



CYPRESS CREEK NEIGHBORHOOD PLAN

Adopted by Planning Commission, December 13, 2012

BELL STREET NEIGHBORHOOD PLAN

Presented to the City of Montgomery Planning Commission
December 13, 2012

Mayor Todd R. Strange

City Council

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District 2: Councilor Charles W. Smith
District 3: Councilor Tracy Larkin
District 4: Councilor David Burkette
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PLANNING PRINCIPLES GUIDING THE NEIGHBORHOOD PLANS
PREPARED BY
DEPARTMENT OF PLANNING AND DEVELOPMENT
CITY OF MONTGOMERY, ALABAMA
MARCH 2007

1. Ensure that the decisions will not create an arbitrary development pattern (e.g. spot zoning);
2. Ensure an adequate and diverse supply of housing for all income levels within the community;
3. Minimize negative impacts between incompatible land uses (e.g. residential abutting heavy industrial development);
4. Assure an appropriate mix of land uses when appropriate;
5. Recognize suitable areas for public uses, such as hospitals and schools, that will minimize the impacts to residential areas;
6. Discourage intense commercial uses in or adjacent to residential areas;
7. Ensure neighborhood commercial businesses are designed to minimize adverse effects to the neighborhood;
8. Minimize development in flood plains and/or environmentally sensitive areas;
9. Consider regulations that address safety as it pertains to future development
10. Ensure adequate transition between adjacent land uses and development intensities;
11. Protect and promote the historical and culturally significant areas;
12. Promote stabilization and expansion of the economic base and job creation;
13. Ensure similar treatment for land use decisions on similar properties throughout the City;
14. Balance individual property rights with community interests and goals;
15. Avoid over zoning in areas that could not be supported by the existing or proposed street and utility network;
16. Provide for managed access to major thoroughfares to prevent congestion;
17. Provide adequate interconnectivity between developments



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Preparing to Plan

Purpose and Objectives of the Plan

The purpose of the Plan is to document and identify strategies to reach the Neighborhood's long-range goals. It is designed to communicate to private and public interest groups the desire of the area's residents and business people to build a stronger neighborhood that protects and develops the numerous interests within the area. The plan addresses the concerns of the residents for rebuilding and increasing community, for restoration and conservation of the natural areas, for rehabilitation of some of the area housing, and for the redevelopment of the commercial and manufacturing areas.

In addition, the Cypress creek and pond area itself could have a regional impact as a conservation area that could be partially open to the public for both education and recreation. Members of the Montgomery Tree Committee, a local non-profit organization, have been working to protect this area for several years. They have identified over 90 types of trees, shrubs and plants as well as over 80 different birds and butterflies in the Cypress Creek system.

Development of the plan entailed an interactive neighborhood process that engaged citizens, elected officials, City staff, business representatives and other civic-minded individuals. The process that evolved over a year long period consisted of in-depth collection of data and analysis of the physical and social infrastructure of the neighborhood. The proposed improve-

ments and the implementation priorities were established and approved by the residents in the Cypress Creek Neighborhood Planning Area. Upon acceptance by the neighbors and property owners, the Plan was presented to the Montgomery Planning Commission for adoption.

The Neighborhood Planning Approach

The Cypress Creek Neighborhood Plan reflects the ideas and suggestions generated by the residents who participated in the Charrette planning process facilitated by the City of Montgomery's Planning staff. Over one hundred people attended the first meeting to share their concerns and desires for the area.

The City staff reviewed existing conditions in the neighborhood and compiled information based on research and extensive data collection in the field. After the data was collected and entered into the City's Geographic Information System (GIS) it was presented in a series of Neighborhood meetings and a week long Charrette to all interested residents, land and business owners, and community leaders to solicit their

input to determine the assets, liabilities, opportunities, and constraints for this neighborhood.

In addition, visioning sessions were conducted to help determine long range goals. These sessions included discussions on land use, zoning, economic and community development, housing issues, traffic patterns, sidewalk, crime concerns, improving the infrastructure, improving neighborhood identity and image, enhancing community facilities, and preserving the history and heritage of the Neighborhood.

This interactive process led to the development of this document which articulates the Neighborhood Vision, short-term, mid-range, and long-range goals. Once formulated, the Plan was presented to the neighbors and the community at large to reevaluate and re-examine the implementation steps in light of the goals and objectives. Each proposal was examined with each of the goals and objectives to ensure that activities to implement, and any programs included in the implementation, would indeed address the goals and objectives. Reevaluation at every step will be important to track program effectiveness toward meeting the goals and objectives and necessary changes will be considered as needed.

A crucial element of the Neighborhood planning process was the direct involvement of the residents themselves. Throughout the process they were present and remained active. The cooperation of the community with the public officials and prospective investors is crucial to implement the Plan's goals.

Initial meetings with leaders of the King Hill Neighborhood Association, City Council Representative for District 3, the Planning Department Director, and planning staff were held in 2005. Following these initial meetings, the Planning Department changed planning area boundaries and held another meeting with the enlarged area on May 28, 2009. Over 100 neighbors, property owners, and interested citizens participated in a meeting held at the Mann Museum. Exercises using maps and small groups to discuss areas of concern and future desires for the community helped to identify the concerns for the community. Another exercise addressed specific solutions and suggestions for changes in the area.

A Charrette was held in March of 2010 to focus on housing for King Hill, entrance enhancement for Shawnee Heights and King Hill, and suggestions for the commercial strip located at Capitol Parkway. This was a week long process and was conducted entirely in the neighborhood to encourage neighbors' participation.

Once the Plan and Charrette summary were finished, a meeting was held at Mann Museum, on September 24, 2012, to solicit residents and land owners impressions and support for the Plan. Residents from New Town requested an additional meeting to discuss issues specific to New Town before finalizing this Plan. The New Town Meeting was held in the New Town Community Center on October 9, 2012. Over 100 residents, and Councilman Tracy Larkin joined members of the Planning staff to discuss the Plan and specific recommendations for New Town.

Many neighbors contributed thoughts, questions and requests for additional elements regarding New Town to be included before submitting the Plan to the Planning Commission. Several New Town residents requested a Charrette be held in the New Town Community and the Planning Department agreed to do this and the resulting Plan will be presented as an amendment to the Cypress Neighborhood Plan.

The Plan was presented to the Planning Commission on December 13, 2012, for adoption of the Plan into the City's Comprehensive Plan.

Neighborhood Vision

Neighbors are friendly and work together to support Neighborhood activities

Housing stock is rehabilitated where needed and unique architecture is preserved

Commercial areas are attractive and promote pedestrian access with sidewalks and crosswalks

Crime issues throughout the area are reduced

Add pocket parks and possibly a Neighborhood Garden

Neighborhood beautification - a planted median along entrances to King Hill and also in New Town to create attractive entrance for these areas

Children have safe places to play, walk, and ride bicycles

Activities and development to make the most of the Cypress Creek area

	PEOPLE	PHYSICAL CHARACTER	BUSINESS	PUBLIC FACILITIES & SERVICES
ASSETS	Diverse group of interested people	Good access to downtown and major highways	Good location for accessing downtown	Access to River
	Many area residents have lived in the area most of their lives	Proximity to river	Opportunities for commercial and manufacturing development	Historic Cemetery
	Neighbors willing to be involved in Planning Process	Diverse mix of land uses	Access to rail transportation	Served by Public Transit System
		Active railroads in neighborhood	Vacant Buildings available	Elementary School
		Residential areas built on grid pattern		Close to Zoo
		Remarkable natural area for conservation and habitat development in the Cypress Pond System		Huge potential for park, conservation area in Cypress Pond

Historic Notes.

The land composing the Cypress Creek Neighborhoods was annexed into the city in 1896, 1910, and 1927. Residents in the area referred to as New Town were first recorded in 1836. These early settlers, Freedmen, were folks with citizenship and were free, but they could not vote and were in general treated like slaves. Settlers in New Town came to work in the ship yard and factories. King Hill residents farmed and had an extensive support system of helping each other.

By 1861, Pollard and Columbus Streets were generally known for their taverns. These attracted local men, many of whom were employed by the ship yard located at Cypress Creek inlet, just above the city wharf.

On September 16, 1862, Stephen R. Mallory, Confederate Secretary of the Navy, contracted with two builders to construct the ironclad Nashville in Montgomery for nearly \$670,000, a huge sum at the time. The Confederate States Naval Iron Works at Columbus, Georgia, supervised the construction and supplied two steam engines for Nashville's



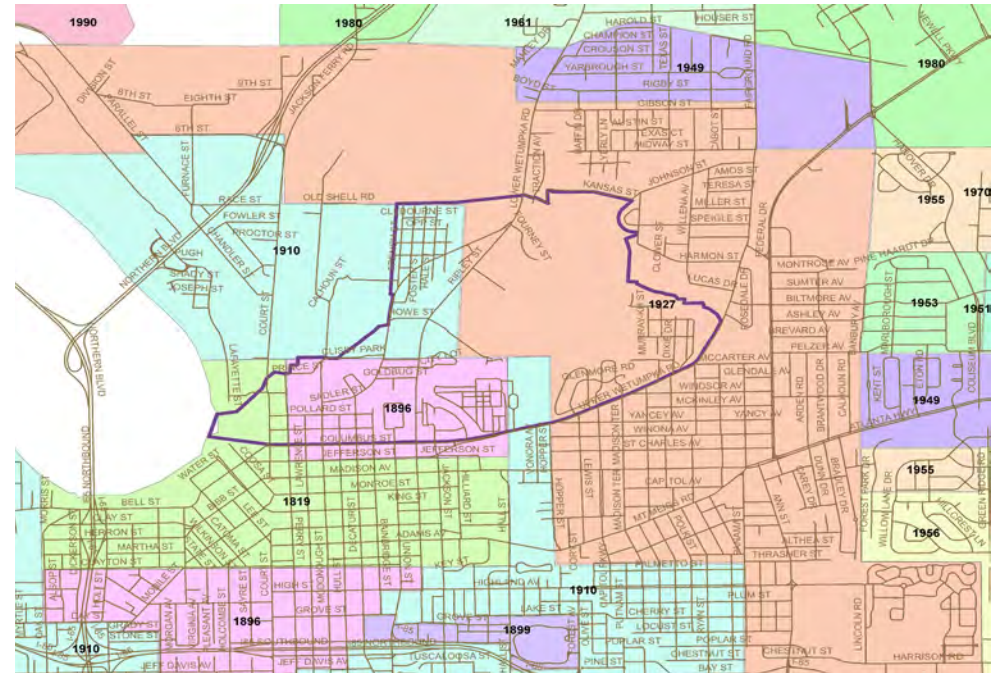
side paddle wheels. Crews finished with the initial stages of construction on May 20, 1863, and launched the ship sideways with a huge splash

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into the Alabama River. the Nashville was a large vessel for the river, 271 feet long and 62 ½ feet across. The Nashville was the only ship made in Montgomery and it was the last Confederate ship to see service in the War between the States.

The 1953 Sanborn maps indicated New Town to be a fully developed area with 300 buildings, the majority of which were residential duplexes but this also included commercial buildings and stores. In 1928, the area now called King Hill was platted as Villa Heights and developed as one of the city's original African-American neighborhoods. During the 2010 Charrette, neighbors in King Hill told the planning staff that the name may have come from some residents referring to the area as "Kin Hill" because many folks had relatives who lived there. Shawnee Terrace, just to the west of Villa Heights, was platted later, in the 1940's.

Another story told during the Charrette related an incident during a neighborhood ball game when the power went out. One of the men climbed the power pole to restore power. He was badly shocked and burned, and fell from the



Cypress Creek Planning Area outlined in purple - shows annexation of this planning area over time.

pole but survived. After this event the metal climbing prongs were relocated much higher up to prevent children from climbing the pole. This became a national policy for power poles thanks to the King Hill resident's accident.

King Hill was home to some noteworthy people that include city leaders and a nationally known Civil Rights icon. In 2010, City Councillor, Tracy Larkin, who was raised in King Hill, honored beloved school teacher Marie James, local business man Clifford Laws, and Claudette Colvin of bus boycott fame, by renaming some of the streets in the neighborhood after these special residents.

Existing Conditions Assessment

Physical Characteristics

The Cypress Creek Neighborhood is definitely a mix of land uses and lot sizes. The north eastern boundary is along a high ridge which is also the north eastern boundary for the Cypress Creek and Pond that covers almost a third of this Planning Area. This area has striking topographic diversity that contributes to the rugged, natural beauty of the Cypress Creek system.



A ridge within the Cypress Pond area

Major railroad infrastructure is located throughout the central and western section of the Planning Area. The rail infrastructure is very important to the area manufacturing entities and to



the City at large. The rail roads offer regional and interstate connections for the area.

Oakwood Cemetery, final resting place for Country Music star Hank Williams and many other Montgomerians, and the City lot occupy a large area along the central southern portion of the planning area and are contiguous to Cypress Pond.

There are three main residential neighborhoods within this planning area. King Hill and Shawnee Heights are both along Upper Wetumpka Road and New Town is located in the north west section along North Decatur Street.

Manufacturing and most of the commercial opportunities are along North Decatur

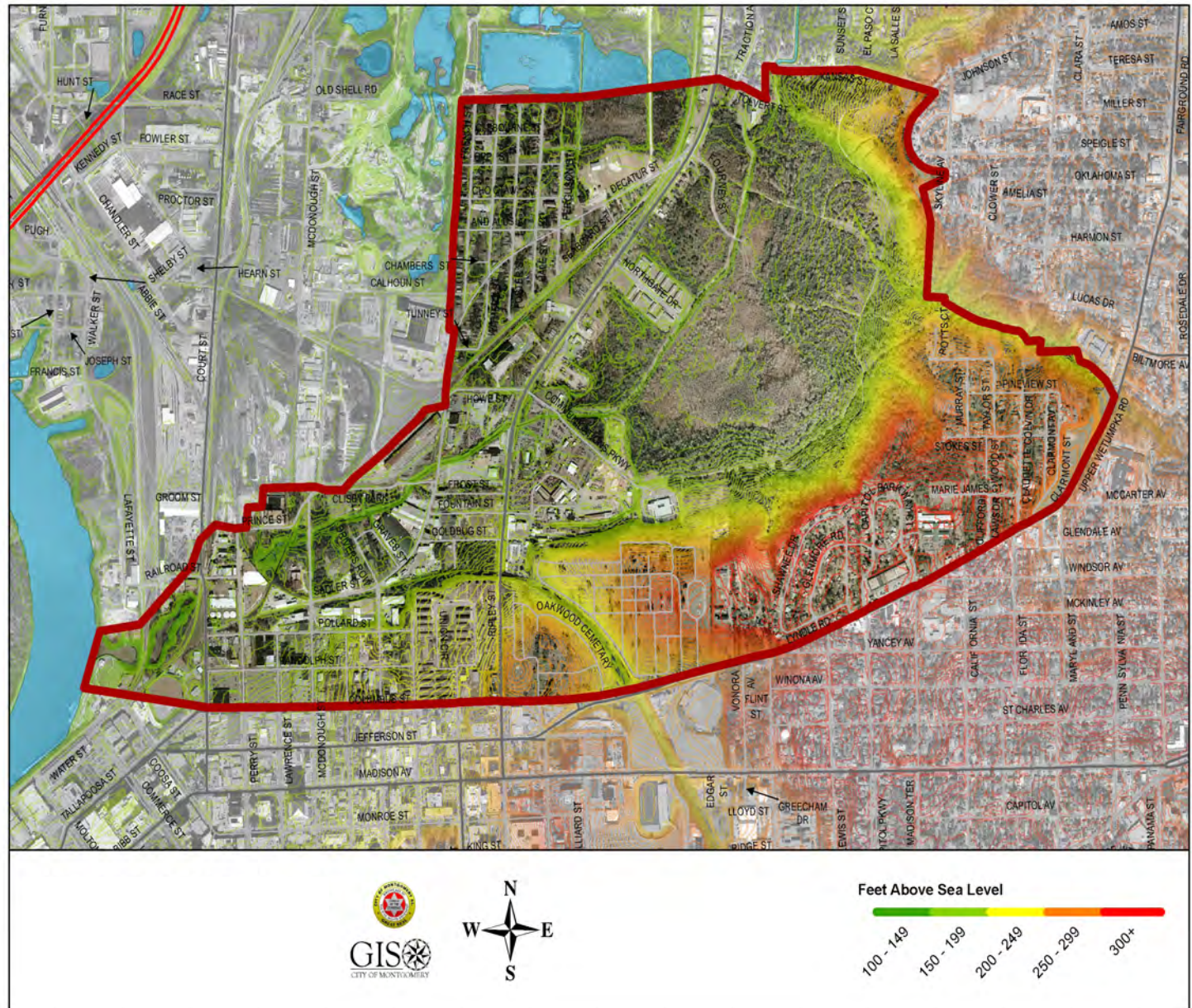
and North Ripley streets and there is one commercial center on Upper Wetumpka Road as well. The City Lot is located along North Ripley Street, just north of the cemetery.

The flood hazard from the river extends east of North Ripley/Lower Wetumpka Road. In 2011 FEMA released new data to update the flood data. The Flood Map (page 16 and 17) shows the flood hazard area.

Physiography

The topographic map on the right illustrates the variety of elevations within the planning area. This map shows relatively flat area from the western boundary to the northeast. The most significant elevation changes occur in about one-third of the area on the eastern side of the planning area and along the river bank. The dark red indicates increasing height elevations as the lines are too close together to be able to interrupt the exact amount of change in elevation on this small map.

The color changes indicate specific feet of elevation as noted in the legend, and the distance between the lines indicate degree of change - the closer the lines, the steeper the incline.



**CYPRESS CREEK NEIGHBORHOOD
TOPOGRAPHIC PROFILE**

Living with the River

Proximity to the Alabama River is a blessing and a curse. Historically the land between the river and North Ripley/Lower Wetumpka Road has suffered flooding from the river. In 1965, the Army Corps of Engineers (ACE) began a program of building dams to alleviate this flooding. Following the building of four dams on the Alabama River, flooding in New Town decreased.

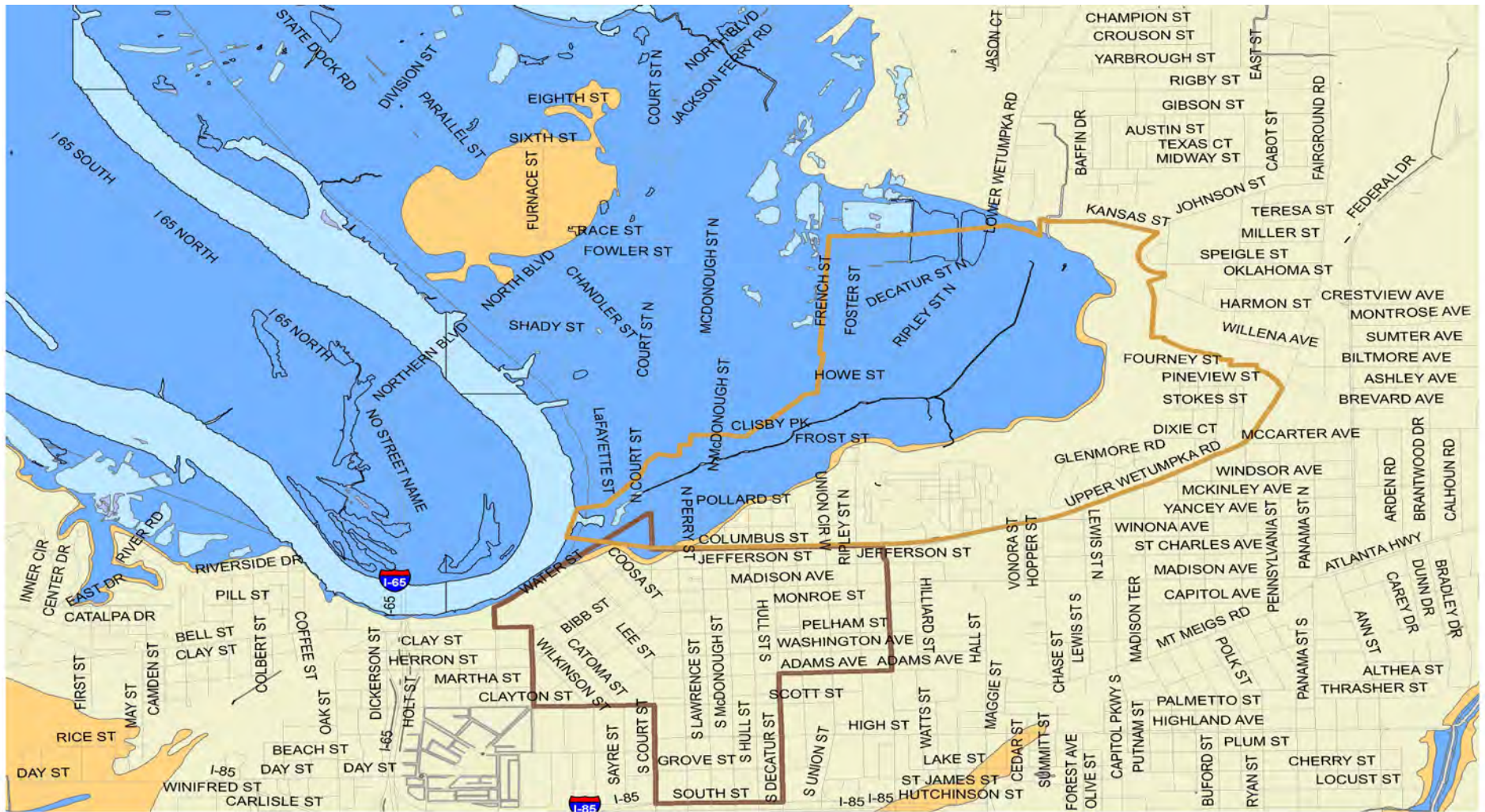
In 1979, the City began a multi-million dollar engineering project to build a levy along the north edge of New Town, install box culverts under most of the streets in New Town, and to construct a floodgate and sluiceway just east of Ferguson Street. These steps were taken to further reduce damage to the area from flood water.

Although new FEMA maps were released in 2011, the data did not include a new study of the Alabama River. FEMA did not include the changes to the river's capacity to flood as a result of the ACE dams because FEMA did not conduct additional studies of the river. FEMA has agreed to re-examine the river in the next five years (2011-2016) in light of the improvements made to control flooding.

Until new studies are completed, the area will remain in a FEMA designated flood area. This makes it difficult for home owners because it requires the purchase of flood insurance which is expensive. The flood designation

also prohibits the City from investing public monies or federal grant money, specifically the funds from the Department of Housing and Urban Development, such as the Community Development Block Grants (CDBG), HOME, and Emergency Shelter funds in New Town. Following FEMA's new study of the river, New Town's status and eligibility for housing grants may change.

As a result of years of studying the area and soil testing, the Alabama Department of Transportation (ALDOT) has begun construction of wetlands on parcels surrounding New Town. These wetlands are natural areas that will use water and its natural recharging actions to clean toxic chemicals from the area.



Cypress Creek Neighborhood Flood Plain

Neighborhood

- KingHill_Bound
- Downtown_boundary



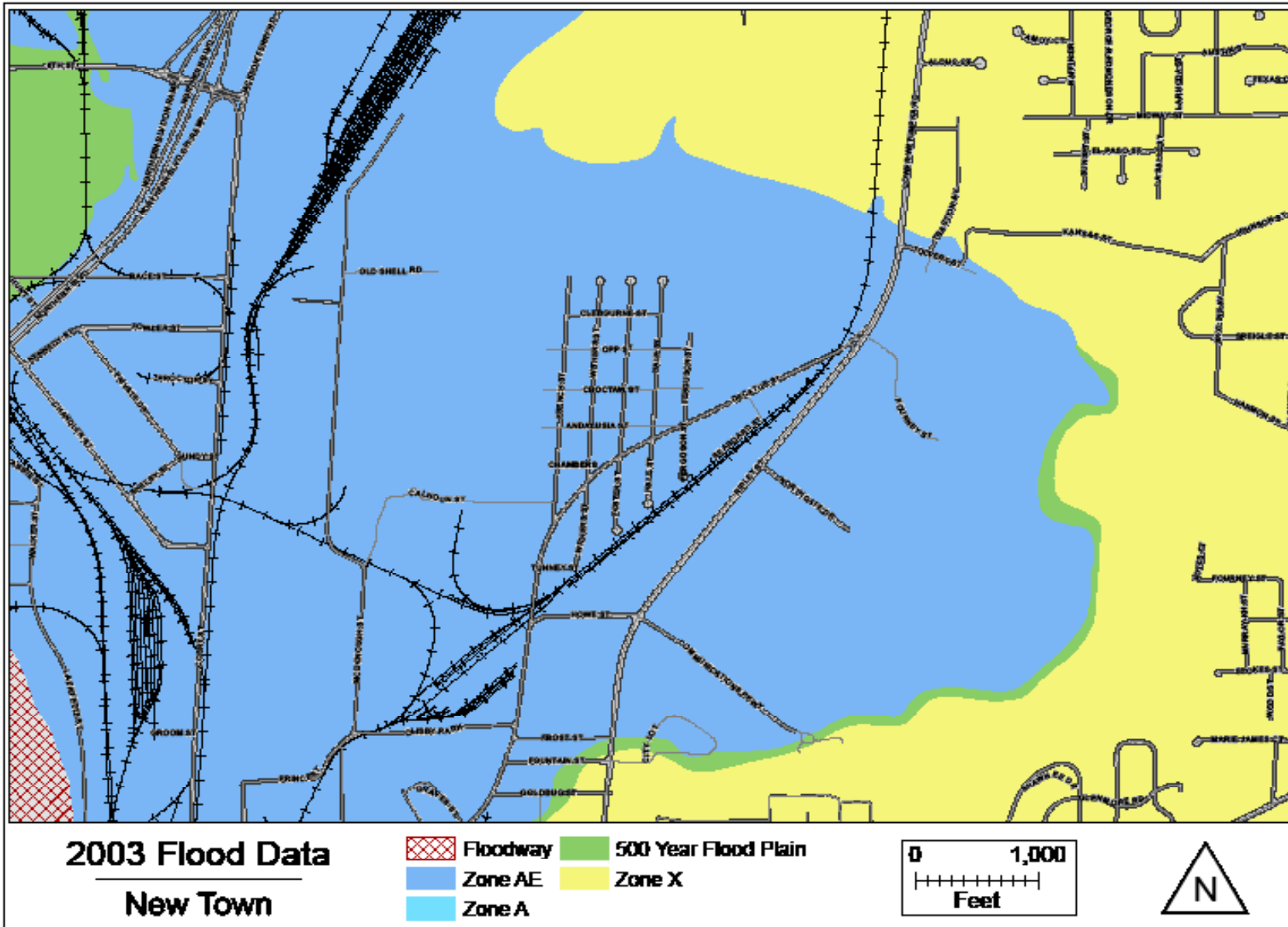
Flood Hazard Areas

- 500 Year Flood Plain
- 100 Year Flood Plain

The Flood Hazard Areas are designated by FEMA, a federal government agency that documents and strives to manage emergency situations. The presence of the flood plain mandates that owners of property located in a flood plain

must have flood insurance. FEMA has mandated that all states have a flood hazard mitigation program and Alabama has complied. The Alabama Plan may be found in the Appendix, but in summary, it requests that communities

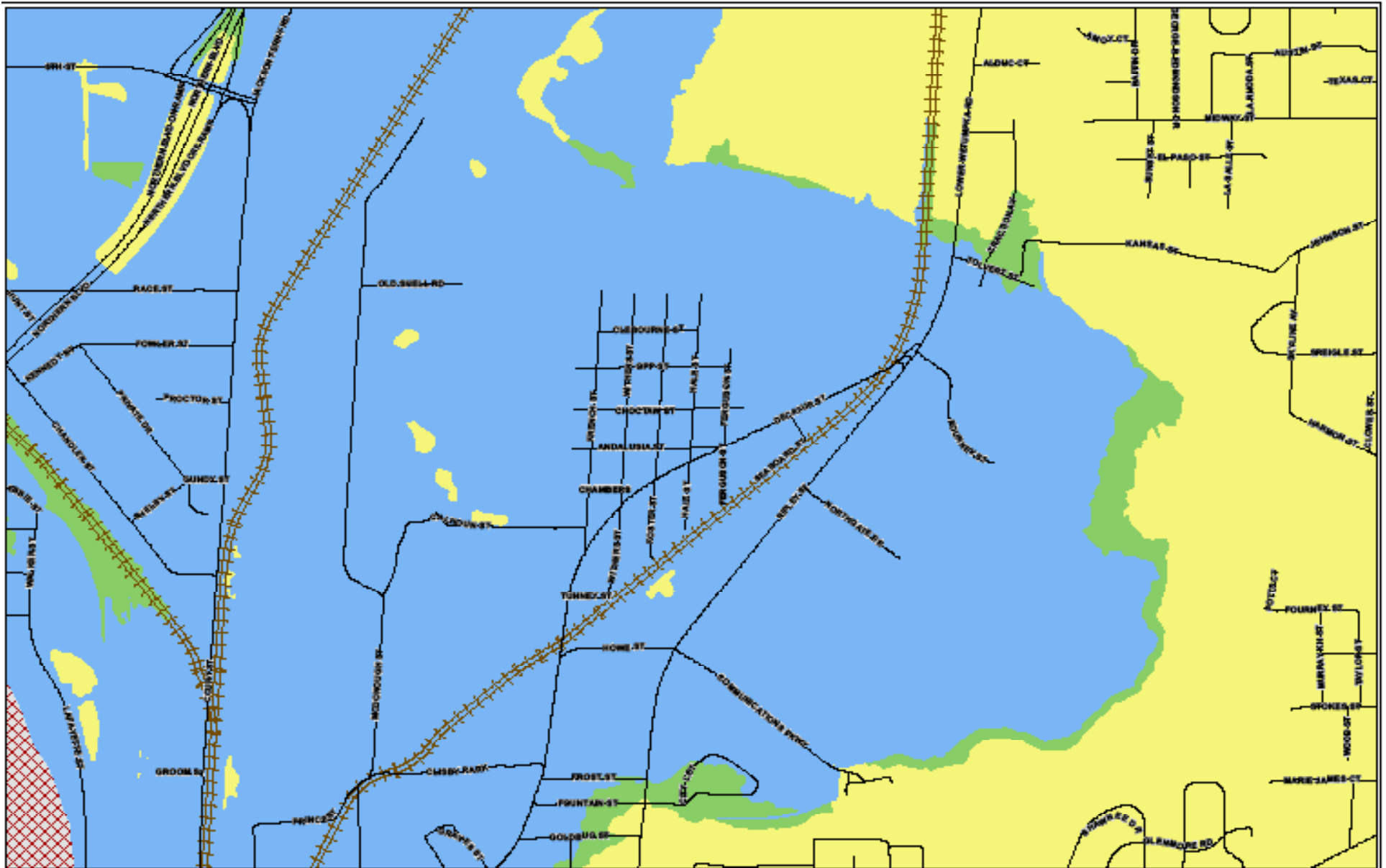
prevent people from living in a flood plain. Where residences are located in a flood plain, they must have flood insurance and meet building requirements to minimize a disaster. New Town is completely within a flood plain.



New Town is the area most severely affected by flooding from the Alabama River. The map on this page illustrates the presence of the 100 year flood plain as FEMA currently has it recorded. Currently this data is being reviewed and a new

map was released in May of 2011. This map will be open to public comment for some time before it will be adopted by FEMA as the representation of current conditions of the river and the potential for flooding in the area. Federal

mandates on grants and federal funds prohibit the City from spending public funds in a flood plain area.



2011 Preliminary Flood Data

New Town

- Floodway**
- Zone AE**
- Zone A**
- 500 Year Flood Plain**
- Zone X**

1 inch = 1,000 feet

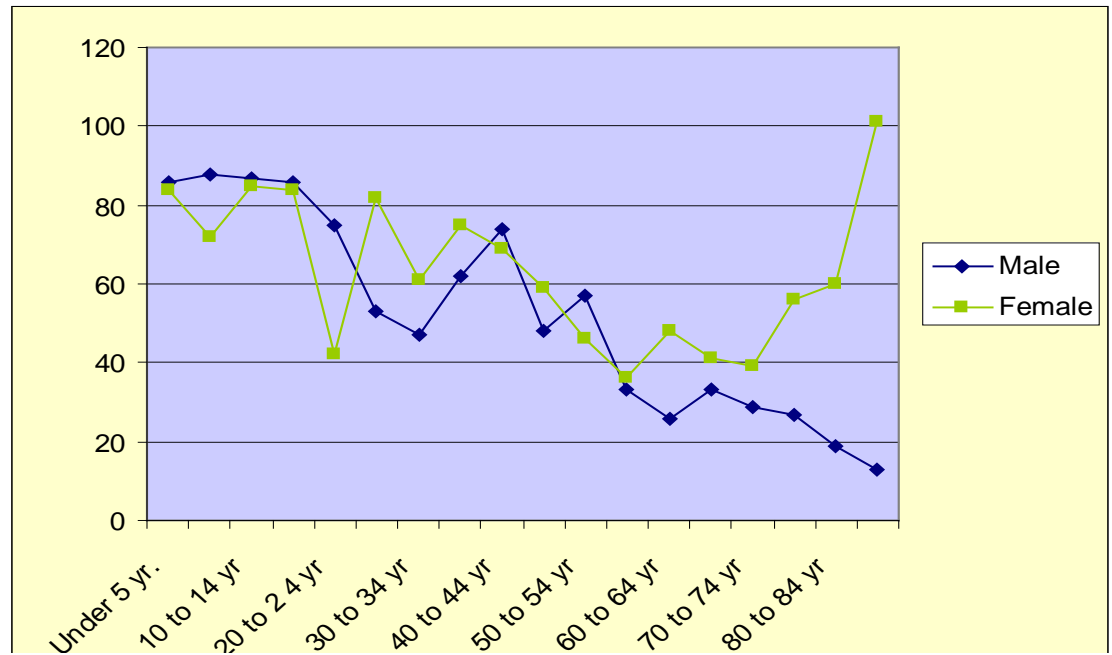
This map is created from a subset of flood data from the Montgomery County, Alabama Preliminary FIRMs, dated May 18, 2011. The flood data information presented in this map is subject to revision and should be used according to FEMA's Preliminary FIS Data policy. Please see FEMA bulletin "Floodplain Management Bulletin 1-98, Use Of Flood Insurance Study (FIS) Data As Available Data" for complete information on this topic.

http://www.fema.gov/plan/prevent/floodplain/fis_data.shtml

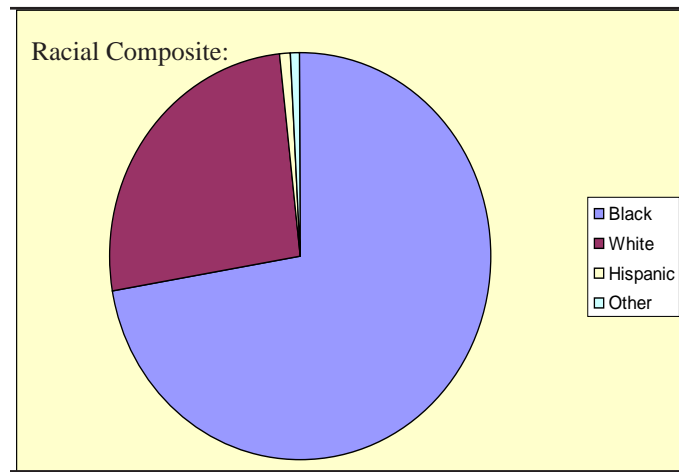
2011 FEMA MAP OF FLOOD PLAIN

Demographic Characteristics

Data from the US Census Bureau is used to illustrate population characteristics and changes in the population over time. The Cypress Creek Planning Area is in Census Tract 3, block group 2 and Census Tract 4, block groups 6 and 7. The 1990 US Census reported a population of 2293 persons, the 2000 census documented 2083, a decrease of 210 people (9.2%).



Gender by Age

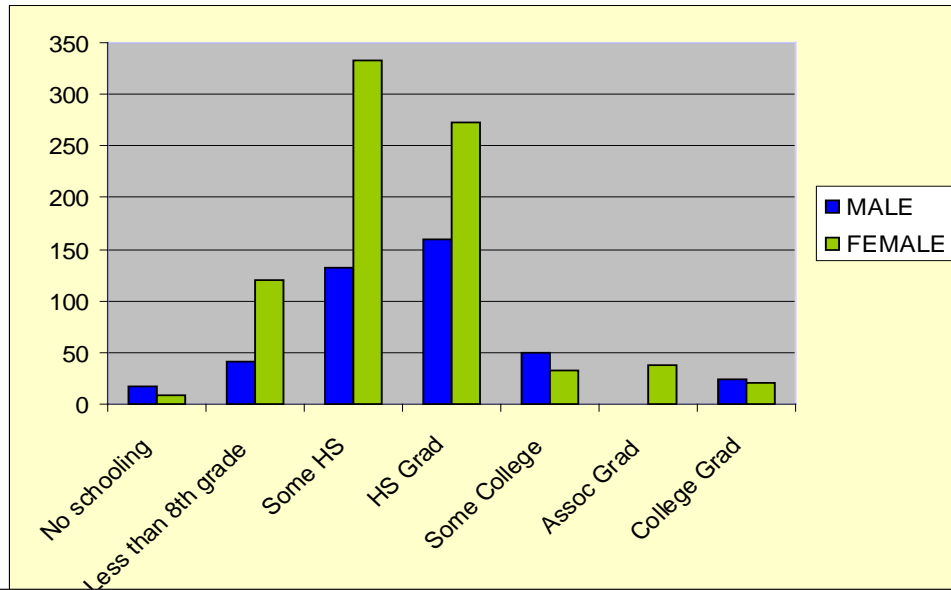


The racial makeup of the neighborhood has not changed. It remains today primarily a diverse mix of neighbors.

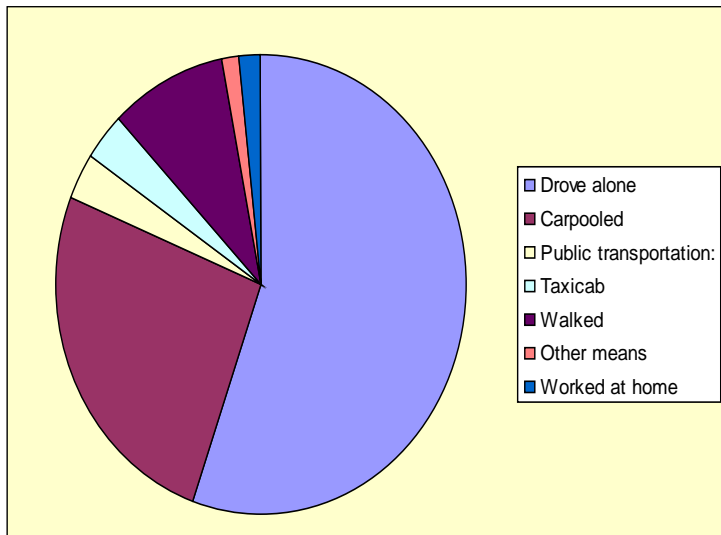
Gender by Age: The graph above illustrates population distribution of males and females by age. This shows that 29.1% of the neighborhood population are children ages 0-17, and 20.1% are 65 and older. This could be also interpreted that 49% of the area population may have some dependence upon adults 21 - 64. The percent of older neighbors is higher than the average seen in our city (11.8%) but this area has a retirement home near Upper Wetumpka Road. The percentage of youths is also higher than the city average (25.7%).

Census data recorded 728 households, 433 families, with an average family size of 3.4 people (city-wide average of 3.08). There were 867 housing units noted by the 2000 census and 728 (84% were occupied). Comparing the 1990 census with the 2000 data showed that more of the units (44.8%) were occupied by home owners than in 1990 (35%).

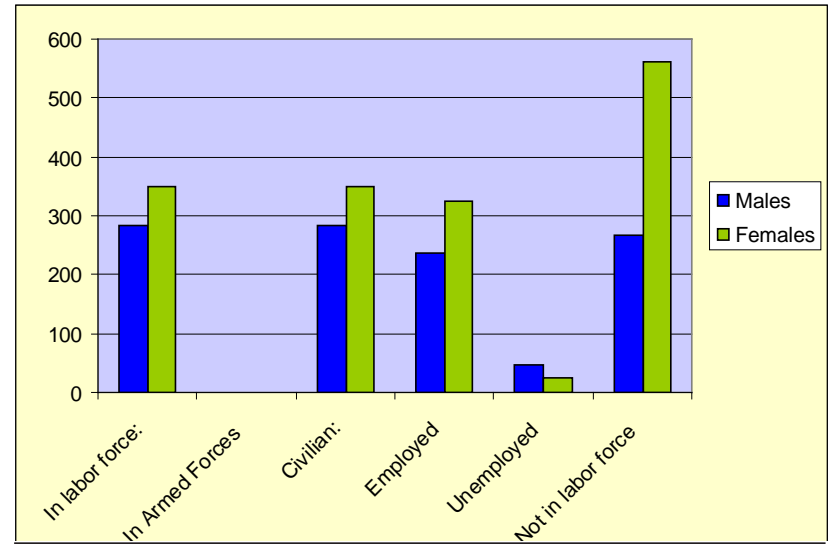
Education and Employment



Education Attainment by Gender for persons over 25



Mode of Transportation to Work



Employment Status by Gender

This data from the 2000 US Census looks at the education and employment data for the neighborhood residents. The median household income for this area is \$17,404. The educational attainment for persons 25 and older, top left chart, shows that 47.7% of the population has graduated from High School. This is below the City graduation rate of 83% and the national rate of 84%.

The chart on the top right, Employment Status by Gender, shows that 43.3% of persons 16 and older are in the

labor force, compared to the national average of 65%. However, the neighborhood had an unemployment rate of 11.2% which is higher than the national rate which is currently 9.1%.

Like most Montgomery residents, the neighborhood residents primarily drive to work. 57% of workers drive alone, 26.9% carpool, 3.4% ride the bus, 3.4% take a taxi, and 10% walk. Less than 5% of area workers can reach work in 5 minutes or less. The majority (65%) of workers require 19 minutes or more to get to work while only 5% travel over an hour to get to work.

From this data we can determine that few of the neighbors find employment within the planning area and many residents would benefit from additional education and training.

Housing

The initial survey by the City Planning Department included determining types of housing units (single family detached units, duplexes, triplexes, and other types of multifamily units) and observing the area housing stock to determine general condition. This observation was limited to visual inspection from the street. No inside inspections were done, only observation of the sides and front visible from the street.

There were five possible classifications for the condition of a structure: (1) indicates structure appeared sound and in good condition; (2) indicates a structure that required paint or minor repairs; (3) indicates a structure that needed major repairs such as serious roof damage or had significant sagging of normally straight construction lines which might indicate serious foundation or support problems; (4) was given to structures that appeared beyond repair and should be considered for demolition; (5) was given to a structure in the process of some type of renovation or construction.

These are broad, non-binding, non-legal descriptions used to estimate the overall condition of housing in the area. The data is used only to determine a degree of need for housing



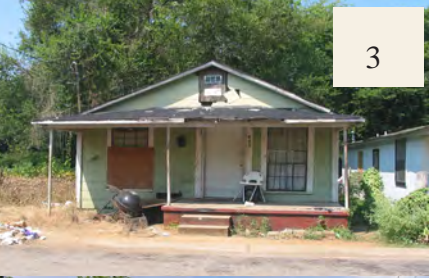

repairs in the area. The tables on pages 21 and 22 summarize the data from this study.

The Cypress Creek Planning Area has pockets of residential areas mixed with some commercial, manufacturing, and institutional uses. There are three distinct neighborhoods: New Town, Shawnee Heights and King Hill. There are housing units scattered throughout this planning area as well as a former neighborhood, Clisby Park, that has a few remaining homes.

A Charrette was done in March, 2010, to focus on housing needs within King Hill and the entrances into King Hill and Shawnee Heights. Another charrette will address the housing needs in New Town at a later date. The King Hill Charrette is covered by a separate chapter within this Plan.

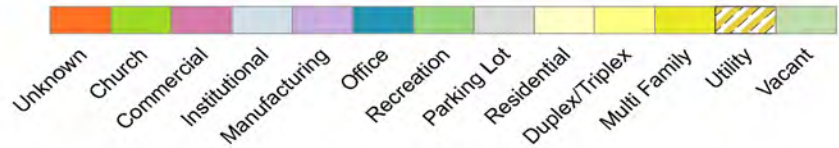
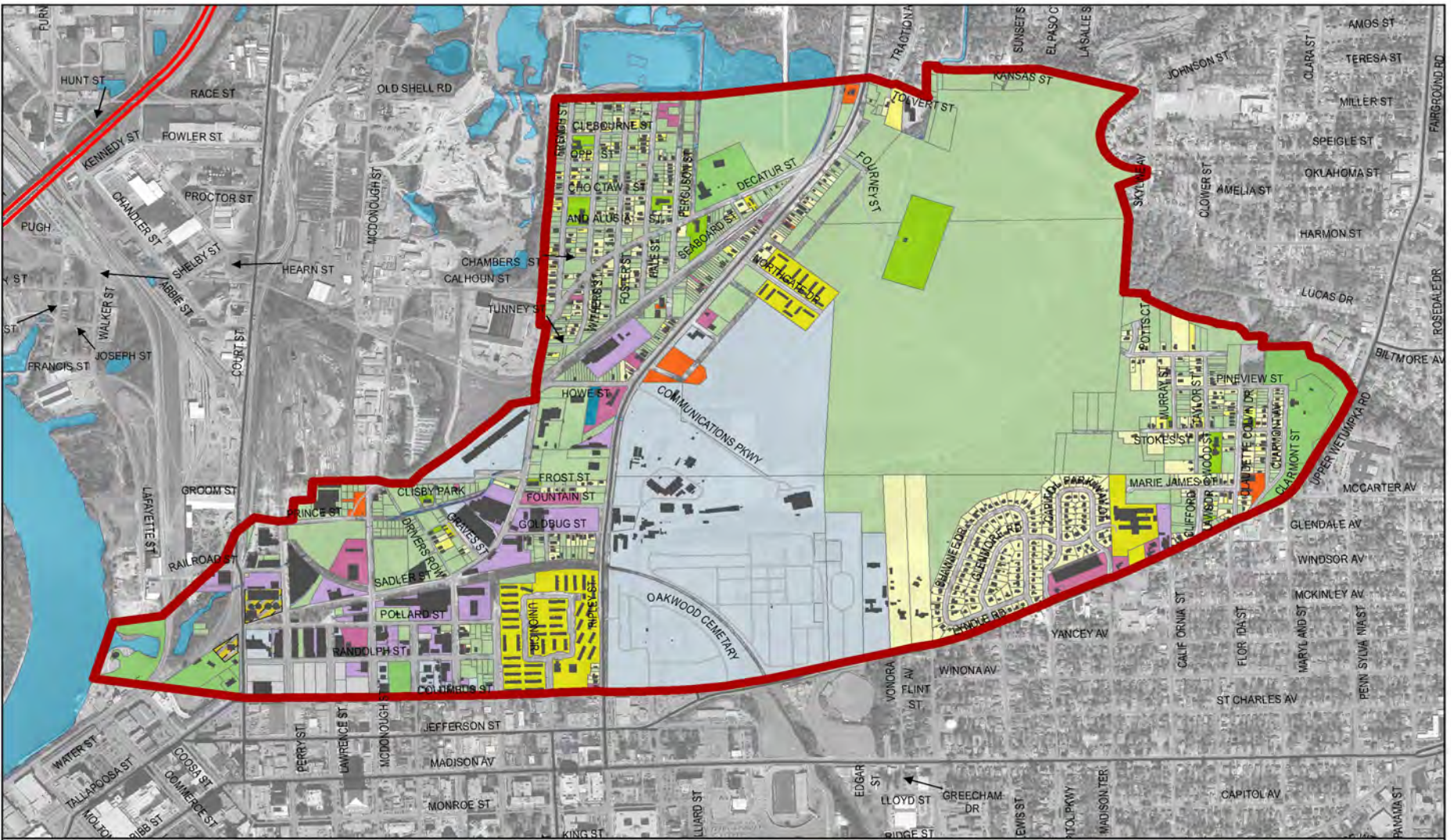
The Cypress Creek Planning area is contiguous to the downtown planning area and offers a supply of affordable housing that is important to the City. The City supports the restoration and rebuilding of these neighborhoods in recognition of their convenient location near downtown and central Montgomery, and the need for affordable housing for our citizens.



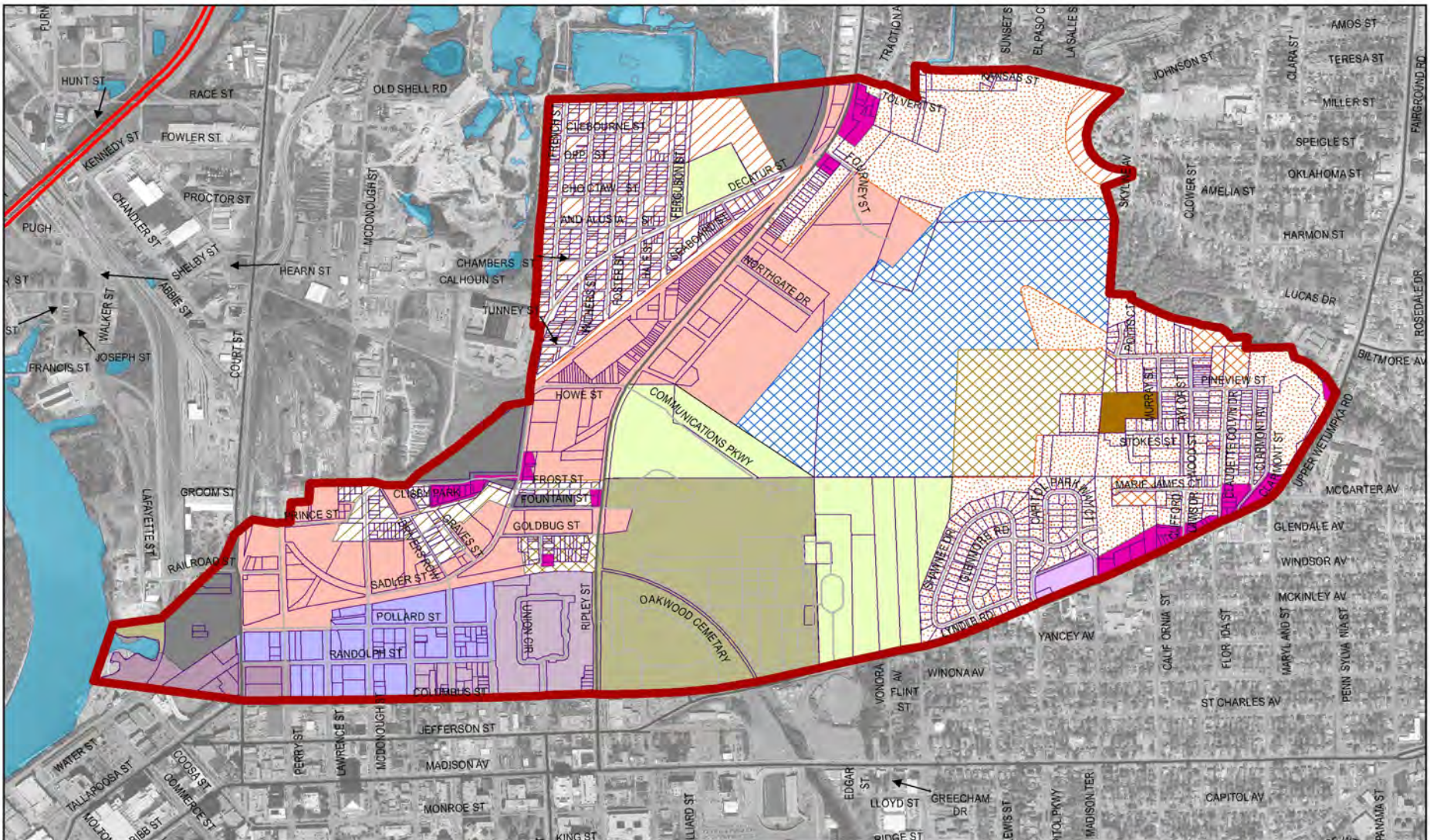
Structural Condition	Single Family	Duplex	Three or More Units	Total Multifamily	Total Units
 <div style="position: absolute; top: 10px; right: 10px; background-color: white; padding: 2px 5px; border: 1px solid black;">1</div>	188 (37%)	8 (11.8%)	195 (39.9%)	203 (36.4%)	391 (37%)
 <div style="position: absolute; top: 10px; right: 10px; background-color: white; padding: 2px 5px; border: 1px solid black;">2</div>	248 (49.5%)	44 (64.7%)	270 (55.2%)	314 (56.4%)	562 (53.1%)
 <div style="position: absolute; top: 10px; right: 10px; background-color: white; padding: 2px 5px; border: 1px solid black;">3</div>	53 (10.6%)	6 (8.8%)	24 (4.9%)	30 (5.4%)	83 (7.8%)
 <div style="position: absolute; top: 10px; right: 10px; background-color: white; padding: 2px 5px; border: 1px solid black;">4</div>	12 (2.4%)	10 (14.7%)	0	10 (1.8%)	22 (2.1%)
Total Dwelling Units	501 (100%)	68 (100%)	489 (100%)	557 (100%)	1058 (100%)




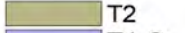

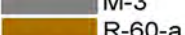










Observed Land Use Summary

Observed Land Use	# of Parcels Used	% of Parcels	Acres covered	% of Area
Single Family Residence	469	37.3%	86	9.3%
Multi-Family Residence	44	3.5%	38.7	4.2%
Commercial	14	1.1%	8.2	0.9%
Manufacturing	46	3.7%	55.4	6.0%
Institutional	18	1.4%	179.2	19.4%
Park/Recreation	21	1.7%	44.8	4.9%
Junkyard	12	1.0%	6.3	0.7%
Utilities	2	0.2%	3.1	0.3%
Vacant Building	91	7.2%	64.4	7.0%
Vacant Land	541	43.0%	438.2	47.4%
Total	1258	100%	924.3	100%



Cypress Creek Neighborhood Land Use Map



	B-2		M-1		R-60-m		T2
	B-4		M-3		R-65-d		T4-O
	FH		R-60-a		R-65-m		T4-R
	INST		R-60-d		R-65-s		T5

Cypress Creek Neighborhood Zoning

Commercial and Manufacturing Uses

The Cypress Creek planning area has two primary locations with commercial use. One along North Ripley Street has a few shops in a strip center (upper right picture) and the other is a larger group of shops on Upper Wetumpka Road (center picture).

Manufacturing uses are primarily located north of Pollard Street and along North Ripley Street. There is considerable railroad infrastructure on the west side of the planning area supporting heavy industrial use (bottom picture). There are numerous abandoned and vacant manufacturing properties and some junkyards that have been allowed to exist on former manufacturing sites. Clay and gravel pits are along the north and west edges of the New Town neighborhood.

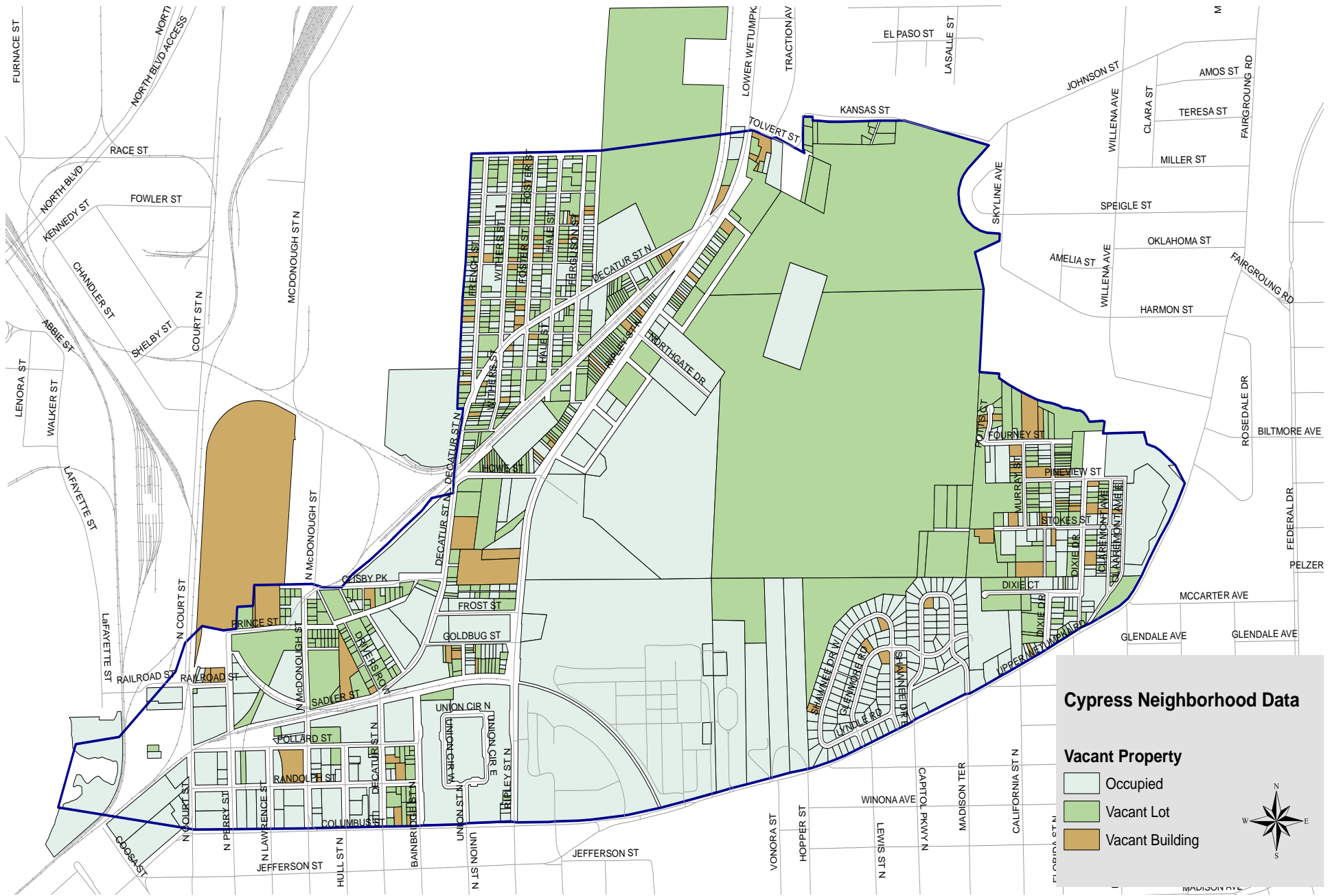
Cypress Creek Planning area has the land and infrastructure for redevelopment opportunities for both manufacturing and commercial uses. The rail infrastructure would be invaluable for attracting new manufacturing businesses.

One of the rail lines parallel to Decatur and North Ripley continues on to Prattville and Birmingham. If passenger rail is returned to Montgomery, this might become an ideal location for a Transit Oriented Development (TOD). TOD's are developments of relatively high density residential and commercial land uses that

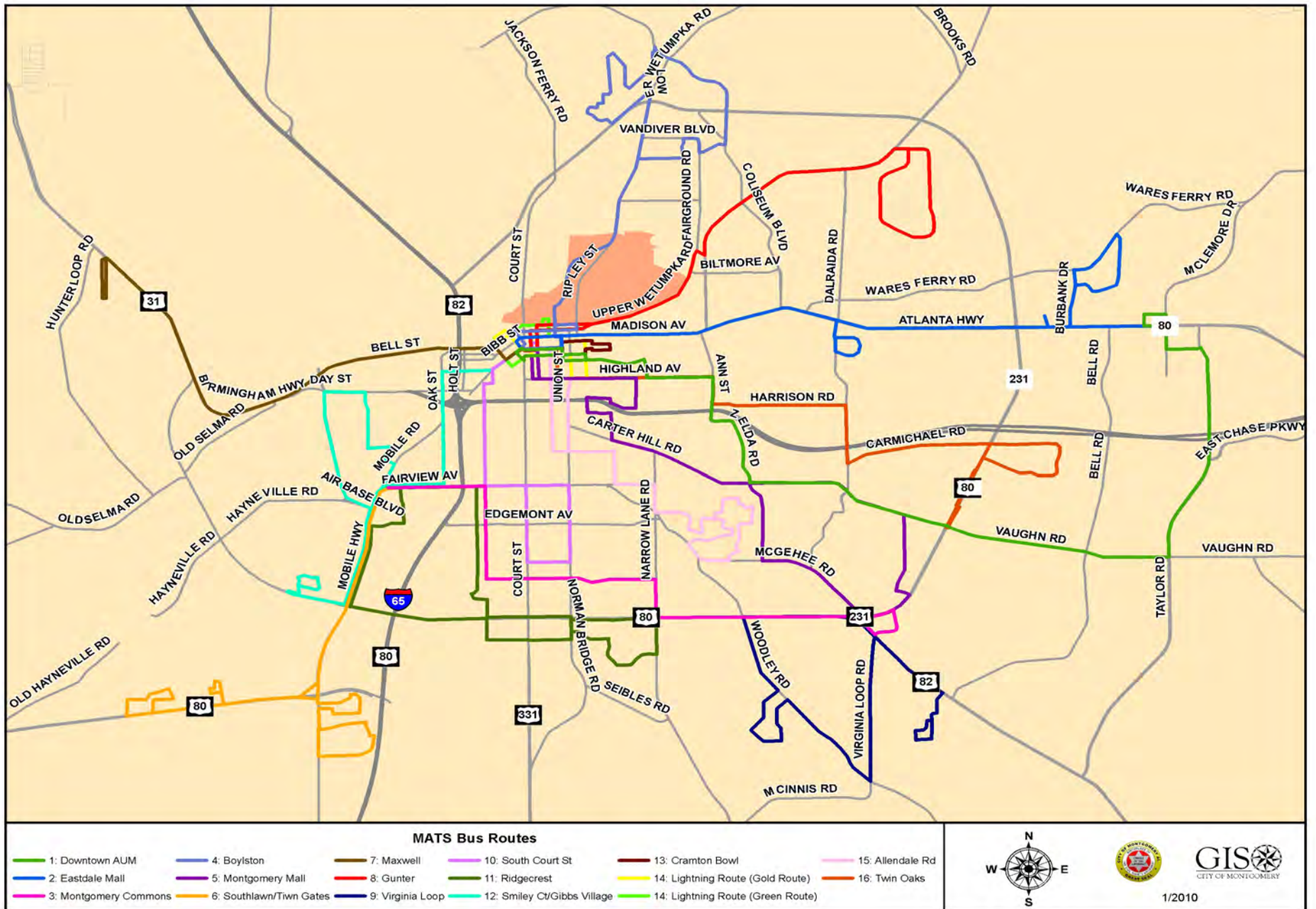
are located along a transit line. In this case, the development of residential uses might not be in the Cypress Creek planning area due to the flood hazard along this part of the rail lines, but it could be a stop on the way to downtown or facilitate travel to a proposed park involving the Cypress Creek and Pond system.

Currently the population density is very low in this neighborhood, but as it increases, more businesses will develop. Commercial development may also expand along Upper Wetumpka Road, as this is a gateway for several neighborhoods and has the highest traffic counts in the area. City buses have regular routes that run on Upper Wetumpka Road and North Ripley/Lower Wetumpka Road..





There are 407 acres of vacant land (Cypress pond area covers almost 270 of these vacant acres) and 64.4 acres with vacant buildings in this area. This indicates opportunity for development and redevelopment.



Map of City transit system. Cypress Creek Planning Area is shaded in orange. Transfer station for the system is located downtown in the Intermodal building.

Existing Public Facilities and Services

The Cypress Creek Neighborhood Planning Area has some unique public facilities as well as a large natural area that offers tremendous potential for preservation of a remarkable habitat for animals and plants, as well as offering recreational and educational opportunities. The Cypress Creek and pond/swamp area is a gorgeous, natural wetland that could be enhanced to protect Cypress trees, numerous birds, animals, and plants, as well as providing walking trails and an educational center.

Oakwood Cemetery is located in this planning area. Oakwood Cemetery, the final resting place of Hank Williams, is one of the top ten visitor attractions in Montgomery.

The City lot, parts of Old Alabama Town, the Riverfront Stadium, the Police Department



King Hill Community Center and recreation facilities on Clarmount Street

and City Courts are all located in close proximity to the Cypress Creek Neighborhood.

There are public parks available on Clarmont Street and next to the Landmark's office at 451 Columbus Street. There are units of public housing in this area at Trenholm Court, along Columbus Street.

The children living in this area are served by the Montgomery County Public School system and the numerous private schools in the City. The planning area residents are zoned for Highland Gardens Elementary school. Residents of New Town attend Goodwyn Junior High; Shawnee Heights residents attend Houston Hills Junior High; King Hill residents attend Capitol Heights Junior High. All residents are zoned for Lee high School.



Public Park and playground facilities on Columbus by Landmark office.



Photo of Hank Williams grave, from Kim Shockey media photos, kimshockey.com



A ridge at the edge of Cypress Pond, showing the topographic diversity in the area

Utilities

The Cypress Creek Planning Area is served by Alabama Power, Montgomery Water and Sanitary Sewer, and Alabama Gas Corporation. These are private entities and service must be arranged through the utility provider. Montgomery Water bills for the sewer and garbage pick-up, though the Sanitation Department of the City provides residential garbage collection. The Sanitation Department also provides each residential customer with a rollable trash container. Properties zoned other than residential must contract with private garbage services.

The City of Montgomery Sanitation Department has curb side garbage pick up twice a week, one day a week curb pick up of leaves, branches or other yard refuse, and will pick up, upon a call-in request for special items. In addition, twice a month the Sanitation Department places vehicles at area schools to receive any kind of refuse that people will take to the site for disposal. There is also a recycling program that has designated drop-off locations across the City, or recyclables can be taken to the twice monthly school pick-ups.

Public Safety

The City of Montgomery Fire Department serves the city with 16 Class-A Pumpers, 6 ladder trucks, 6 paramedic trucks, 2 Hazardous Materials Teams, and a heavy rescue truck. Additionally, the City maintains a ISO Class 2 rating which assists homeowners in obtaining low fire insurance rates. Three fire stations are from 1.3 to 1.6 miles from the neighborhood and would respond to calls from the area (the Holt Street Station, Lower Wetumpka Road Station, and the Biltmore Station).

The City of Montgomery Police Department provides several services to the City at-large and for the Capitol Heights Planning Area. Eight divisions support these efforts and include: the Administrative Division, the Community-Oriented Policing Division, the Detective Division, the Juvenile Division, the Patrol Division, the Planning and Technology Division, the Special Operations Division, and the Training and Recruitment Division.

The Police Department also sponsors two programs, the “Citizens Police Academy” and the “Volunteers in Police Service” to build trust and respect between the department and citizens. The “Citizens Police Academy” consists of a 10 week series of classes held on Tuesdays from 6 pm to 9 pm. Topics covered include: criminal investigations, patrol operations, communications, crime prevention, and the functions of

the courts. After completing the course, participants have a working knowledge of the City of Montgomery Police Department’s personnel and policies. Another program to assist the Police Department is called “Volunteers in Police Service” (VIPS). This program allows volunteers to work as partners with police personnel to free up officers for higher priority duties. These volunteer duties may include administrative work, neighborhood patrol, school patrol, and special event staffing. Each volunteer uses a distinctively marked patrol vehicle while fulfilling some of these duties.

The Police Department is always willing to work with residents of any neighborhood in order to address any crime or traffic issues and to help establish the Neighborhood Watch Program.



The Neighborhood Plan

Neighborhood Plan

Neighborhoods are the building blocks of healthy cities and towns. Neighbors know each other and take special pride in their homes and community. In a well designed neighborhood the residents can walk safely to nearby shopping, schools, and parks. Public facilities serve as points of interest and provide a variety of activities for the area. A broad range of housing options allows a mix of family sizes, ages, incomes, and cultures to live together. Transit service convenient to the neighborhood helps users reach jobs and connect to the larger community. Using traditional zoning or SmartCode with New Urbanist theories will allow planners, residents, and property owners to guide future development in the direction residents desire for the area.

It is important to remember that a strong community has multifaceted components. The following strategies should be considered as working together and not any one specific topic stands alone, nor is there only one issue of importance to a community. The Cypress Creek Neighborhood Planning Area has suffered from disinvestment over the years and is in need of redevelopment. Preservation of natural resources will also be important in this area.

The Cypress Creek Neighborhood Plan addresses the concerns and desires of the citizens

as expressed in a series of community meetings held in various locations within the neighborhood. These concerns and goals were used to develop objectives with strategies for implementation to achieve the community goals. Short, medium, and long range suggestions toward which the community should work are listed at the end of this plan in the Implementation section. There are suggestions for measuring the outcomes of the various projects in order to evaluate and reassess as necessary. Implementation needs to be evaluated with the stated goals in mind so progress may be tracked, or to rethink strategy if the goals are not being met.

The following outline itemizes important aspects of community life. Some elements are included only to stress the need for continued success with these endeavors. Many communities do not have the organization and committed leadership that is apparent in other areas. This is the first, and one of the most important tasks, for most neighborhoods to develop in order to begin any implementation of goals. The strategies for the Plan are divided into the following seven categories:

- Community Organization
- Economic Development
- Education and Training
- Housing
- Land Use/Zoning
- Preservation of Natural Resources
- Public Safety

Community Organization:

- Develop community organizations
- Cover area with Neighborhood Watch
- Encourage development of community leadership
- Build community goals together and form committees to facilitate implementation
- Establish community gardens
- Monitor and evaluate implementation of community goals

Economic Development:

- Redevelop commercial and industrial areas
- Use existing vacant manufacturing creatively to attract new activities
- Increase number and diversity of businesses and services in the area
- Protect and develop Cypress pond area
- Consider urban agriculture

Education and Training

- Encourage youths to stay in school
- Vo-Tech or appropriate training for people not desiring to attend college
- Job training center
- After school programs for youths

Housing

- Rehabilitation for housing that is not in good condition
- Increase occupancy rates
- Maintain affordable housing

Land Use and Zoning

- Mixed-use zoning along North Ripley to allow both commercial and residential
- Encourage manufacturing uses to take advantage of railroad capacity in the area
- Think Regionally in terms of Cypress Creek development
- Zone to encourage conservation to protect Cypress creek, pond and swamp
- Enforce zoning to clean up areas that have become junk yards

Public Facilities

- Need to increase park and recreation opportunities
- Moderate to large scale urban agriculture
- Residents report need for sidewalks
- Educational and recreational use of Cypress Creek system
- New Town needs evaluation of sewers and storm drainage

Public Services

- Help address drug and crime problems
- Crosswalks to facilitate pedestrian activities along N. Ripley Street and Upper Wetumpka Road

The neighborhood meetings identified the assets, liabilities, opportunities and constraints that led to the enumeration of the above strategies. Over one hundred people attended the initial meeting and all seemed to be very interested in the area and were positive about the potential for the future.

The presence of Cypress Creek pond and

swamp is a tremendous asset for the area. This needs to be protected, preserved, and developed into a sustainable recreational and educational natural area. Visitors would be encouraged and the natural areas would be preserved as a habitat for the native Cypress trees, rare birds, creatures and plants that find a home in this environment. This should be a public/private partnership to insure the best development for the area that is possible and will in turn raise land value and standards of living for the whole area.

The City of Montgomery has committed the time and resources that it has to offer to help the neighbors meet their goals. The Planning and Development Department is committed to helping define an action plan for approaching each strategy and helping with implementation. The following section will outline numerous suggestions for implementing each goal. It will be necessary to evaluate the process frequently and measures will be suggested to help with evaluation.



View of a bluff in the Cypress Creek and pond area.

Community Organization

People are a community's best asset. The strength and sustainability of any community's growth is spearheaded by the people. In order to maintain and support the community, many people will be needed for numerous roles. Historically it has been grassroots movements that have truly made a difference in people's lives and has forced policy change.

The Cypress Creek area currently needs more community organization to unite neighbors behind a common goal and to work on specific projects. This would be one of the first goals for implementation of the Neighborhood

Plan. BONDS (Building Our Neighborhoods for Development and Success) is a Montgomery organization devoted to helping neighborhoods across Montgomery form organizations to bring the neighbors together for social activities. BONDS also functions to address neighborhood issues that help the neighborhood grow stronger, solve problems and find resources to address issues that can't be resolved by an individual.

BONDS helps neighborhoods set goals and has numerous opportunities for community education. They also bring together neighborhood leaders from all over the City to share their experiences and successes so that others can appreciate the variety of things a neighborhood organization offers to each neighborhood. Their office is located within the City's Planning and Development department, can be reached at 334-625-2207.

The Neighborhood Organization helps build a neighborhood identity which promotes pride in the area as well as making neighbors

feel more a part of the area. This can extend to safety as people who know each other will help look out for each other. When folks feel a part of their area, they feel more at home.

- Establish and maintain neighborhood organizations. In this Planning Area, since it is so large and has some connectivity issues, it would probably be best to form at least two or three organizations: one could be centered

in the New Town area, west of Ripley/Lower Wetumpka Road, another could focus on the Shawnee Heights area. and the third in King Hill where a strong neighborhood organization has been formed

- Every effort should be made to encourage neighbors to participate together to make a great community team.
- A Neighborhood Watch is a valuable program to establish. The Montgomery Police Department works with each neighborhood to make this work. This is an important link for crime protection for the area. Signs are posted to let everyone know that there is a Neighborhood Watch at work in the area. This is a definite deterrent to crime.

- While building membership and leadership in the community, please remember

this is to be a long term organization for the area and it will need many leaders and members through the years to sustain the neighborhood. So please be inclusive, nurture all members, encourage all neighbors to participate and share the tasks and the fun.

- Build neighborhood identity with the projects, programs and goals selected by the neighbors. Neighbors could design or select

“Never doubt that a small group of thoughtful, committed citizens can change the world. Indeed, it is the only thing that ever has.”

Margaret Mead

an existing design or logo to represent the area and this could be posted in the neighborhood to let visitors know they are entering a special place.

- A Community Garden or Park might be an example of something residents would want to work together to create.
- The Neighborhood Organization would help tremendously with Plan implementation and would act as a monitor for various steps in the process, as well as taking on many responsibilities for accomplishing the actual project.



Fair Park



Florence Park



Kendall Whittier



Lewis Crest



Lewiston Gardens



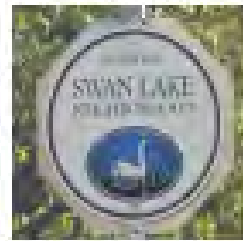
Riverview



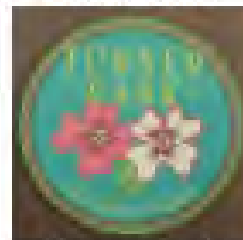
Rivewood



Sunrise Terrace



Swan Lake



Turner Park

Some Neighborhood signs seen around Montgomery:



A wide variety of neighborhood signs:



Brady Heights



Economic Development

The Cypress Creek Planning Area has some unique characteristics and opportunities for economic development and redevelopment. The area has numerous rail lines and spurs that provide the infrastructure for a wide variety of industries. This is a valuable incentive for recruiting new companies that could provide jobs as well as tax revenue for the City. There are recreation, education, and commercial opportunities in the area as well.

Goals for economic development:

- Recruit additional industrial entities that would enrich the area. Examples: glass recycling company that would collect, refine, and reuse glass; company to recycle tires into flooring, carpeting, or other useful products; focus on any of the aspects of alternative energy or recycled building supplies.
- Use the existing vacant manufacturing buildings creatively along with the commercial buildings to develop products and services that compliment each other. Develop the potential of positive externalities that could lead to a thriving business, keeping in mind there are railroad sidings in the area that can be utilized. Recycling industries

might be a good suggestion. Not just compacting metal scrap or plastic but actually utilize the scrap for manufacturing things like frames for houses. Recycling is an industry that has great potential and benefits for the future.

- Increasing the number and diversity of businesses and manufacturing in the area. This would help meet residents needs locally, but would also provide numerous employment opportunities for a larger area.
- Preserve and enhance the existing Cypress Creek and Pond area. Preserve this valuable wetland to enhance area water, provide natural habitats for numerous plants and animals, and manage the area for sustainable recreation. An educational nature center connected to walking trails would draw school children, families, and tourists to the area.
- Explore possibility of a TOD (transit oriented development) either with fixed route, rapid transit bus or eventually this could be a stop along a light rail commuter route. The tracks that are located parallel to North Ripley connect to interstate routes north and south of Montgomery. Years ago Montgomery did have passenger rail service and hopefully this could be restored in the future.



Education and Training

As noted earlier, the graduation rate for the area is lower than that for the City of Montgomery. Residents might benefit from opportunities for training in order to obtain better paying jobs. Goals for this strategy include:

- Encourage youths to stay in school. Education and training are generally keys to future jobs.
- The area may need after school programs for children in order to help them stay in school, obtain better grades and help to keep youths safe and away from the drugs that neighbors reported as being too readily available in the area.
- Vocational and technical training should be encouraged for incorporation into the public school system as many people do not wish to attend college. These classes are valuable for obtaining future jobs.
- A job training Center would benefit the entire City as well as this neighborhood. The numerous vacant manufacturing buildings and the existing transit connections provide necessary infrastructure to support locating such a facility in the area.

In order to encourage or even provide a financial mechanism for supporting individuals during training, it might be possible to set up some local co-ops with local employers. The idea behind these co-ops would be to provide job skill training part-time and work opportunities part-time until the necessary skills are completed in order to maintain a full-time job.

Montgomery has both technical schools as well as colleges that offer a variety of knowledge and skills necessary to obtain jobs that would pay a living wage. A living wage is defined as a salary that is high enough that a person can afford suitable housing and pay their bills while having only one job. Many people in Montgomery today are unable to make more than minimum wage which does not adequately pay for basic needs.

One suggestion would be to create a Vocational Center that would explore options with local employers and local schools in order to establish a successful training program.

Housing

Housing goals focus on improving current stock and creating additional homes in order to encourage more people to live in the area. Increasing the number of residents in the area would also help secure a grocery store and other services that area residents requested. Increasing the area population also helps some of the economic goals.

- Rehab the area houses that need repairs. The City Planning and Development Department (334-625-2997) receives Community Development Block Grants from the federal government (the Department of Housing and Urban Development) and this grant money may be applied to repairing homes. The government sets strict standards as to using this money and currently the City has a waiting list of houses that qualify for this program. In addition, Alabama State also receives federal monies to rehab homes and their program may be available for grants as well. Interested residents may call ASU program at 334-229-6974)
- Increase occupancy rate and build new houses to increase population. The current residents should be encouraged and helped to maintain their property. A neighborhood Organization can help by scheduling vari-



Above: a Lynn Taylor, 'TaylorMade' design, has charm and retains historic look of the area

ous activities and help days for cleaning up areas that require attention. In areas where homes have been torn down, new units that are compatible to local design should be built.

- As in all of our neighborhoods, it is important to protect the affordability of housing. There are numerous ways to do this, but a commitment should be made to insure area housing is suitably affordable. One method of attaining this goal is to establish a Community Land Trust. The City of Montgomery is currently studying this increasingly popular tool for providing affordability.
- TOD (transit oriented development) between Ripley and Decatur (illustrated on page 38), or along Upper Wetumka Road would offer a slightly higher density of residences as well as retail and office space. This would help support retail presence in the area.



TOD illustration from the San Francisco TOD Book



The drawing on the left illustrates how a Transit Oriented Development (TOD) could benefit the New Town/Cypress Pond area. The rails and street infrastructure are existing features. The railroad tracks currently carry freight only, but this line is a major line that connects to intra- and inter-state lines. If passenger travel was added to this line, this location could become a viable TOD.

The buildings on the southeast side of North Ripley have been proposed as multi-family dwellings and would be adjacent to Cypress Pond and Park. The buildings drawn in the irregular triangle shaped land between the tracks and North Ripley Street contain a mix of commercial, office, and residential options that would maximize the TOD potential. Other buildings, outlined in purple indicate industrial use to take advantage of the existing railroad spurs. These industrial uses would not be offensive, but would offer employment to the local neighborhoods as well as to surrounding communities.

There is a small parking lot on the New Town side that would offer park-and-ride options for area residents wishing to take the train or existing bus services to other locations.

This TOD is not currently possible, but due to the work of the Army Corps of Engineers to diminish flooding from the Alabama River by building dams, levies, constructed wetlands and installing culverts, the area is now under study by FEMA to re-evaluate the flood hazard conditions. It is expected that within 5 years FEMA will take the New Town area out of the current AE flood plain. The TOD can only be considered once the flood plain hazard is removed. This is included for consideration in this plan because of the high probability that FEMA will change the flood designation which would make this an ideal development for the area.



Residents from New Town have expressed a desire to have a landscaped sign at the east and west entrance into New Town on N. Decatur Street. Both entrances need some attention from Traffic Engineering and also road work to make each entrance easier and safer to maneuver. The west side entrance may need some repairs close to the railroad tracks. Both entrances have potential for creating a very attractive sight as one approaches New Town.



Land Use and Zoning

Land use and zoning concerns how the land should be used to optimize future potential for growth and prosperity of the area. City government determines this and sets the standards in the local Zoning and Sub Division Regulations for a city. Changing zoning allows for new uses of the land. This Plan recommends few changes in the overall land use, but makes the suggestion that mixed use be allowed along North Ripley and Decatur Streets to allow residential units on the second floor, above a retail or commercial use on the ground floor.

Zoning changes are first requested through the Planning Commission and then must be approved by City Council. This Plan will not change any zoning, but will suggest that, upon request by a private agent wishing to redevelop part of this planning area, mixed zoning is appropriate. Including these suggestions in the Plan indicates that residents are not opposed to those specific changes. The map on page 40 has the suggested mixed-use parcels zoned as B-1-a and B-1-b, which are both represented in shades of pink.

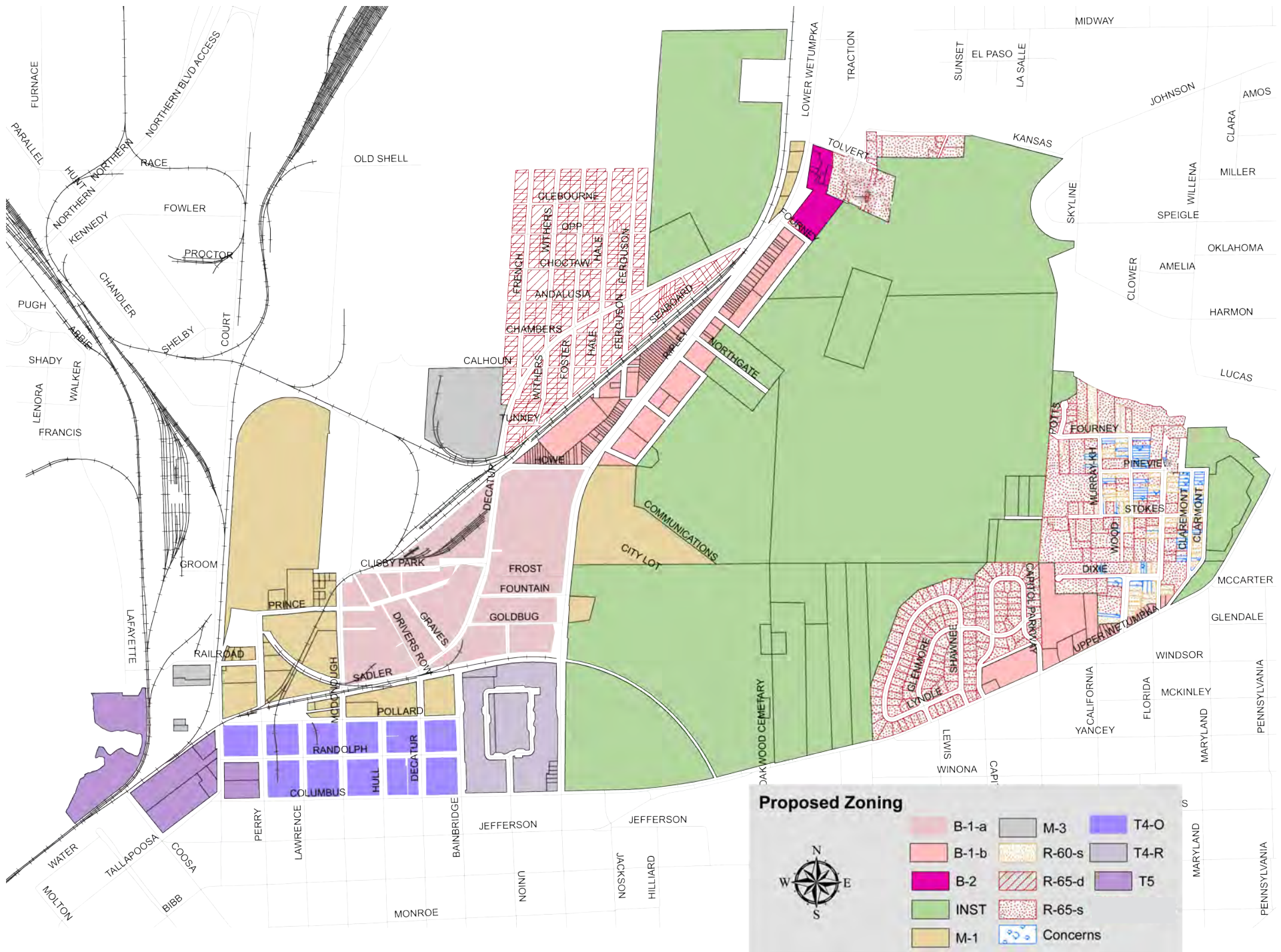
- The City of Montgomery received a grant from US Department of Transportation (2009) to do a feasibility study for returning passenger rail service to the City. The corridor under study includes the tracks along N. Decatur and N. Ripley. If passenger

train travel is returned to this line, a Transit Oriented Development (TOD) could be an appropriate choice for land along N. Ripley given the proximity of residences, jobs, and the Cypress Creek Nature Preserve. TOD is development centered around transit opportunities (rail, bus, auto, bicycle and pedestrian) with a mix of residential, office and commercial uses in close proximity.

- Allow mixed-use (commercial and residential) along specific blocks of North Ripley, Upper Wetumpka and Decatur Streets. This will offer opportunities for people to live closer to stores, or even live above their own store if they so choose. This will increase the overall housing unit density and eventually make it easier to support more local retail that the neighbors requested during public meetings.
- Encourage manufacturing in areas that will maximize the availability of the existing railroad capacity and proximity of appropriate infrastructure. Few areas have this potential, and it would be smart to use this to its best advantage. Manufacturing jobs generally pay higher wages than retail jobs.
- Cypress Creek/Pond should be part of a regional effort for preservation and economic development, so zoning and land use strategy should be flexible to respond to plans on a larger scope than a Neighborhood Plan.
- Zoning in this area also must be responsive to the needs of a healthy watershed. This is

an important natural resource for the entire City and region. Use of the protected area is possible with considerations of environmental protection guiding extent of use.

- Enforce existing zoning to clean up some junk yards in the area. It might be possible to work with the various owners of these junk yards to consider some mutual spot on which to consolidate this material instead of spreading it all through this planning area.
- Zoning can be used to provide conditions that support affordable housing.
- Zoning should be used to protect potential homeowners from purchasing homes or land to build homes that may be in a flood plain. The river has a flood zone that is updated every few years by FEMA to determine and predict possible flooding conditions. This most recent report (page 17) indicated the threat from flooding will for the New Town area will be slightly increased. Owners of homes in a flood plain are required to purchase flood insurance which can make the cost of living in these areas much higher. Pending the FEMA study of the area that was begun in 2011, this report will remain in effect for the area.
- Zoning may be written to allow neighborhoods to have a community garden, or zoning can deny the ability to have these.



Proposed Zoning

The rationale for the proposed zoning map was to maximize the potential of the area's infrastructure and resources. Historically this area had extensive manufacturing uses as the presence of numerous railroad and rail spurs attest. Today a majority of those active manufacturing businesses have been closed. But this does not mean the future will not see a renaissance of new manufacturing processes that will be fortunate to have such valuable infrastructure in place.

Considering the national interest in green industries and adding value to recycled materials, these could easily be very productive uses for the future and provide jobs that would pay living wages (living wage is defined as minimum hourly wages necessary for an individual to meet basic needs, including shelter and other incidentals such as clothing and nutrition).

A Transit Oriented Development (TOD) is suggested along North Ripley because of the presence of rails that may again carry passengers, and the major road that passes north/south through the area connecting other towns and neighborhoods to downtown Montgomery. The New Town neighbors would be within walking distance and residents farther out could park and ride to their destinations. A TOD contains a mix of uses from manufacturing, retail and office as well as residential and the use of B-1-a

and B-1-b would allow this development.

Cypress Creek and pond offer an amazing natural area for recreation, education and preservation. This area is scheduled to have a planning charrette in August, 2011. Planning, policy, and regulations will be necessary to utilize the area as a regional park, but also provide for conservation.

New Town, Shawnee Heights and King Hill neighborhoods will be zoned primarily as residential properties. Properties along neighborhood boundary roads, such as North Ripley and Upper Wetumpka Road, will have zoning to allow for commercial and office property.

FEMA has undertaken a study of the Alabama River to evaluate the flood status of New Town. Currently New Town has a FEMA flood plain designation, but the Army Corps of Engineers has worked on remediation projects such as dams, levies, and installation of box culverts in order to prevent flooding in the New Town area. Once FEMA has completed the studies, they will release a report stating the status of the flood plain and there by determining New Town's ability to grow as a residential area.

Shawnee Heights is a complete, built-out housing area. There will be no zoning changes for the Shawnee Heights neighbor-



hood.

The King Hill Neighborhood had one charrette to determine future plans and in August 2011, there will be a housing meeting to determine the types of housing best suited for that neighborhood. One constraint for this area's housing is due to an abundance of sub standard sized lots (see parcels marked on map above). Almost one third of King Hill parcels are from 12.5 - 37 feet wide, the majority of these are only 25 feet wide. Current zoning would allow only townhouses or garden homes.



Implementation

IMPLEMENTATION CHART

COMMUNITY DEVELOPMENT

GOAL	STRATEGY	RESPONSIBILITY	OUTCOME	MEASUREMENT
Establish and maintain an inclusive Neighborhood Organization	Invite all neighbors to be a part of strengthening their neighborhood	Neighbors, any existing organizations, BONDS, City Staff as needed	Community becomes closer knot; stronger ties to the community	Neighborhood Organization is established and grows in size
Maintain a Neighborhood Watch program	Neighbors look out for each other	Residents working with the Police Department	Neighborhood is safer, residents feel better as they look out for each other	Increase in reporting of crimes, eventual decrease in number of crimes
Build a strong neighborhood identity	Design a sign or logo to represent the unity of the neighbors	Residents, school children, churches, City Staff as needed	Stronger identity builds positive feelings for the area	Variety of positive signs: area becomes cleaner, more inviting, more people move to area, signs, flags, or logos visible in the area for all to see and know there are active, engaged residents
	Plan socials, interesting topics for growth or change, or any meeting that would bring neighbors together	Initial leaders among the residents wishing to start an organization	More neighbors join making the area stronger	
	Maintain a community garden	Residents, City Staff, other interested volunteers	Benefits from shared jobs, have fresh food and flowers to enjoy and sell	Successful garden is planted, maintained, and enjoyed by residents
	Monitor and evaluate implementation of goals	Residents, City Council Rep, City Staff, land owners	Goals are prioritized and plan is actually implemented by residents	Goals identified in the Plan are being accomplished

IMPLEMENTATION CHART

Economic Development

GOAL	STRATEGY	RESPONSIBILITY	OUTCOME	MEASUREMENT
Retail and services for the area	Use existing infrastructure wisely to develop a plan for manufacturing and commerce; explore New Market tax credits	Public and private partnerships will be needed	Redevelopment of the commercial areas	Presence of new stores and services in the area
Increase diversity of manufacturing and commerce in area	Regional appeal of existing infrastructure is optimal location for numerous enterprises; New Market Tax credits	Public and private partnership will be needed	Fill vacant buildings with viable companies, increased job opportunities, more people move into the neighborhood	Fewer vacant buildings
Utilize the potential of the Cypress Creek System	Use the proximity of Cypress Creek to this neighborhood's best advantage for attracting tourists and businesses	Public- private partnerships; Marine Corps of Engineers	Increased opportunities for education, jobs, recreation, and preservation,	Environmentally sensitive development along and increased use of the Cypress Creek system
Creative use of vacant land	Use existing vacant land for an urban farm and possibly a co-op business	Could be a neighborhood business; public, private partnership; City staff as necessary	Vacant land will be put to good use; attractive and productive farm will attract new residents to area;	Farm is constructed and crops planted

IMPLEMENTATION CHART

Education and Training

GOAL	STRATEGY	RESPONSIBILITY	OUTCOME	MEASUREMENT
Raise educational attainment percentages, youths need at least high school degree	Encourage youths to stay in school	Parents, friends and neighbors of area children; County School system	High School grads and college grads usually have better jobs	County School Board statistics
Keep youths in school; graduate all students	Establish after school tutoring, study, and recreation programs	Parents, school system, Boys and Girls Club, churches, public and private efforts	Youths graduate from school; have healthier activities; find suitable jobs	County School stats; greater participation in various programs by area youths
More training opportunities for area youths	Encourage more access to vocational and technical training	Alabama post-secondary school system; public and private partnerships	Increased opportunities for training for jobs with more than minimum wage	Utilization of training opportunities; over time, area average income will increase
	Establish a Job Training Center in the area	Alabama post-secondary school system; public - private partnership	Establishment of a new business in the area for training - (this could serve as an economic development tool as well)	Job Training Center up and running

IMPLEMENTATION CHART

HOUSING

GOAL	STRATEGY	RESPONSIBILITY	OUTCOME	MEASUREMENT
Improve the condition of area housing where needed	Use existing programs to secure help as needed (ASU, City, Habitat, and Rebuilding Together, etc)	Individuals, property owners, but City staff can help suggest resources	Housing conditions are improved; neighborhood gets 'face lift'	Improvement is visible as one goes through the neighborhood; in time this will attract more residents to live in the area
Increase area population; utilize vacant properties	Reestablish the charming quality to the area with clean-ups, home repairs, area beautification	Neighbors, property owners, and public-private partnerships	More people will move to the area; vacant properties will become occupied	Number of vacant properties will be reduced
Area is a source for affordable housing	Use contextual zoning to guide infill development; establish a Community Land Trust	City Planning staff and Planning Commission	Area remains a place to find homes for variety of incomes	Adoption of appropriate zoning; housing prices remain affordable

IMPLEMENTATION CHART

LAND USE AND ZONING

GOALS	STRATEGY	RESPONSIBILITY	OUTCOME	MEASUREMENT
Increase residential and commercial use of the area	Restore the traditional neighborhood design and function to the existing residential areas	City Planning staff and Planning Commission; support from area residents	Increased stores, shops with residences on second story; residential areas more compact and viable	Mixed-use zoning will be allowed along Bell and Day streets
Maximize the manufacturing potential within this area	Protect manufacturing zoning in the area	City Planning staff and Planning Commission; Comprehensive Plan; support from area residents	Increased manufacturing use of area will provide more jobs and act as a stimulus for area redevelopment	Increase in number of active manufacturing businesses
Clean up Planning area	Enforce existing zoning and codes to clean-up unlawful junk yards	Individual reporting of problems; City Housing Codes office	Restore area appearance	Monitor existing problem areas to note progress

IMPLEMENTATION CHART

PUBLIC FACILITIES

GOAL	STRATEGY	RESPONSIBILITY	OUTCOME	MEASUREMENT
More parks for area	Combine beautification and greenspace for area by planning small parks	Area residents working together; public - private partnership	Residential areas have parks for recreation and relaxation	Monitor planning and placement of parks
Community garden	Urban agriculture offers individual benefits of fresh food, exercise, and potential for economic growth	Interested neighbors, City staff as resource; possibly a partnership to form business	Individuals could supplement their family's diet with fresh food; farm provides income to farm partners (co-op)	Garden is planted, taken care of, and produces crops
Cypress Creek/pond preservation, conservation, as regional attraction for this unique space	Public/private planning and development to enhance accessibility of this area yet protection of it as well	Public/private partnership Montgomery Tree Committee, Cypress Creek supporters, Army Corps of Engineers	Cypress Creek and Pond is developed into a preservation area that encourages visitors to learn about nature and to enjoy this facility/park	Cypress Creek and pond developed and attracting visitors and supporters
Reduce potential for flooding in New Town	Study storm drainage and sewers in New Town for flood control	City Engineering Dept.	Heavy rains can run off easier and will help to decrease flooding in area	Reports of flooding in New Town will decrease or cease

IMPLEMENTATION CHART

PUBLIC SAFETY

GOAL	STRATEGY	RESPONSIBILITY	OUTCOME	MEASUREMENT
Create safe walkable neighborhood	Construct sidewalks where needed	City Maintenance, help from City Council Reps	Better health; opportunity for exercise; neighbors get to know each other better	Notice that people are walking more in the area
Increase ability to travel around in this planning area	Construct streets to increase connectivity and access to traffic signals for safer driving	City maintenance and Traffic Engineers	Could ease daily tasks, but could also help stimulate more stores built in the area	Some what subjective, but getting around area is easier, less backtracking
Safe route to school for area youths	Crosswalk to cross Upper Wetumpka Road	City and County official; traffic engineering department	If children could walk, get exercise, lessen traffic congestion	Monitor number of school children walking to school
Safe streets in New Town	Monitor speeding in the area and develop a plan to calm traffic	Traffic engineering, City Police, area residents	Safer neighborhood streets	Fewer speeders and wrecks
Fewer streets in disrepair	Fix and pave N. Decatur at the east and west entries into New Town	City and the Railroad	Less dangerous intersections and smoother roads	Actual repair of streets
Entrances into New Town on N. Decatur well marked with attractive sign pedestals	Have residents approve a design for these structures	Residents, City Council representative; City engineering or maintenance	Easy to identify New Town and make an attractive entrance	Attractive sign pedestals in place



King Hill Neighborhood Charrette, March 22-26, 2010

Introduction

In order to narrow the focus and identify the initial phase of implementation of Plans for the Cypress Creek Planning Area, a smaller area was selected for a Charrette. A Charrette is a planning tool used to determine, down to small details, the definition and scope for a particular project. In this case, housing for King Hill was a priority as were attractive entrances for Shawnee Heights and King Hill, and suggestions for enhancing the neighborhood commercial area.

The Charrette had been announced on radio and TV stations in the Montgomery area and land owners, residents, and neighbors were sent postcards and flyers explaining the event. The Charrette opened with a public meeting to outline the goals and request input from the attendees as to their desires and thoughts about the King Hill and Shawnee neighborhoods. We requested they work on maps with our facilitators to develop solutions and suggestions. Each table presented their ideas to the group.

The Charrette extended over five days and the public was invited to attend the planning sessions throughout the week. A variety of advisors were scheduled to address specific issues during the week and a schedule was posted to allow folks to talk with the various experts.

Holding the Charrette in the local Community Center provided convenient public access to the planning process. In addition to having the neighbors drop by as they could, the Plan-

ning Department sponsored a project to video tape neighbors to capture the history of the area. Many of the neighbors had grown up in King Hill and had stories to tell about the old “Kin Hill,” so called because of the close relationships among the neighbors.

Friday, the final day of the Charrette, condensed the suggestions and ideas developed from the week’s work into a presentation of maps, drawings, and Powerpoint for those attending the closing meeting. Members of the neighborhood and of the Community Center served a tasty buffet as a treat for the neighbors and planners after the presentation.



Aerial map, above, shows Charrette Area, including the entrances to King Hill and Shawnee Heights, and the shopping strip. Map from 'Google Earth'

Process

Prior to the Charrette event, the Planning Staff gathered data and took pictures of the area. This data helped the Planning Department understand how the land was used, how transportation networks functioned in the area, what were the housing conditions, jobs, and commercial opportunities. These details are covered in the main body of this Plan. In the past 3-4 years, there have been five meetings with the neighbors in the over all area referred to as the Cypress Creek Planning Area. This preparation was important for the staff to be adequately informed in order to work with the neighbors on the Charrette.

Specific goals were established for the Charrette in order to focus the process for developing the plan and an implementation schedule. The stated goals were: housing for King Hill, attractive entrances for both Shawnee Heights and King Hill, and suggestions for improving shopping opportunities at the commercial strip located between Shawnee Heights and King Hill on Upper Wetumpka Road. The implementation schedule would outline steps to be taken upon adoption of the Plan in order to move promptly to accomplish results for the area.

The initial meeting to open the Charrette was held on Monday, March 22, at the King Hill Community Center. A power point presentation outlining the process and goals was followed by participants sitting around tables with maps



Scenes from the Charrette

to discuss the issues, concerns, and solutions of those at each table. A spokesperson from each group then presented the summary of their table's work to the large group.

Monday night's presentation also asked each participant to fill out a "One Word" card to describe, in one word, what they thought of King Hill currently, and another word to describe what they wanted King Hill to be in the future. These cards were collected and posted for viewing for



the rest of the week. Most cards reflected the neglected conditions currently found around King Hill and expressed hope for the future. One card recognized the tremendous potential in the area and hoped the time had come to realize and develop this potential.

From Tuesday through Friday, the Charrette team worked out of the King Hill Community Center in order to have more opportunities to interact with residents and land owners in the area and to see more of the action going on during the day in King Hill. In addition to working on the plan with the neighbors' help, the staff also did video interviews with residents who stopped by to tell us what it was like to live in King Hill back in the day. At various times during the week, experts from various fields shared their knowledge and solutions for us to possibly incorporate into the Plan.

Professionals in economic development, real estate, transportation planning, and urban agriculture shared their suggestions and knowledge in order to improve the implementation. These professionals came to the King Hill Community Center to discuss the goals and make suggestions for achieving them. Neighbors and any interested stakeholders were included in these discussions. Involving these experts in this meeting was important to determine specific steps necessary to accomplish the goals, to develop suggestions to improve the quality of the Plan, and to identify resources for accomplishing implementation.

The closing meeting on Friday was a re-

ONE WORD that comes to mind about the **KING HILL PLANNING AREA:**

NOW lifeless

IN THE FUTURE:

thriving
(in my vision)

ONE WORD that comes to mind about the **KING HILL PLANNING AREA:**

NOW avoidable

IN THE FUTURE:

vintage & homey
(in my vision)

ONE WORD that comes to mind about the **KING HILL PLANNING AREA:**

NOW ugly / sore eye

IN THE FUTURE:

Beautiful / Attractive
(in my vision)

ONE WORD that comes to mind about the **KING HILL PLANNING AREA:**

NOW Potential

IN THE FUTURE:

Fruition
(in my vision)

cap of the week and the first view of the Plan the staff proposed for the Charrette area. The Plan follows the suggestions of the residents and includes suggestions for long range improvements as well as the short and middle range items to address the goals for bringing more housing into King Hill, enhanced entrances for Shawnee Heights and King Hill, and a two or three phased plan for the commercial area. Those attending the presentation were very supportive of the Plan.

Community Center staff had prepared a delicious buffet to celebrate the week's work which was enjoyed by all. One of the attendees, the daughter of teacher Marie James, for whom one of the streets in King Hill was recently renamed, said she was pleased and excited by the Plan and vowed to support its implementation.

Residents of King Hill and the King Hill



Two of the maps from Monday's opening meeting show citizen concerns



Although the Charrette had identified the scope of work, participants shared their views on additional concerns and desires for the area:

- Restore the former great community life
- Need road or sidewalk to connect Shawnee Heights and King Hill
- Shawnee Heights exits/entrances have line of sight problems
- Shawnee Heights area needs new landscaping
- Need for affordable homes
- Evaluate all houses and either rehab them or tear them down
- Would like indoor basketball court
- Need more organized activities for youths
- Need cross walks and traffic lights along Upper Wetumpka Road
- Would like walking trails
- Need sidewalks
- Improve Shopping Center
- Would like swimming pool
- Connect Wood Street and construct some new streets to improve travel within King Hill
- Access from Community Center to neighborhood on the north (Highland Gardens)
- Clean up
- Restore overlook
- Trees and landscaping
- Bakery, flower shop, restaurants, doctor's office
- More street lights
- Check drainage on Murray Street, it floods
- Address speeding in neighborhood

The Plan

Housing, safe and attractive entrances, and attention to the commercial strip were the original goals for the Charrette to focus upon. However, the suggestions of the neighbors are important, and this plan tries to address many of these suggestions as well. Many spoke about the strong, supportive community that used to prevail in King Hill. The Plan definitely supports this type of community.

Only people can truly make a community and change will only occur if people work together and drive the change they wish to see. But the Plan can certainly help and with neighbors and property owners leading the way and working with the Plan, there is no reason to doubt King Hill Community will be restored. Housing will be necessary and the Plan will have this as its prime focus. Safe and attractive entrances will provide friendly invitations to enter the area. New homeowners will support growth and development of the commercial area.

Site Preparation and New Streets

Though the focus on housing was selected as a major goal, area site planning and preparation must be considered before building houses. Current conditions in King Hill offer a unique opportunity to put in additional streets and connect others in order to facilitate getting around the neighborhood and also to make additional

blocks in order to increase buildable space.

Some street connections are suggested to connect King Hill to surrounding neighborhoods. Many residents of both Shawnee Heights and King Hill requested exploration of an intra-neighborhood path or street so residents could go back and forth between the two areas and not have to get on Upper Wetumpka Road. This specific request may take some time, but the request will be put in the long range plan. Other connections will be explored and included in the site plans so that new housing will be placed to accommodate the new streets.

Connections within the King Hill neighborhood will provide for better traffic flow and will also open up new areas for more houses. One request was to construct a street that would connect Potts Court from Fourney to Marie James Court (formerly Dixie Court). Due to erosion and the irregular topography of the land along the ridge into Cypress pond area, this will not be possible unless a bridge is constructed. The cost of building a bridge in that location would be prohibitive in that it would serve just a few homes that are already connected by Murray and Fourney Streets to the rest of the neighborhood.

The Plan does call for a street to connect the western end of Stokes Street to Marie James Court. This would provide increased circulation within the neighborhood and would also provide access to land that would allow for more homes to be built. Right now there are several acres of land that have no street access and therefore cannot be built upon.

The Plan also calls for Wood Street, currently a dead-end, to be a through street between Stokes and Marie James. This will facilitate traffic for the church located there as well as for the houses along Wood Street.

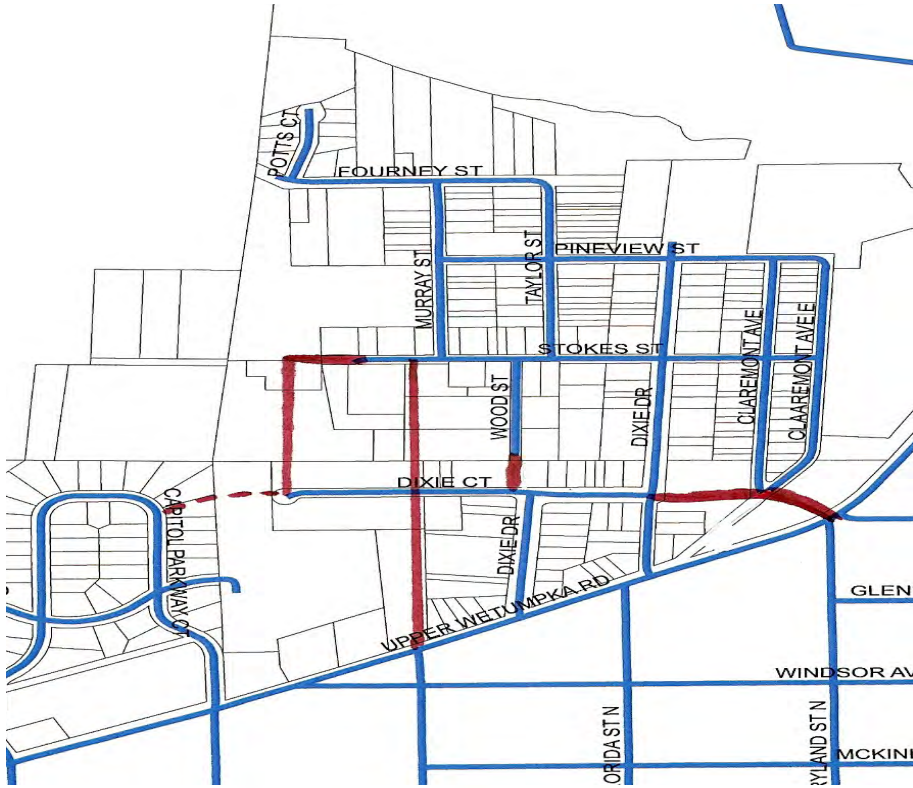
The other road change suggestion in the Plan would connect Marie James Court to Upper Wetumpka Road by extending Marie James Court east through the property that currently has the barn and the old seed company and then across the lower end of the park. With this road construction, both branches of Clarmont will converge and end at Marie James Court which will then enter Upper Wetumpka Road at the McCarter intersection which is signalized, making it a safe entrance and exit for the King Hill neighbors.

This extension of Marie James to McCarter/Upper Wetumpka Road will facilitate access to Federal Drive and Madison Avenue. This change in the entrance into King Hill could also be used by MATS (Montgomery Area Transit Service) to bring the bus into the neighborhood rather than residents having to walk down to Upper Wetumpka Road.

Maps on page 56 and 57 illustrate the present road configuration and the proposed changes. There is also an illustration that shows the existing housing with the existing streets and another illustration with the new streets that show how many more houses could be put in the neighborhood.



Scenes like the one on the left, a rural picture with a rare house, is a common site in parts of King Hill. The aerial map on the upper right shows the current streets with the existing buildings. One can see there are many vacant parcels throughout the neighborhood. The map on the upper left shows the existing streets, highlighted in blue to show gaps in the connections which cause residents extra driving to get around to various parts of the neighborhood.



The maps and pictures on this page represent the future for King Hill. Complete build-out along all the streets and the new streets completed and connecting throughout the neighborhood and to the surrounding neighborhoods. There is a community garden and the fabulous park. King Hill has unique topography in Montgomery and it is one of the most beautiful settings in the city. As houses are built and more folks move into the area, a strong neighborhood community can once more emerge.

New Street Names

On May 22, 2010, Councilman Tracy Larkin, Claudette Colvin, family members of Marie James and Clifford Laws gathered with over a hundred neighbors and friends to officially dedicate the name changes of the former Dixie Drives and Dixie Court in honor of these three outstanding citizens of King Hill. This celebration is hopefully one of the first of many to celebrate progress and change in King Hill. The Mayor and Civil Rights lawyer, Fred Gray along with Councilman Larkin were just a few of the many paying tribute to their former neighbors. Ms. Colvin came to Montgomery from her home in New York for the occasion. A reception was held at the King Hill Community Center after the ceremony.

In addition to these name changes, other street changes are planned for the neighborhood. These are mapped on pages 57 with the new streets in red. Wood Street will be continued to connect with Marie James Court. A new street will connect Stokes to Marie James Court, and Marie James Court will be cut through the east end of the neighborhood across Clarmont to end at the park edge across from McCarter at a traffic signal.

Plans are also being studied to extend a second new street from Stokes to enter Upper Wetumpka Road across from California Street and a traffic signal would be requested at its merger with Upper Wetumpka Road. With two King Hill streets entering Upper Wetumpka Road at a traffic signal, the flow of traffic into and out of King Hill will be easier and much

safer. Crosswalks have been requested as there are many children who cross Upper Wetumpka Road to walk to school.

A major issue for this Charrette was the need for a passage between Shawnee Heights and King Hill that did not require traveling on Upper Wetumpka Road. The Plan suggests this is a very worthy connection to pursue, but it will require the purchase of property which is currently under private ownership. It may be possible to place a path behind the Crowne Health Care facility that would allow for walking or biking between the two neighborhoods, but this will need approval from Crowne to ensure that none of their clients are disturbed. The City will take responsibility for researching this path.

In order to encourage pedestrians and cyclists in the area, and to make Upper Wetumpka Road walkable, this Plan proposes that Upper Wetumpka Road be repaved and striped to have three lanes instead of four and use the fourth lane to put in sidewalks on both sides of the road. This would leave one eastbound lane, one west bound lane and a dedicated lane for left turns. Transportation literature documents that this type of street is more efficient than the current configuration.¹

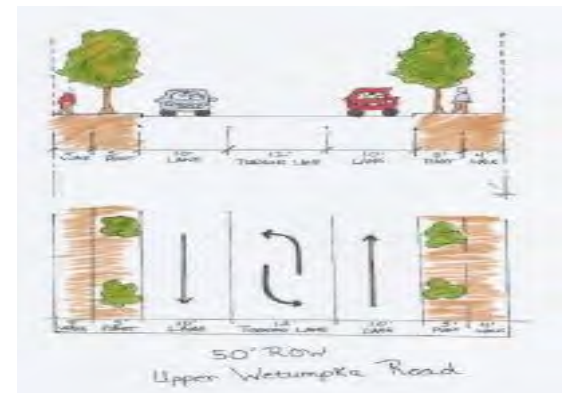
The removal of one lane would provide enough room on the north and south side of Up-

¹ Research paper by Thomas M. Welch, Office of Transportation Safety Engineering Division, Iowa Department of Transportation, entitled "The Conversion of Four-Lane Undivided Urban Roadways to Three-Lane Facilities."

per Wetumpka Road to construct a sidewalk. This additional width along the street would also facilitate enhancement of the entrances into Shawnee Heights that currently have a line-of-sight issue from the proximity of the retaining wall to the street. Adding 7-10 feet in front of the current entrance would give much better and safer line-of-site at all three Shawnee Heights entrances.



Shawnee Heights Entrance



Upper Wetumpka Road street section

Housing

The plan for housing is to concentrate on rehabilitation and construction of new homes close to Upper Wetumpka Road and along the entrances into King Hill in order to make significant impact. The goal is to show that a difference can be made, then to follow the initial building with more homes and working through the entire King Hill area. Residents have stated a preference for single family dwellings. The Plan reinforces this and projects about 230 homes for the King Hill neighborhood at build out. A variety of sizes and style of homes is suggested in order to meet the needs of a diverse community.

There are numerous people who have lived in King Hill all their lives, would like to remain in the neighborhood, and do not need a large family home. Others will be raising their young family and will need a larger home. Everyone is welcome in King Hill.

The Plan provides architectural guidelines for a variety of styles and sizes for the area that will be compatible with historic styles fitting the area. There are suggestions for clustered homes and townhouse styles for folks who don't wish to maintain a large yard. Most homes will have a yard.

Good design will be a key factor to ensure homes will be attractive, energy efficient, and able to stand the test of time. The designs

will fit tastefully within this historic community. Good design will enhance the neighborhood and will include using materials, systems and finishes that are durable and energy efficient. The houses will be as easy to maintain as possible by using sturdy materials in order to help the homeowner, but also to preserve the neighborhood over time. Good design will take into consideration the needs of the occupants, so there will be a variety of housing types to offer in King Hill.

This is not to say that these homes are maintenance free, no home is. But, using modern materials that have been developed to be long lasting and resistant to termites and our hot, humid climate will help to make the home more affordable and desirable. Today's housing code regulations call for better insulation, and this combined with double-paned windows will make the house more energy efficient. These factors will help sell the home and will also help the home appreciate in value over time.

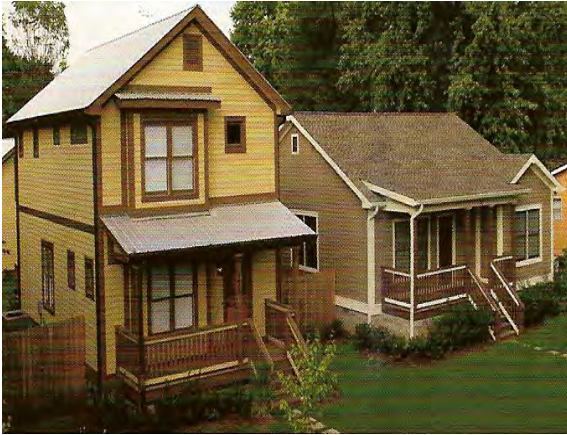
Landscaping is also a critical design element that must not be left out. King Hill currently has amazing views and large trees which help, but well landscaped yards add aesthetic value to the property and contribute to energy efficiency.

Good design elements include site requirements such as front, side, and back setbacks; design elements such as placement of carports or garages, front porches or minimum front elevations; windows to allow adequate light and fresh air. These are the basic elements; a checklist of features and materials recommended will be found in the Appendix.

King Hill is not a rural neighborhood, rather, it is very near downtown and could offer homes for folks who work in downtown. It would be appropriate for King Hill to offer several different types of housing in several price ranges. There could be areas with higher density such as townhomes or garden homes.

A popular trend these days is called "co-housing" which provides separate living spaces for senior citizens or persons that might need a little extra help or supervision in order to live independently. This housing offers separate quarters with a common room or area where all the "co-housing" residents are welcome to come for activities, companionship and in some cases meals. Housing for seniors was mentioned during the Charrette process as a possible development in a courtyard or townhouse setting. It would be possible to have a common garden for this endeavor if the residents of the co-housing desired one. Many of the area neighbors are excellent gardeners and this was mentioned several times during the Charrette week.

The following illustrations are to show building styles that would work well with the historic character of the area. The City of Montgomery's Planning and Development Department has a design studio that will help anyone wishing to build in the area to ensure that the architecture is compatible with the historic character of King Hill.



The Planning Department has been studying the trends in affordable and mixed income housing programs for some time. There are many wonderful designs that employ historic characteristics but work within a variety of budgets. Modern materials have been developed that retard or resist termites, mold, and water damage. The use of good design and materials add quality and value to homes.

The homes on this page are by Lynn Taylor. Ms. Taylor, of Nashville, Tennessee, has developed a line of very attractive homes that, in general, would be good homes for the King Hill area.

Some of the design elements that are considered important for homes include: adequate windows to add light to the interior, a front entrance that is elevated about 2-3 feet in order to establish a private but welcoming space from the street, and pitched roofs; elements of details that do not have to be elaborate or expensive, but add to the distinctiveness of the home.

Important features that help reduce maintenance costs include use of more durable materials like hardy plank, burnished block rather than face bricks, 3-ply, asphalt shingle roof, double paned windows, and newer technology insulation. Utility costs can be lowered by thoughtful site location of the building, placing the living areas of the house facing a southern exposure; use of overhangs and landscaping to minimize summer sunlight heating of the interior; and locating exterior impervious surfaces,



such as concrete sidewalks or driveway in such a manner so they do not increase sun reflection into the house. These are referred to as passive solar measures and they can make a definite difference to utility costs. Installation of geothermal heating and cooling and evaporative cooling systems with dessicant technology are two relatively newer techniques for maximizing savings on utility bills in our humid climate and are becoming more affordable

Universal design features consider changing needs of people so that they can age in place and do not have to move. Some designs leave an attic unfinished to be completed when the family and income grow and need extra bedrooms and an additional bath that can be added in the attic space. Other features include at least one exit door that has no stairs in case a wheelchair is necessary at some point. Door and window openers can be levers that are easier to use; bathroom walls could be reinforced to attach grab bars in the future.

Currently the local zoning and subdivision regulations do not help to guide thoughtful planning for saving energy and keeping homeowner's maintenance costs down. The environmental awareness movement that is growing in our world is encouraging more of this type awareness. Programs to rate home energy systems are growing and the standards are being set by new organizations that are trying to raise awareness and informed use of better systems. LEED (Leadership in Energy and Environmental Design), HERS (Home Energy Rating Systems), Green Globe and many others have identified

building techniques and products that are energy saving and all do educational campaigns to raise awareness. This technology should be a part of the planning for new homes in King Hill.

Consultants (Dover Kohl and Partners) working on a Plan for Fairview Avenue suggested a setting with small homes that were nestled together around a common garden. This is referred to as courtyard housing (middle photo on right) and might be a good suggestions for senior citizens or anyone living alone and not wishing to have a large yard to maintain.

Following Hurricane Katrina (2005), a few architects had the idea to design contextually compatible cottages that could be built to replace the housing that was destroyed in New Orleans. These were referred to as "Katrina Cottages" and came in various sizes. The very small (400 sq. ft) option that could be built elsewhere and brought to the area and set up in lieu of the FEMA trailers. The Katrina Cottage was also available in larger sizes with a variety of styles,



but all reflected the former characteristics of the destroyed neighborhood . These homes are attractive and welcoming, unlike the stark and temporary FEMA trailers. Lowe’s building supply company has come out with kits for the Katrina cottages. Many designs are available which would be very suitable and attractive in King Hill. They can be constructed of quality materials to help them be energy efficient as well.

There are also local builders who are very capable and build energy efficient, attractive, and affordable homes. The designs, sizes and amenities will be selected according to the guidelines established for the King Hill Neighborhood and the desires of the home owner.

The City of Montgomery intends to begin building houses in King Hill as a demonstration. The City plans to begin building close to Upper Wetumpka Road, along Claudette Colvin Drive and Clifford Laws Drive in order to make a real presence that shows the changing direction for King Hill. The City’s investments in the area are anticipated to spark the interests of private developers to complete the build out in the neighborhood.

Following the Charrette, the City staff identified parcels in the community that could be purchased for the first homes. This land will be acquired by the end of June 2011. Additional land will be acquired in order to make street changes recommended by the Plan and for continuation of the home building. The Plan calls for building homes to restore the community with approximately 230 total houses at build-out.

The King Hill Neighborhood has a strong tradition of folks helping each other and this trait must be extended to the new neighbors. It is this inclusive characteristic that will build a strong community. The park and ball fields and a community garden will help to provide places in the neighborhood for neighbors to meet, work and play together.



IMPLEMENTATION CHART

King Hill Charrette

GOAL	STRATEGY	RESPONSIBILITY	OUTCOME	MEASUREMENT
Connect King Hill to surrounding areas	expand street grid with additions to existing plus new streets for better circulation	Traffic engineering must design and approve streets. Land donated or purchased for road construction. City funds of grants for construction	Easier to enter and leave the neighborhood safely; new streets will open up more parcels for housing; create connected feeling to area	The street pattern will resemble a more complete grid. Access from area to Upper Wetumpka Road will be safer
Housing renovated, and many more units built in King Hill	Begin to make difference with public investment to stimulate private investment	Initially City should take lead by purchasing some available land, use grant funds to start the process	Houses are built and private developers build more as demand for this beautiful area grows	The numbers of homes and residents grow
Safe and attractive entrances for Shawnee Heights	Change Upper Wetumpka Road to 3 lanes to make room for sidewalks along each side which would allow greater line of sight when leaving Shawnee Heights. Also creating room for planting at each entrance	City will have to make road changes. Perhaps a Transportation Enhancement grant can provide money for sidewalks and repaving road	Safer access to and from Shawnee Heights. More attractive and welcoming appearance	Road change and sidewalks will be evident
Revitalize commercial property along Upper Wetumpka Road	Greater population density in these surrounding neighborhoods will create greater customers for an improved commercial area	Private owners mainly responsible for their property and serving their customers with enticing services	A lovely, lively place to be will attract increased patrons and will gain a more diverse clientele	Appearance change and more prosperous and numerous commercial opportunities