer to the street
- Reduce parking requirements
- Allow for a diversity of land uses including mixed-use
- Require the development of sidewalks in private developments
Utilize the suburban “Sprawl Repair Manual” to retrofit existing shopping centers.

**Infill Development Example:**
Infill parking lots with liner buildings that surround an existing building.
EXPLORE THE FEASIBILITY OF CONSTRUCTING A COMMUNITY CENTER OFF HIGHWAY 25.

With tornado shelter
CHAPTER 4: FUTURE LAND USE

• Future Land Use Map

• 3 Future Land Use Chapter goals
The Comprehensive Plan is intended as a long-term tool to guide zoning and subdivision decisions that are made by the Montevallo Planning Commission and the City Council.

The Future Land Use Map does not mean that a property is re-zoned or will be re-zoned.

It is a planning tool only to guide where different development types should be allowed to develop in the future.

<table>
<thead>
<tr>
<th>Comprehensive Plan</th>
<th>Zoning Ordinance</th>
</tr>
</thead>
<tbody>
<tr>
<td>Guide for land use in the future</td>
<td>Regulates the use of the land in the present</td>
</tr>
<tr>
<td>Not a binding, legal document</td>
<td>Provides specific regulations...the law</td>
</tr>
<tr>
<td>General land use categories and locations (e.g. Rural Residential)</td>
<td>Zoning Districts (e.g. R-1 Single-Family District) with parcel specific regulations</td>
</tr>
</tbody>
</table>
FUTURE LAND USE

• Land use description
• Representative photos
• Form and Pattern table
• General characteristics
<table>
<thead>
<tr>
<th>Future Land Use Category</th>
<th>A-R</th>
<th>E-1</th>
<th>Scenic Overlay</th>
<th>R-1</th>
<th>R-2</th>
<th>R-4</th>
<th>B-1</th>
<th>B-2</th>
<th>B2-SD</th>
<th>O&amp;I</th>
<th>O&amp;I SD</th>
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<td>Rural Residential</td>
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<tr>
<td>Urban Core</td>
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<td>General Commercial</td>
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</table>
Changes to the map since the July 9 Work Session

The A-R Agriculture zoned parcels that were previously a part of the Mixed Neighborhood future land use category are now being shown as part of the Rural Residential future land use category (with the exception of those parcels abutting the intersection of Highway 22 & 119 at the Crossroads – if they are to become a part of a future “village center.”
GOAL #1: CONCENTRATE GROWTH IN COMPACT AREAS WHERE ADEQUATE INFRASTRUCTURE AND PUBLIC SERVICES EXIST.

Encourage mixed-use and infill development
GOAL #2: PROTECT AGRICULTURAL LAND AND ENVIRONMENTALLY SENSITIVE AREAS.

• Encourage developers to utilize Montevallo’s Conservation Subdivision Standards.

• Promote the use of conservation easements.

• Encourage conservation development though the use of “density bonuses.”
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.

- Establish a long-range annexation plan for the City.
- Adopt an Adequate Public Facilities Ordinance (APFO).
- Require a fiscal impact analysis for all major new developments.
CHAPTER 5: TRANSPORTATION

GOAL #1: Expand mobility options throughout the City.

GOAL #2: Preserve and enhance the safety and efficiency of the existing transportation system.
GOAL #1: EXPAND MOBILITY OPTIONS THROUGHOUT THE CITY.

Expand sidewalk coverage.

- Parks & Openspace
- University of Montevallo
- Lakes
- Waterways
- Railroads
- Existing Sidewalk
- Montevallo Park Trail
- Recommended roadway segments for sidewalk infrastructure
GOAL #1: EXPAND MOBILITY OPTIONS THROUGHOUT THE CITY.

Construct context-sensitive bicycle infrastructure along strategic corridors.
Utilize appropriate traffic calming measures policy to reduce speeding in neighborhoods:

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

GOAL 2: PRESERVE AND ENHANCE THE SAFETY AND EFFICIENCY OF THE EXISTING TRANSPORTATION SYSTEM.

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

<table>
<thead>
<tr>
<th>Measure</th>
<th>Average Speed Reduction</th>
<th>Cost Range</th>
</tr>
</thead>
<tbody>
<tr>
<td>Speed Table</td>
<td>7 - 9 mph</td>
<td>$5,000 - $15,000</td>
</tr>
<tr>
<td>Speed Bump</td>
<td>5 - 8 mph</td>
<td>$2,000</td>
</tr>
<tr>
<td>Chicanes</td>
<td>3 - 9 mph</td>
<td>$10,000 - $16,000  for a set of three</td>
</tr>
<tr>
<td>Raised Median Island</td>
<td>4 mph</td>
<td>$6,000 - $9,000</td>
</tr>
<tr>
<td>Pedestrian Refuge Island</td>
<td>4 mph</td>
<td>$10,000 - $30,000</td>
</tr>
<tr>
<td>Choker</td>
<td>1 - 4 mph</td>
<td>$5,000 - $20,000</td>
</tr>
</tbody>
</table>

Source: LA DOT

Chicanes

Source: Palm Beach
Provide accessible, safe crosswalks at targeted intersections and mid-block locations:

- Highway 119 at Highway 25 (in progress)
- Highway 119 at Overland Road
- Highway 119 at Millstone/ Pineview Road
- Highway 25 at Gardner Street
- Highway 25 at Melton Street
- Highway 25 at Selma Road
- Main Street at Island Street
Dedicate funding annually to implement the City’s ADA Transition Plan.

- 30 non-compliance issues related to:
  - Sidewalks
  - Curb ramps
  - Crosswalks
  - On-street parking
  - Pedestrian signal push buttons
- Goal is to have all existing non-compliance barriers corrected by 2028
CHAPTER 6: GREEN SYSTEMS

GOAL #1: Ensure that parks and recreational facilities are safe and well maintained.

GOAL #2: Expand recreational opportunities for residents.

GOAL #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.

Modernize playground equipment at parks to include inclusive playground equipment.
GOAL #1: ENSURE THAT PARKS AND RECREATIONAL FACILITIES ARE SAFE AND WELL MAINTAINED.

Address improvements needed at:

- Orr Park
- Shoal Creek Park
- Stephens Park
- George Dailey Park
GOAL #2: EXPAND RECREATIONAL OPPORTUNITIES FOR RESIDENTS.

Develop a parks, recreation and open space master plan.

Partner with the Tivity Health Silver Sneakers program to expand recreational programming for seniors.
GOAL #2: EXPAND RECREATIONAL OPPORTUNITIES FOR RESIDENTS.

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

Map shows Existing Park Access

49% of homes are within a ½ mile (10 minute) walking distance of an existing park.
Explore the feasibility of constructing a dog park, skate park, and “sports complex” with soccer and multi-purpose fields to alleviate the demand on other parks.
GOAL #3: RESTORE AND SUSTAIN WATER QUALITY, NATURAL HABITATS AND GROUNDWATER BY INCORPORATING BEST PRACTICES FOR ENVIRONMENTAL SITE DESIGN AND STORMWATER MANAGEMENT IN DEVELOPMENT.

- Encourage the use of Best Management Practices (BMPs) in new developments.

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

**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. Imperious 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. Imperious 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 upvalued space.

**Biotreatment:**
The biotreatment 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, on-site and shade surfaces, thus improving water quality and cooling the parking area. Green parking would provide residents, faith-based organizations, and businesses in the community additional parking that cannot otherwise be accommodated on the street or on one’s property.

**Bioswales:**
Vegetated, mulched, or sequestered 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 Pavement:**
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.

**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.
CHAPTER 7: ECONOMIC DEVELOPMENT

GOAL #1: Foster economic development in Montevallo.

GOAL #2: Support the local agriculture economy.

GOAL #3: Market and recruit businesses that will diversify and complement existing businesses.

GOAL #4: Continue to support Montevallo’s workforce, small businesses, and start-ups.
What are the greatest challenges facing the City of Montevallo?

- Lack of housing variety and prices: 9.8%
- Lack of pedestrian and bicycle connections: 5.8%
- Limited variety of shopping and dining options: 31.5%
- Presence of vacant businesses: 19.3%
- Parks and recreational facilities that need improvement: 9.1%
- Limited local job opportunities: 17.9%
- Please elaborate if you wish...
GOAL #1: FOSTER ECONOMIC DEVELOPMENT IN MONTEVALLO.

- Create additional e-commerce capabilities for small businesses.

- Develop and organize “pop up shop” locations.
GOAL #1: FOSTER ECONOMIC DEVELOPMENT IN MONTEVALLO.

• Expand the number of special events:
  • Festivals, art crawls, block parties with live music, food and wine festivals, road races, etc.

• Promote the use of food trucks and consider the establishment of designated food truck areas.
GOAL #1: FOSTER ECONOMIC DEVELOPMENT IN MONTEVALLO.

• Develop the “Crossroads” as a village center with a mix of uses.
  • Intersection of Highway 22 and 119
  • Help capture some of the sales tax that is currently lost to Alabaster.
GOAL #2: SUPPORT THE LOCAL AGRICULTURE ECONOMY.

- Establish a semi-permanent location for the Montevallo Farmers’ Market.
- Encourage the creation of a local Community Supported Agriculture (CSA) program.
GOAL #2: SUPPORT THE LOCAL AGRICULTURE ECONOMY.

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

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 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’ x 4’. 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 kick-off 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 Montevallo
Compile and maintain a current database of properties and spaces available for sale and lease throughout the City.

GOAL #3: MARKET AND RECRUIT BUSINESSES THAT WILL DIVERSIFY AND COMPLEMENT EXISTING BUSINESSES.
18% of survey respondents
Recruit additional sit-down and full-service restaurants

- More bars / nightlife options
- Restaurants that offer occasional live entertainment
34% OF SURVEY RESPONDENTS

Recruit additional family-friendly entertainment options

8% OF SURVEY RESPONDENTS

Encourage a small footprint grocery store or specialty store to locate in the City
10% OF SURVEY RESPONDENTS

Recruit more retail and shopping options

- Gift shops
- Clothing stores
- Used merchandise stores
- Hardware and garden stores
- Book and music stores
- Sporting goods stores
GOAL #4: CONTINUE TO SUPPORT MONTEVALLO'S WORKFORCE, SMALL BUSINESSES, AND START-UPS.

- Explore the feasibility of creating a “startup incubator” or shared co-working space for new businesses.

- Support 58 INC. to create a Shelby County location for the 9-week CO. STARTERS program for entrepreneurs.
CHAPTER 8: LIVABILITY AND CODE REFORM

- Housing variety
- Rental housing
- Code enforcement
- Public services
- Recommended Zoning Ordinance updates
Adopt an adaptive reuse ordinance.

- Makes the reuse of vacant buildings easier by minimizing certain zoning and code regulations for reuse projects.

- Specific zoning requirements that the ordinance would reduce for reuse projects include parking, setbacks, and density.
GOAL #1: ADOPT AND UPDATE CODES TO ENCOURAGE A WIDE RANGE OF HOUSING TYPES.

- Encourage the development of medium density infill housing, such as cottage sized single-family homes and four-plexes.

- Adopt a small-lot subdivision ordinance and/or a cottage court ordinance.
Encourage the development of senior housing facilities.
GOAL #2: ADOPT CODES AND PROGRAMS TO IMPROVE THE CONDITION OF RENTAL HOUSING UNITS.

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

- Hold tenants responsible for the destruction of residence or failure to comply with codes that are under control – broken windows, improper disposal of waste, yard trash and parking violations.
Encourage property owners to improve properties that have been neglected or that are exhibiting sub-standard maintenance.

The previous version of this action has been removed that stated: “Adopt the 2018 International Property Maintenance Code.”
GOAL #4: ENHANCE PUBLIC SERVICES, FACILITIES AND PROGRAMS THROUGHOUT THE CITY.

Improve broadband internet availability.

Continue to provide City documents in translated into Spanish.

<table>
<thead>
<tr>
<th>INTERNET PROVIDERS IN SHELBY</th>
<th>TYPE OF INTERNET</th>
<th>COVERAGE AVAILABILITY</th>
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<tbody>
<tr>
<td>AT&amp;T Internet</td>
<td>IPBB and Fixed</td>
<td>IPBB: 91%</td>
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<tr>
<td></td>
<td>Wireless</td>
<td>Fixed Wireless: 45.4%</td>
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<tr>
<td>EarthLink</td>
<td>DSL</td>
<td>91%</td>
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<tr>
<td>Viasat Internet (formerly Exede)</td>
<td>Satellite</td>
<td>100%</td>
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<tr>
<td>HughesNet</td>
<td>Satellite</td>
<td>100%</td>
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</table>
GOAL #4: ENHANCE PUBLIC SERVICES, FACILITIES AND PROGRAMS THROUGHOUT THE CITY.

Sponsor mobile health clinics.

Continue to invest in the Senior Center and make improvements as needed.
GOAL #4: ENHANCE PUBLIC SERVICES, FACILITIES AND PROGRAMS THROUGHOUT THE CITY.

Improve the energy efficiency in city-owned buildings and parks.

Develop programs and initiatives to minimize illegal dumping.
MAKE MODIFICATIONS TO UPDATE AND MODERNIZE THE MONTEVALLO ZONING ORDINANCE USING THE “LEAN CODE TOOL” PUBLICATION.
GOAL #6: RECOMMENDED ZONING ORDINANCE REVISIONS TO ENHANCE URBAN FORM.

Revise the building height in the Urban Core Overlay District to allow for buildings up to 4 stories, or 48 feet.
GOAL #7: RECOMMENDED ZONING ORDINANCE REVISIONS FOR PARKING AND ACCESS STANDARDS.

Reduce or remove minimum parking requirements in the Urban Core Overlay District.
GOAL #8: RECOMMENDED ZONING ORDINANCE REVISIONS TO PERMITTED USES.

Provide a definition for mixed-use and revise the permitted uses in the B-1, B-2 and O&I districts to permit it, but not necessarily require it.
GOAL #8: RECOMMENDED ZONING ORDINANCE REVISIONS TO PERMITTED USES.

Permit live-work units in all districts except low-density single-family and industrial districts.

Permit home occupations in all residential zoning districts.

Shelby County, Alabama Home Occupation Permit

The Fastest Way to Get Your Home Occupation Permit

Get Your Home Occupation Permit

LicenseSuite by Business Licenses, LLC provides you with everything you need to obtain a Shelby County, Alabama Home Occupation Permit.

We Make the Process of Getting a Shelby County, Alabama Home Occupation Permit Simple

When you choose to work with Business Licenses, LLC, our experienced professionals can handle even the hardest parts of obtaining a home occupation permit for you.

Understanding your legal obligations to various levels of government can be intimidating. From researching your requirements to contacting multiple government agencies, to collecting the necessary paperwork, we understand that obtaining a home occupation permit can be a daunting process. Our team takes care of it all, so you can focus on what matters most—running your business.
GOAL #8: RECOMMENDED ZONING ORDINANCE REVISIONS TO PERMITTED USES.

• Add definitions for brewery, micro-brewery and brew pub and permit them in the B-2 and M-1 districts.

• Permit non-hazardous, small-scale manufacturing and light industrial in the B-2 and Urban Core Overlay District.
CHAPTER 9: IMPLEMENTATION

Implementation Matrix tables:

- Catalytic Project Ideas
- Chapter Goals and Actions
Implementation Matrix

Should be used as a guide for how the goals and actions can be implemented:

- Action description and page #
- Suggested implementation timeframe:
  - Short-term (1-5 years)
  - Long-term (more than 5 years)
  - On-going
- Potential lead partners

<table>
<thead>
<tr>
<th>#</th>
<th>Action</th>
<th>Page #</th>
<th>Time Frame</th>
<th>Potential Lead Partners</th>
</tr>
</thead>
<tbody>
<tr>
<td>1</td>
<td>Encourage mixed-use development and compact development within a five-minute walk radius of the Downtown / Urban Core area.</td>
<td>78</td>
<td>On-going</td>
<td>City Clerk, Planning and Zoning Commission, Shelby County Development Services developers</td>
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<td>2</td>
<td>Encourage and incentivize infill development and redevelopment.</td>
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<td>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.</td>
<td>79</td>
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<td>Mayor and City Council, Planning and Zoning Commission, Shelby County Development Services</td>
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<td></td>
<td><strong>Goal 2: Protect agricultural land and environmentally sensitive areas.</strong></td>
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<td></td>
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<tr>
<td>1</td>
<td>Preserve developers of Montevallo’s West Subdivision</td>
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<td>80</td>
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<td>City Clerk, Planning and Zoning Commission, Shelby County Development Services, Freshwater Land Trust</td>
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• Summarizes the goals in each Chapter
• 139 actions recommended in the Plan

CHAPTER 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 is essential for the economic success of the community. 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 are required to support residents, workers, and visitors in high-quality mobility and access for all of their travel needs.

CHAPTER GOALS

Goal #1: Expand mobility options throughout the City.

Goal #2: Preserve and enhance the safety and efficiency of the existing transportation system.

KEY ACTIONS

• Expand sidewalk coverage to connect citizens with essential needs and recreational opportunities.
• Construct and maintain bicycle infrastructure along strategic corridors.
• Explore the feasibility of extending the Montevallo Parks Trail to Shoal Creek Park and beyond.
• Enhance pedestrian access between Downtown Montevallo and the highway 25 commercial area.
• Develop a traffic calming plan to reduce speeding in neighborhoods utilizing appropriate traffic calming measures.
• Provide accessible, safe crosswalks at targeted intersections and mid-block locations.
• Create a proactive street resurfacing program that emphasizes preventative maintenance.
• Dedicate funding annually to implement the City’s 5-3-1 Transportation Plan.
THANK YOU

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Download the Plan documents at www.MakingMontevallo.com