



VINCENT COMPREHENSIVE PLAN

Kickoff Community Meeting

September 25, 2023



TONIGHT'S MEETING AGENDA

01

WELCOME

Vincent and RPCGB Project Team

02

WHAT IS A COMPREHENSIVE PLAN AND WHY IS IT NEEDED?

03

THE PLANNING PROCESS & WHAT WILL BE INCLUDED IN THE NEW COMPREHENSIVE PLAN?

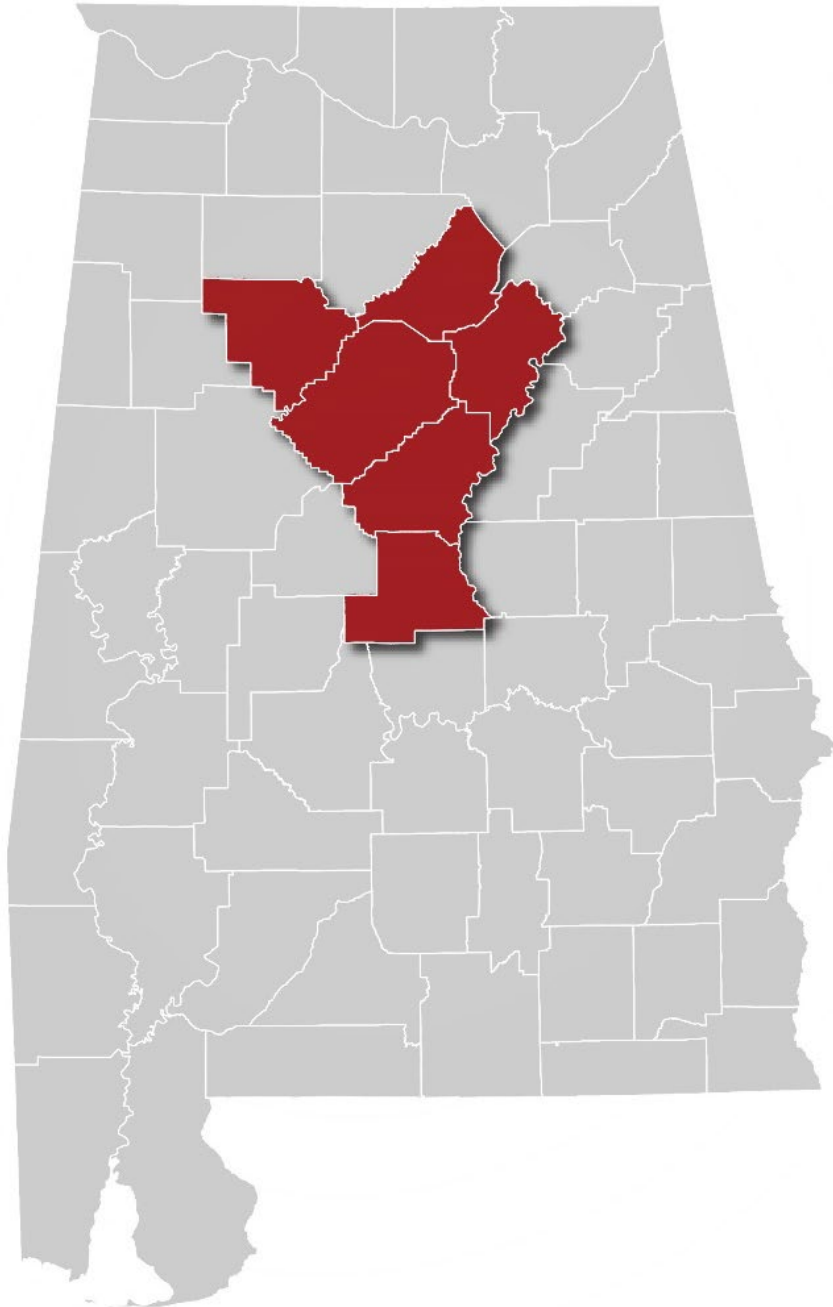
04

HIGHLIGHTS FROM THE EXISTING CONDITIONS AND TRENDS ANALYSIS

05

OVERVIEW OF FEEDBACK ACTIVITIES

Tell us your thoughts!

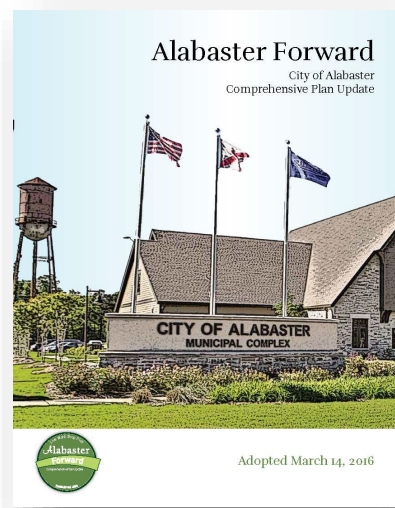


PLANNING PROJECT TEAM:

THE REGIONAL PLANNING COMMISSION OF GREATER BIRMINGHAM (RPCGB)

- **Part of the Alabama Association of Regional Councils (AARC) - 1 out of 12 regional councils in the state**
- **Authorized by the Alabama Legislature in the 1960s**
- **Eligible to work with any municipality in the 6-county region of central Alabama**
- **RPCGB's Building Communities Grant Program provides 80% of the project cost; City of Vincent paid for 20% of the project cost (\$13,000) in June**

COMPREHENSIVE PLANS COMPLETED IN THE LAST 7 YEARS FOR MUNICIPALITIES IN SHELBY COUNTY INCLUDE:



Alabaster



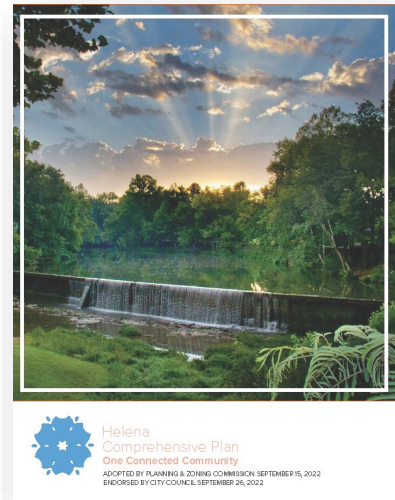
Calera



Chelsea



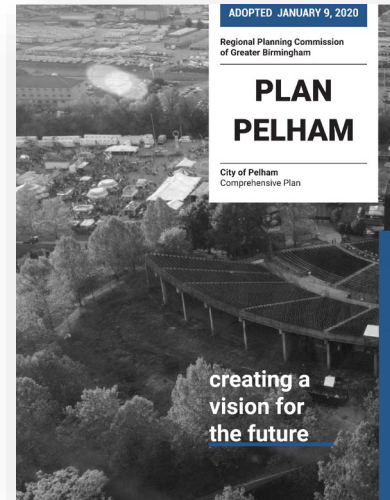
Harpersville



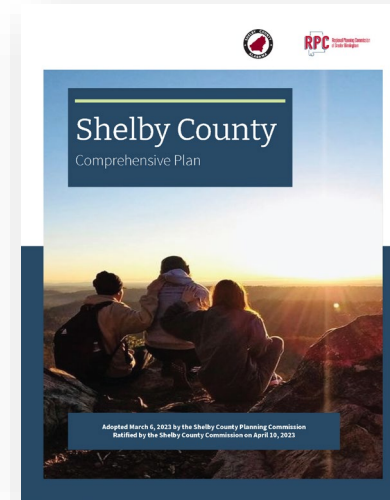
Helena



Montevallo



Pelham



Shelby County



**WHAT IS A
COMPREHENSIVE PLAN
AND WHY IS IT NEEDED?**

What is a Comprehensive Plan?

- It is a policy framework document developed through a community-driven process that assists a City with planning for future growth, development and preservation.
- It expresses issues that the City is currently facing and a range of goals and recommended actions that can be implemented to meet the needs, desires and future vision of the community.
- The list of recommended actions are intended to be implemented over a 5–15-year timeframe by elected officials, municipal boards and commissions, and community stakeholders.

DESTINATION VINCENT
COMPREHENSIVE PLAN 2030



Prepared for the Town of Vincent Planning Commission
By The Regional Planning Commission of Greater Birmingham and
Shelby County Department of Development Services

Approved by the Vincent Planning Commission
May 13, 2008

Adopted by the Vincent Town Council
July 1, 2008

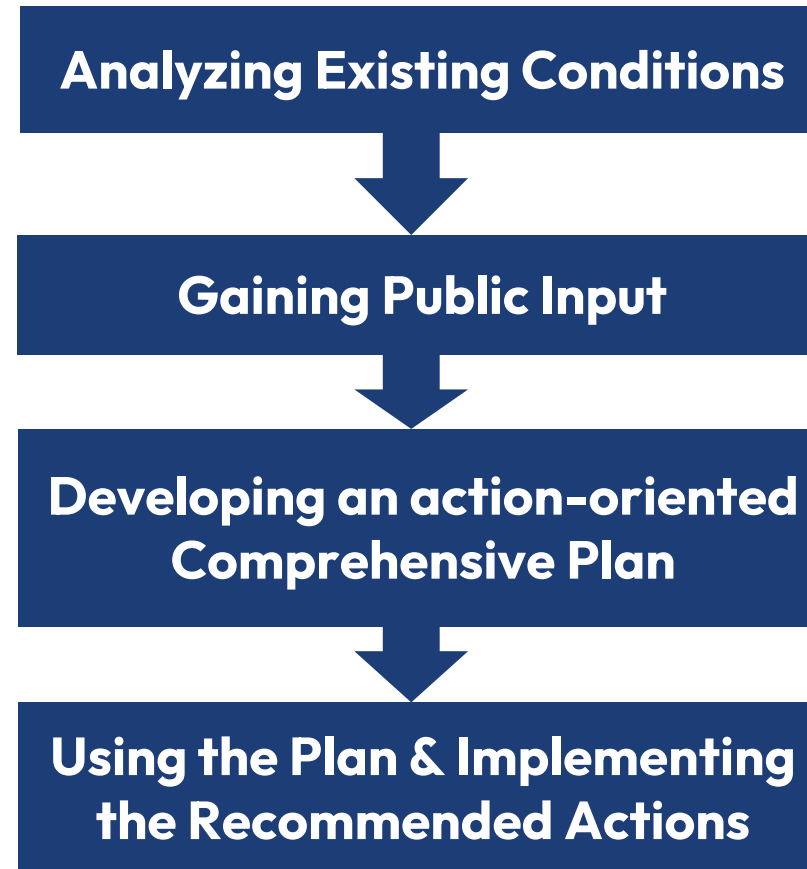
**Vincent's current Comprehensive Plan is 15 years old...
community priorities and needs change over time**

The Comprehensive Plan should serve as a “road map” for:

- Identifying areas where growth, development and redevelopment is desired, as well as areas that should be protected from future growth (such as natural resources and agricultural lands).
- Identifying what type of public service and infrastructure enhancements are needed to support the desired growth and development.
- It is “comprehensive” in nature and covers a range of topics such as future land use, public facilities and services, transportation, community renewal, updates to codes and regulations, etc.
- Demonstrating the need for grant funding to support infrastructure enhancements.

The Comprehensive Plan process helps to answer:

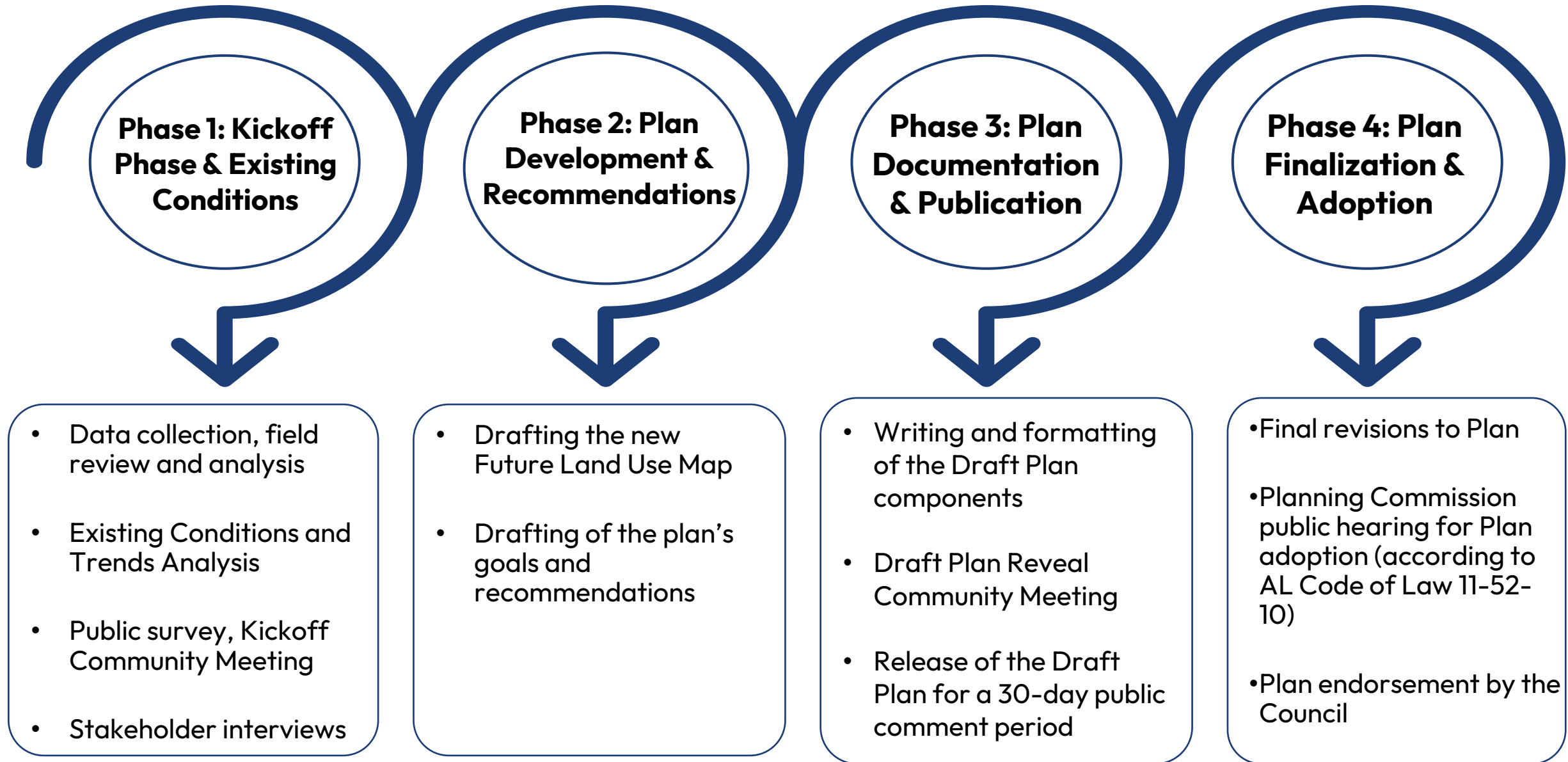
- 1 What is the state of Vincent today?
- 2 What are the issues today and the vision for the future?
- 3 How will City achieve that vision for the future?
- 4 How will the City know it's achieving that vision?





THE PLANNING PROCESS

4 Phase Plan Development Process (over 9-12 months)





**WHAT WILL BE
INCLUDED IN THE NEW
COMPREHENSIVE PLAN?**

An action-oriented Comprehensive Plan composed of topical chapters...



Making Montevallo

COMPREHENSIVE PLAN
ADOPTED JULY 16, 2020

PLAN ORGANIZATION

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

Table 1.2: Plan Organization

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

A list of recommend actions under each chapter...



Action 4

Explore the feasibility of constructing a dog park.

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



Action 5

Explore the feasibility of constructing a skate park.

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



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



Action 6

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

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



Action 7

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

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



Action 8

Incorporate interactive outdoor fitness stations into existing parks.

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



Action 9

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

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



Source: Salem Lutheran Church



Action 10

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

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



Source: Todays Parent Magazine



Action 11

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

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

Informational Callout Boxes

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Making Montevallo

LOW IMPACT DEVELOPMENT [GREEN INFRASTRUCTURE]

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

Low Impact Development principals advocate:

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

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

Vegetation & Landscaping

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

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

Minimize Land Disturbance

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

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

Impervious Area Management

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

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



Making Montevallo

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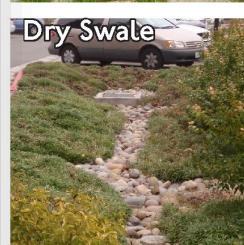
Planter Boxes



Permeable Pavement



Dry Swale



Bioswales:

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

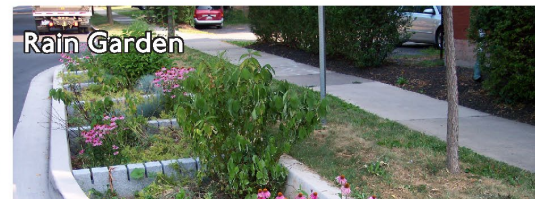
Permeable Pavements:

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

Bioretention



Rain Garden



Constructed Wetland



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

Appendix: Public Involvement Summary

- Overview of public outreach methods
- Participation rates
- Detailed survey and activity results

PLAN PELHAM

PARTICIPATION RATES

The following pages outline the results from each public outreach

Table 2.1: Participation Rates

Public Meetings	
Kickoff Open Houses	Date
Draft Plan Reveal Open Houses	10/23/2018
	4/16/2019
Steering Committee Meetings	
Meeting #1	
Meeting #2	10/11/2018
Meeting #3	1/10/2019
Stakeholder Interviews	5/2/2019
City Department Heads	
City Councilors / Mayor	12/3/2018 and 12/17/2018
Online Respondents	12/3/2018 and 12/17/2018
Visioning Survey and Online Mapping Exercise	
Web Content	10/02/2018 - 12/15/2018
Plan Pelham Website Unique Visitors	
Facebook Page Followers	As of 05/03/2019

WEB

At the time of the Plan's publication, the Plan Pelham website (www.PlanPelham.com) visited 6,711 unique visitors.

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PLAN PELHAM

Q1. WHAT ARE THE TOP TWO CHALLENGES THAT PELHAM IS CURRENTLY FACING?

Challenge	Percentage
Lack of boutique retail and shopping	23%
Lack of pedestrian and bicycle connections	18%
Traffic and congestion	32%
Safety and security	2%
Lack of housing variety and prices	3%
General cleanliness	4%
No clear image and identity	21%

Q2. WHAT ARE THE TOP TWO STRENGTHS OF THE CITY OF PELHAM?

Strength	Percentage
Access to parks and recreation	25%
Housing affordability	20%
Strong business presence/ economic development opportunities	11%
Demographic diversity	12%
Workforce availability	4%
Pelham government (community services provided, tax rates, etc.)	19%

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Plan Overview

Plan Overview

Geographic Location

The City of Morris is located in the more rural area of north Jefferson County and has an advantageous location situated along U.S. Highway 31 with easy access to Interstate 65 (I-65). It is approximately 20 miles north of Downtown Birmingham. The Downtown and Morris Majestic Road (CR 131) and is bordered to the north by the City of Kimberley, to the south by the City of Gardendale and by unincorporated Jefferson County. Morris encompasses approximately 2,006 acres, or 3.13 square miles (see Figure 1.1).

Background and Need

The development of this Master Plan is a cooperative effort between the Regional Planning Commission of Greater Birmingham (RPCGB) and the City of Morris and will be developed in accordance with Alabama Code of Law Sections 11-52-8 through 11-52-10. The Alabama Legislature provides guidance for municipalities that choose to exercise their ability to plan for their City's growth and development. The Code of Alabama, 1975, Section 11-52-8 and Section 11-52-9 directs planning commissions "to make and adopt a Master plan for the physical development of the municipality, including any areas outside of its boundaries which, in the commission's judgment, bear relation to the planning of such municipality." Section 11-52-8 goes further to state "Such plan, with the accompanying maps, plats, charts and descriptive matter shall show the commission's recommendations for the development of said territory." The procedure for adoption of the Master Plan is established in Section 11-52-10 of the Code of Alabama.

In 2002 a Master Land Use Plan was developed for Morris by the Jefferson County Department of Development.

Purpose of the Master Plan

The Master Plan is intended to express the City's overall community vision for growth and development over the next 5-15 years and identifies actions that can achieve that vision. It is not a law or a zoning ordinance (thus not regulatory in nature), but rather a policy document that is intended to serve as a guide for use by elected officials, the planning commission, developers, business owners and citizens to make decisions about future growth, development, policy and capital improvements. Again, the Master Plan is not a legally binding document. The Master Plan is developed using public input, data analysis, and meetings with citizens, elected officials and other stakeholders. It is a long-term vision (typically covering 5 to 15 years) of how the citizens have expressed how they want their City to improve and grow in the future.

The Master Plan is intended to be used as a guide to decide where future housing and business growth should occur, to determine what types of transportation system investments are needed, to determine what changes are needed to recruit more businesses and jobs, to determine what housing needs exist, to protect environmentally sensitive areas and to determine what is needed for the safety and welfare of the citizens. The Future Land Use Map in the Master Plan is also a guide for zoning decisions, which in turn guides development permits in the City.

Planning in the State of Alabama is not compulsory, and there is no specific requirement on the frequency of Master Plan updates. However, it is strongly recommended that the City of Morris's Planning and Zoning Board and the City Council regularly review and update the Master Plan.



Image Credit: RPCGB

What is the difference between a Master Plan and the Zoning Ordinance?

The Morris Master Plan will become the adopted policy document that will establish goals and policies for the location, type and intensities/densities of land uses desired by the citizens of the City, based on existing land uses today and desired land uses in the future. The Future Land Use Map component in the Master Plan will become a guide for future zoning decisions, which in turn will guide new development permits that are approved in the City.

The Zoning Ordinance is a legally binding document that is adopted by the City Council, whereby land is classified according to specific uses. Where the Master Plan is a guide for future growth and development, the Zoning Ordinance is the tool utilized by the City to influence and direct development so that it reflects the intensity, density and desired form envisioned within the Master Plan.

In short, the Master Plan neither changes the Zoning Ordinance, nor the zoning on any specific property. Instead, it guides the decisions of the Planning and Zoning Board and the City Council as they apply the Zoning Ordinance for a parcel of land requires a Future Land Use Plan amendment and changing the zoning for that parcel requires a rezoning application.

Table 1.1: Master Plan vs. Zoning Ordinance

Figure 1.1: Morris City Limits Map

City Limits
Waterways

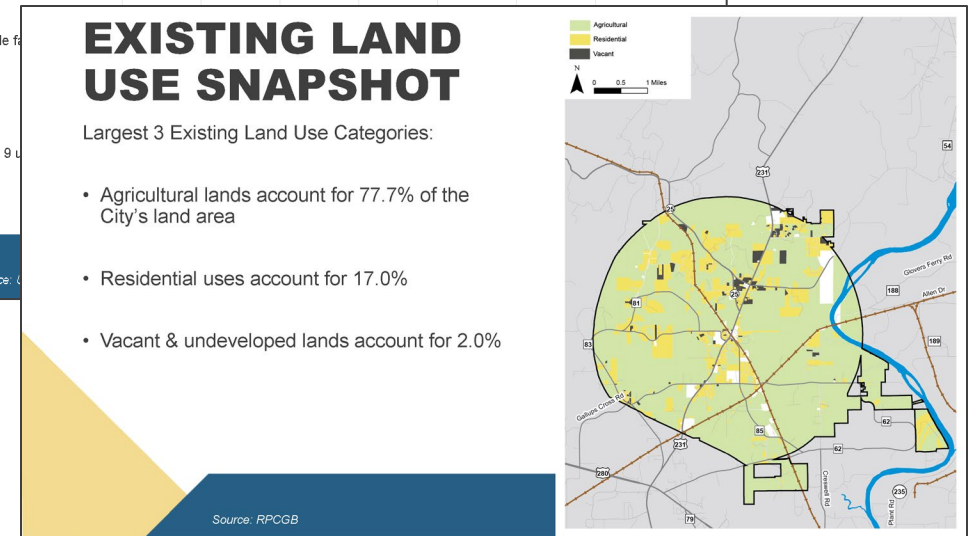
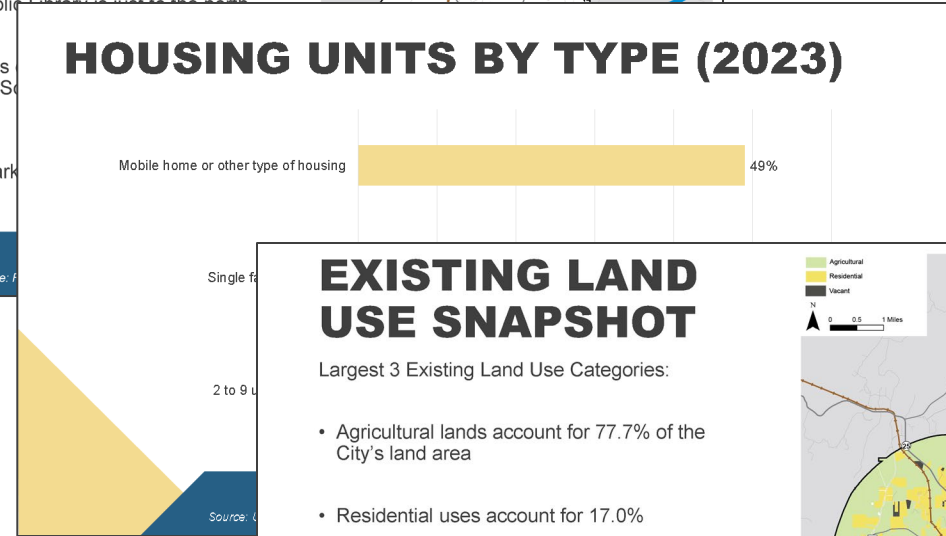
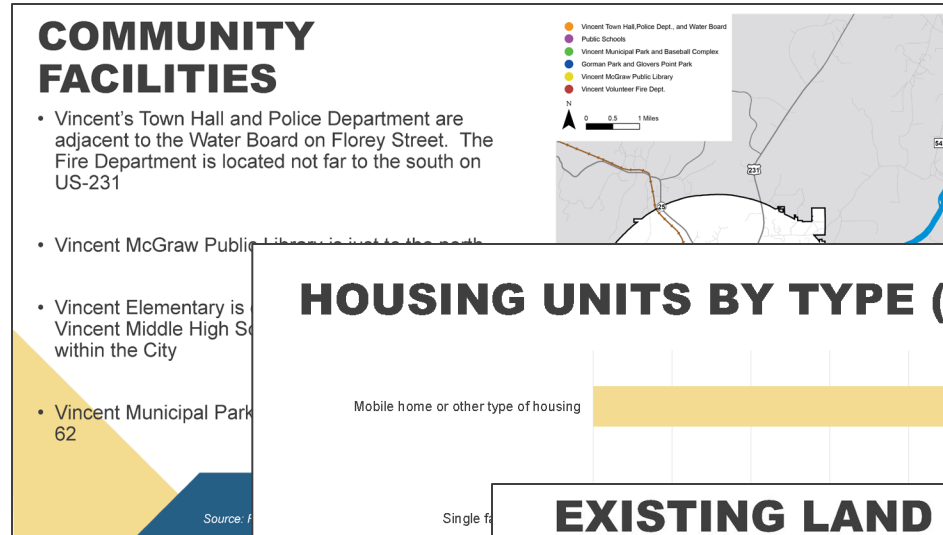


- Purpose of the Plan
- Relationship of the Comprehensive Plan to the Zoning Ordinance
- Planning Authority in Alabama under Code of Law
- Overview of the public involvement process

Vincent Today (Existing Conditions)

Will provide a snapshot of Vincent Today:

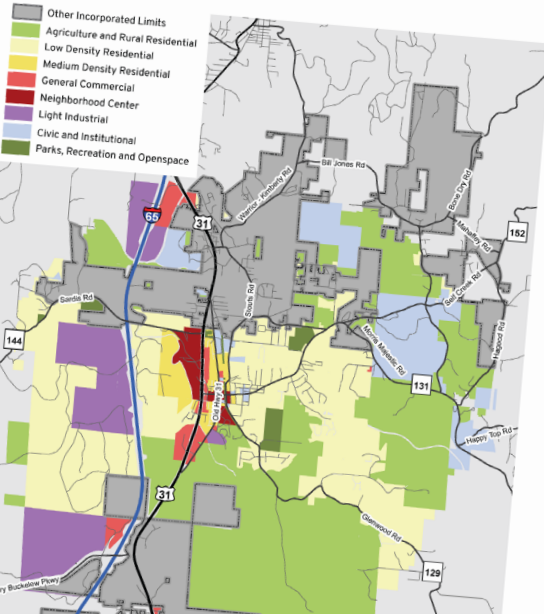
- Socio-demographics
- Housing trends
- Existing land use and zoning
- Inventory of community facilities and public services
- Natural and environmental resources and constraints
- Existing transportation and infrastructure facilities



To review the Vincent Today slide deck, please visit www.PlanVincent.com

Future Land Use

Figure 4.1: Future Land Use Map



Neighborhood Center

The Neighborhood Center category is intended to provide an integrated mix of commercial, retail, residential, civic and institutional land uses within a pedestrian oriented environment. The goal is to promote the great potential of establishing an attractive, vibrant, mixed-use downtown in Morris around the main intersection of Morris Majestic Road, Banks Road, and Stouts Road. Already located in the Downtown area are most of the City's community facilities – City Hall, Post Office, Senior Center, Police Station, Fire Department, and places of worship – as well as several businesses. Currently, businesses and community buildings are spread apart, but by using vacant properties between them to "infill" develop new businesses, the community can create a downtown in which a resident or visitor can park and walk from place to place.

Primary Land Uses

Commercial, retail, offices, restaurants, civic and institutional buildings

Secondary Land Uses

Residential uses

Related Zoning Districts

- C-R Commercial Recreation District
- C-1 Restricted Commercial District
- C-2 General Commercial District
- C-3 Special Commercial District
- Light industrial uses that would allow the desired types of uses
- Residential districts that would allow the desired types of uses
- A Mixed-Use District, if adopted in the future into the Morris Zoning Ordinance, would be the most appropriate

General Characteristics

- Intended to allow small-scale, mixed-use development
- Ideal location for various types of commercial, residential, civic and institutional infill development
- Should allow for any future new development in mixed use buildings that...



Image Credit: Southern Land Company



Image Credit: McMillan Pazzan Smith Architecture

Evaluating Zoning Proposals for Consistency with the Future Land Use Map and Master Plan

The categories employed in the Future Land Use Map should not be interpreted to support or preclude developments without consideration of the policies and intent of the Master Plan. Site considerations relating to topography, soils, conservation resources, or hydrology are also important in establishing the specific use and intensity of a particular parcel. Similarly, the presence or absence of adequate streets, schools, parks, and other community facilities should be considered before a development is approved that would otherwise be in conformance with the Future Land Use Map. Determination of the consistency of a proposed use or zone with the Master Plan should include consideration of the following questions:

1. Is the proposal consistent with the themes and policies contained in the Master Plan?
2. Is the form and function of the proposed development appropriate for its category designated on the Future Land Use Map?
3. Will community facilities, parks, pedestrian connections, and other infrastructure be available at the appropriate levels to serve the development as proposed?

Relationship Between the Future Land Use Map and Zoning

The Future Land Use Map expresses the community's vision for how they want to see Morris develop over time. It is a policy map, not a regulatory map. It does not replace the City's zoning map. The Future Land Use Map and the descriptions of each Future Land Use category are intended guide decisions on zoning amendments by the Planning and Zoning Board and City Council. The Planning and Zoning Board and Council should refer to the Future Land Use Map whenever they evaluate a proposed rezoning or new development. If the proposal is consistent with the Future Land Use Map, then they should approve it; if it is not, then they should evaluate other alternatives. The Future Land Use Map is not a static map, however; it can and should be periodically updated to reflect changes in real conditions and community preferences.

The designation of an area to a specific category on the Future Land Use Map does not mean that one particular zoning classification is recommended. Rather, a range of zoning districts are appropriate for each Future Land Use category, as seen in Table 4.1. The table can be used to evaluate the consistency of zoning proposals with the Future Land Use Map. If a particular zoning district is appropriate within a Future Land Use category, the area is shaded in green. If it is an inappropriate zoning district for that category, the area is shaded in grey.

- Future Land Use Map and categories
- Land use goals and recommended actions (such as expanding housing options)
- Annexation strategies to support municipal tax revenue

Downtown Revitalization Strategies

Catalytic Project Ideas For Downtown Morris

Throughout the planning and public input process for this Master Plan, the planning team identified several capital improvement projects and policies for their potential to enhance the City's economic vitality, connect the City's existing assets and direct new development opportunities. For this reason, this chapter utilizes a "catalytic project approach. These projects are catalytic because of their ability to have a significant, direct, tangible, and positive economic impact on the City of Morris and because of their potential to leverage investment both in their immediate project area and in surrounding areas with spin-off projects that can add long-term value to the property tax base. These projects are designed to catalyze change in various spheres, such as through improved access and transportation, enhanced public services, and quality-of-life.

This chapter describes each of the 10 catalytic project ideas recommended for Morris. Under each project is a project description along with suggested actions or "next steps" to take to implement the project. Some projects may be accompanied by photos and illustrated design concepts. These are intended to be conceptual and illustrative only and should not be interpreted as final design plans, nor do they negate individual property rights or zoning requirements.

These ideas are each best viewed as a "work in progress" requiring additional analysis and detailed studies. Some of these ideas are substantial and will require longer implementation timeframes and the right partners and funding sources. Other projects are more bite-sized and will have shorter implementation timeframes. Figure 3.1 illustrates the 10 catalytic project ideas for Morris, which are:

1. Create a Downtown Morris Master Plan to inspire and guide.
2. Commission a Gateway and Wayfinding Master Plan.
3. Enhance and expand Morris Town Park.
4. Improve the streetscape along U.S. Highway 31, Morris Majestic Road, Stouts Road and Glennwood Road.
5. Construct the Morris Inclusive Playground.
6. Explore the feasibility of constructing a greenway along Turkey Creek.
7. Explore options to relocate the Morris Street Department to another area of the city and to expand or relocate the Morris Senior Center.
8. Consider appealing the zoning for the Morris Senior Center.

Figure 3.1: Vision Map of the Catalytic Project Ideas



4. Improve the streetscape along U.S. Highway 31, Morris Majestic Road, Stouts Road, and Glennwood Road.

The aesthetic character of a roadway is very important to making a positive impression on residents and visitors. U.S. Highway 31 and Morris Majestic Road are the main thoroughfares into the City of Morris and its Downtown, while residents or visitors to and Glennwood Road, which frame Morris Town Park. Currently, these roadways have a limited amount of sidewalks, inconsistent lighting, and a lack of coherent landscaping. However, these roadways are bursting with potential because of the important locations they connect, including many civic facilities. Investing in infrastructure and aesthetic improvements along these roadways will likely not only leave visitors with a good impression, but may also spur future development. Streetscaping is also a great way to contribute to placemaking, which is a term for the process of creating quality places that people want to live, work, play, and learn in.

Targeted locations for streetscape improvements are shown in Figure 3.3 and include:

- U.S. Highway 31 from Morris Manor Drive to Morris Sardis Road
- Morris Majestic Road from U.S. Highway 31 to Courts Road
- Stouts Road from Morris Majestic Road to Old Stouts Road
- Glennwood Road from Morris Majestic Road to Old Stouts Road

For these roadways, this Plan recommends the following streetscape improvements:

- Expansion of sidewalks
- Installation of curb and gutter to reduce flooding
- Improvements to landscaping, including the addition of street trees
- Installing lighting
- Providing safe crossings for pedestrians at intersections
- Repairing and maintaining existing on-street parking

While sidewalks should ideally be placed on both sides of the street, a sidewalk on one side of a street would be adequate.

Next Steps:

- Work with the Morris Street Department and impacted downtown business owners to discuss the feasibility of the project and how to mitigate disruptions due to construction
- Engage a consultant team of engineers and landscape architects to explore professional technical design alternatives, including coordination with ALDOT
- Explore funding alternatives, secure funding sources, and identify

Recommendations to catalyze future development opportunities , such as:

- Strategies to address empty and underutilized buildings
- Ways to use municipal land and buildings to best serve the community's needs
- Potential grants for expanding the sewer / septic system
- Ways to increase the City's tax base

Mobility & Infrastructure

"I would love to see more sidewalks for walking through central Morris"
- Morris resident




Image Credit: City of Asheville

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

Goal #1
Develop a multimodal transportation network with a wide range of mobility options.

Action 1
Expand pedestrian infrastructure to connect residents to the Downtown area and to other recreation and activity areas.

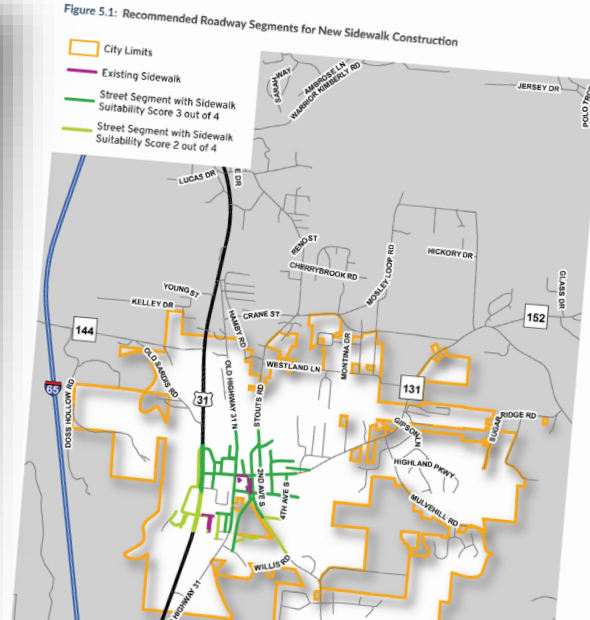
Improved walkability and pedestrian safety were consistent themes throughout the public involvement process associated with this Plan. The lack of pedestrian infrastructure, such as sidewalks, crosswalks and pedestrian crossing signals, has created a safety hazard for those people attempting to walk to businesses, community facilities or job destinations.

Areas in need of pedestrian infrastructure within the Morris city limits are shown in Figure 5.1. This includes areas within Downtown Morris, as well as segments along frequently traveled roadway corridors. Funding of sidewalks could be included in streetscape and gateway improvement projects, particularly along U.S. Highway 31, Morris Majestic Road, Stouts Road/ Glenwood Road, and Banks Street.

To further determine locations for additional sidewalk construction, this Plan also created a sidewalk suitability analysis that identified locations with the highest potential demand for pedestrian activity based on several indicators associated with a demand for walking. Appropriate walking radii of 1/4 mile, 1/2 mile, and 3/4 mile were used to determine potential demand areas.

Figure 5.1: Recommended Roadway Segments for New Sidewalk Construction

- City Limits
- Existing Sidewalk
- Street Segment with Sidewalk Suitability Score 3 out of 4
- Street Segment with Sidewalk Suitability Score 2 out of 4



Action 5
Develop a traffic calming policy to reduce speeding in residential areas using context-appropriate measures.

During the public involvement process associated with this Plan, Morris residents expressed concern about the speed of traffic in their neighborhoods. It is recommended that the City establish a formal traffic calming policy. Traffic calming refers to the use of primarily physical measures to make streets safer by causing motorists to slow down. Measures can include roundabouts, median islands, speed tables, chicanes, and other design features that force drivers to drive more cautiously (see the information).

Every street is different, and appropriate traffic calming measures will differ accordingly. In addition, the City should consider adopting a formal traffic calming policy that enables citizens to petition for a traffic calming study in an orderly manner and assists the City in the selection of appropriate interventions.

Such a policy could include:

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

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

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

Roadway Jurisdiction
Properly maintained roads are essential to residents, businesses, schools and emergency service providers. Numerous government agencies construct, maintain and repair roads in Morris.

U.S. Highways: U.S. Highway 31 runs north-south through the City of Morris. The Alabama Department of Transportation (ALDOT) has authority over "U.S." routes and highways. Visit the concern along this highway. <https://www.dot.state.al.us/reportconcern.html> or call 334-353-6535 to report a concern.

County Roads: This State Route 144, 131, and 152 are maintained by Jefferson County.

- Multi-modal project recommendations – sidewalks, trails, etc.
- Ways to enhance foster walkability and connectivity
- Infrastructure expansion and repairs

Livability & Public Services

My BIG idea for the future of Morris is...
"Growth while maintaining a small town feel"
- Morris resident




Image Credit: Trussville Chamber of Commerce

Morris residents enjoy a high quality of life in a livable place, and municipal planning can ensure these standards are maintained and enhanced. **Livable communities provide all residents with the security necessary to thrive, regardless of age, income, and ability.** Livability refers to elements that make a community great, such as codes that encourage desirable development, quality services and facilities.

Goal #1

Provide efficient municipal services and adequate facilities that contributes to a better quality of life for the community.

Action 1

Create a mobile app or purchase software to enable the City to send out push notifications to improve communications with its residents.

A "City of Morris" mobile app could provide timely updates on issues of city-wide importance, such as special called meetings, community events, utility service updates, and other issues. The purchase and use of such an app would increase communication between residents and the City's administration on issues affecting the community and would increase the involvement of residents in the decision-making process of the City government.

Action 2

Increase the communications capacity of the City government, boards, and commissions by regularly updating the City's website.

Conduct a quarterly review of website content to ensure that information is relevant, and that the website remains user friendly.

Goal #3

Promote and encourage the continued development of commerce within Morris.

Action 1

Promote a unified branding strategy to foster community identity and differentiate Morris within the region.

The City has begun to compile a set of meaningful symbols that represent Morris, such as the dogwood tree. Officials are encouraged to work with branding and marketing professionals to build on this by developing a unified and consistent visual identity along with a branding strategy for Morris's ecotourism opportunities (see Action 3.2 below). Once a branding and marketing campaign has been selected, the City should consider the following:

- Launch a promotional campaign market to showcase the new branding.
- Update the City's website and social media accounts with new logos, themes and graphics.
- Utilize new branding on all events and promotions associated with the City of Morris.
- Update gateway signage to showcase new logos to ensure visitors know they have "arrived."

traditional recreational activities such as hunting, fishing, and observing wildlife. A prime example of potential ecotourism activity in Morris is Turkey Creek. The City of Morris should consider utilizing the creek as an asset - visitors could canoe, kayak, run, or bike along the creek. Moreover, a greenway could be constructed along the creek to connect the southern half of the city limits to the Turkey Creek Nature Preserve in Pinson.

Action 3

Sponsor a façade improvement program.

Facade improvement programs are incentive programs created to encourage property owners and businesses to improve the exterior appearance of their buildings and storefronts through financial incentives such as a matching grant or loan, a tax incentive, or through design assistance. They can be focused on commercial or residential development in either historic or non-historic districts.

Funding for facade improvement districts usually comes from...

Pop-Up Library

A pop-up library is an easy and exciting vehicle to engage residents, foster a love of reading, build relationships, and bring library services to those who otherwise wouldn't have access.

Consider the following steps to create a pop-up library.

- Fill a two-sided book cart with popular titles, high-interest fiction, nonfiction, and graphic novels.
- Create a pop-up library sign, with easy-to-read font.
- Create a checkout system, and include relevant information (name, book title, bar-code).
- Use foldable, and light furniture to set up your event - to ensure flexibility.
- Hold event in high traffic area. Consider a school playground, vacant store front, or community event.
- Promote the pop-up library through social media, city newsletter, or municipal mailing.
- Set up the pop-up library and start checking out books and other library material!

Action 6


Partner with Gardendale Library for a summer reading initiative.

Action 7

Establish a periodic or seasonal farmer's market.

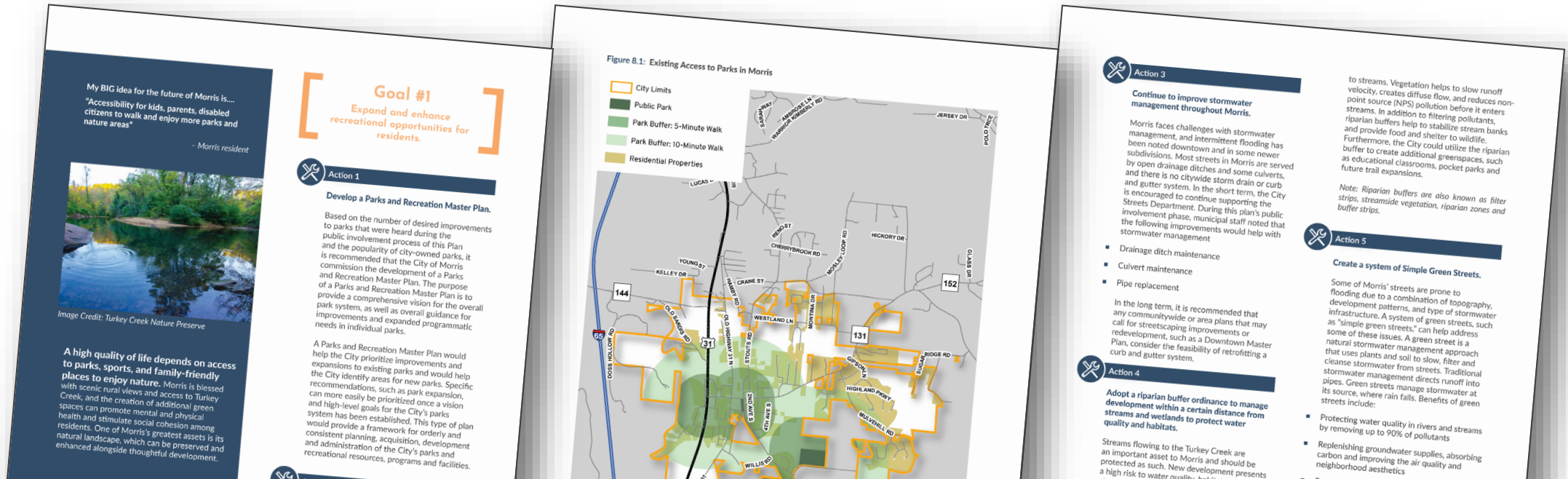
During the public involvement process of this Plan, numerous comments were received regarding the desire for a farmers' market in Downtown Morris. Farmers markets provide a venue for local farmers and artisans to gather and sell their products to the community. Beyond benefits to farmers, who gain access to new consumers, farmers markets can foster economic revitalization in the districts they are held. For this reason, the City should work with local farmers to establish periodic and seasonal markets in Downtown Morris.

The Montevallo Farmers' Market, which began in 2010, is a cooperative effort between the City of Montevallo and the Montevallo Chamber of Commerce. The market runs weekly in the summer months and provides access to fresh produce and other goods from a variety of local farmers and other vendors. This provides support to local businesses as well as an outlet for civic engagement and community gathering. The Montevallo Farmers' Market is an excellent local example of a mid-sized city's farmers' market, and the City of Morris should consider...



- Strategies to ensure that the City's infrastructure can support growth
- Suggested modifications to municipal codes and regulations
- Recommended improvements to existing community facilities and public services
- Strategies to improve code enforcement efforts

Recreation & Green Systems



- List of improvements needed at existing parks & green spaces
- Recommendations to expand and enhance recreational amenities
- Recommendations for better stormwater management and areas appropriate for green infrastructure

Implementation Chapter & Matrix

Implementation

This Morris Master Plan sets forth a bold vision for the future of the City of Morris and includes a set of action policies and program initiatives, and it identifies criteria for decision-making and the kinds of projects that are preferred, given the goals of this Plan. This Plan will require a significant commitment of time, energy and financial resources to implement and is intended to be implemented incrementally over time, one step at a time.

The adoption of this Morris Master Plan is the first step in the implementation process. It is the product of considerable efforts on the part of the City of Morris and its community leaders and concerned citizens. Working with a range of potential implementation partners, the Mayor, City Council, Planning and Zoning Board, and the staff within the various municipal departments should be the lead facilitators to implement the Plan. This Plan should be revisited and updated over the coming years to ensure that its goals and recommend actions still meet the desires of the community, and to ensure that there is adequate political support for these ongoing planning efforts. Continued community discussion and cooperation will be necessary.

It is important to note that the contents of this Master Plan are designed to serve as a guide for growth and development, in both the public and private sectors, and as such are not binding upon the City of Morris when making specific land use decisions and public investments. This Master Plan is not law or a zoning ordinance, and it is instead intended to serve as a policy guide for community decision-making regarding land use, development, growth management and capital improvements decisions.

Implementation Matrix Table

To guide the implementation of this Plan, the following implementation table has been created. The table highlights the list of recommended action items, their relevant page numbers in the Plan, a suggested time frame for completion of each item, as well as potential partners who can be charged with leading the implementation efforts.

The suggested time frames for implementation may vary based on financial influences, potential funding sources and other factors, but they are defined as:

- **Short-term:** tasks that could be initiated and/or implemented within 1-5 years of the adoption of the Master Plan
- **Long-term:** tasks that are on a 6 year or greater time frame after the adoption of the Master Plan
- **On-going:** tasks that may be implemented in a series of incremental steps involving numerous partners, or tasks that are ongoing, continuous efforts

Implementation Partners

Since the Master Plan is intended to be implemented over several years, during which administrations, departments, boards and commissions may change, it is important to identify which partners should take the lead and be in a supporting role for a particular action task. It is important to note that the goals and recommended actions outlined in the matrices are for consideration only, and do not constitute an obligation on any Town department, board or organization's part to lead, support or...

Chapter 4 – Future Land Use					
#	Action	Page	Priority	Time Frame	Potential Partners
Goal #1: Encourage sustainable long-term development patterns.					
1.1	Enhance and revitalize Downtown Morris as the heart of the community.	90	High	On-going	Mayor and City Council, Planning and Zoning Board
1.2	Encourage mixed-use development in the Downtown area and along Morris Majestic Road.	91	High	On-going	Mayor and City Council, Planning and Zoning Board
1.3	Ensure future developments improve pedestrian, bicyclist and vehicular connectivity.	91	Medium	On-going	Mayor and City Council, Planning and Zoning Board
1.4	Encourage and incentivize infill development and redevelopment.	91	Low	On-going	Mayor and City Council, Planning and Zoning Board
1.5	Concentrate commercial development around major intersections and discourage additional highway strip development.	92	High	On-going	Mayor and City Council, Planning and Zoning Board
1.6	Preserve and protect existing residential and agricultural areas from adjacent development.	92	High	On-going	Mayor and City Council, Planning and Zoning Board
1.7	Allow new development in undeveloped areas only when adequate infrastructure and public facilities are in place to accommodate growth and then only at a context and scale appropriate to the locale.	93	High	On-going	Mayor and City Council, Planning and Zoning Board
1.8	Adopt appropriate policies and regulations to protect prime farmlands, steep slopes, waterways, and scenic areas from inadvertent damage due to future development / construction.	93	High	Short-term	Mayor and City Council, Planning and Zoning Board

Chapter 5 – Transportation & Infrastructure					
#	Action	Page	Priority	Time Frame	Potential Partners
Goal #1: Develop a multimodal transportation network with a wide range of mobility options.					
1.1	Expand pedestrian infrastructure to connect residents to the Downtown area and to other recreation and activity areas.	106	High	Long-term	Mayor and City Council, Planning and Zoning Board
1.2	Consider creating a sidewalk standard for all new residential development.	107	Medium	Short-term	Mayor and City Council, Planning and Zoning Board
1.3	Provide safe accessible crosswalks at targeted intersections.	109	High	Short-term	Mayor and City Council, Planning and Zoning Board, Streets Department
1.4	Adopt a Complete Streets Policy.	109	Medium	Short-term	Mayor and City Council
1.5	Raise awareness about the CommuteSmart program for Morris commuters.	110	Medium	On-going	Mayor and City Council
Goal #2: Preserve and enhance the safety and efficiency of the existing transportation system.					
2.1	Conduct an Advanced Planning, Programming and Local Engineering (APPLE) Study for potential roadway improvements along Morris Majestic Road from U.S. Highway 31 to Counts Road.	110	High	Short-term	Mayor and City Council, Planning and Zoning Board
2.2	Dedicate municipal resources to the necessary maintenance of culverts and ditches.	111	High	On-going	Mayor and City Council, Planning and Zoning Board

- Recommended actions and related page numbers
- Priority for implementation (low, medium or high)

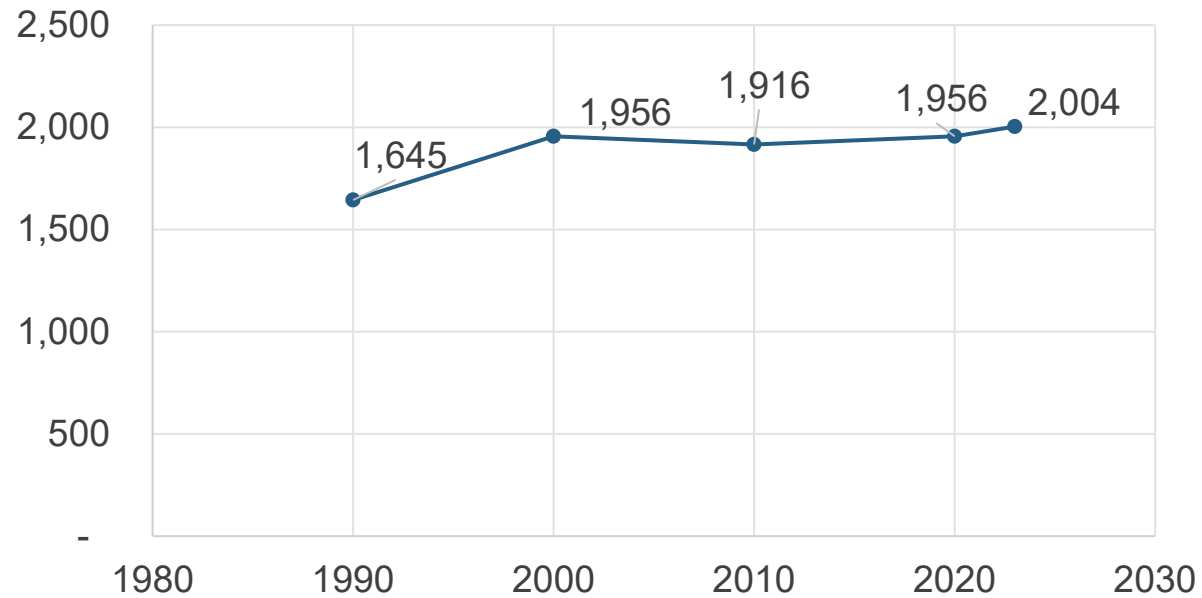
- Potential timeframe for implementation (on-going, short-term or long-term)
- List of potential lead partners



**HIGHLIGHTS FROM
THE EXISTING
CONDITIONS AND
TRENDS ANALYSIS**

POPULATION GROWTH

Population Change 1990 - 2023



Population (2023)



2023 Population: **2,004**

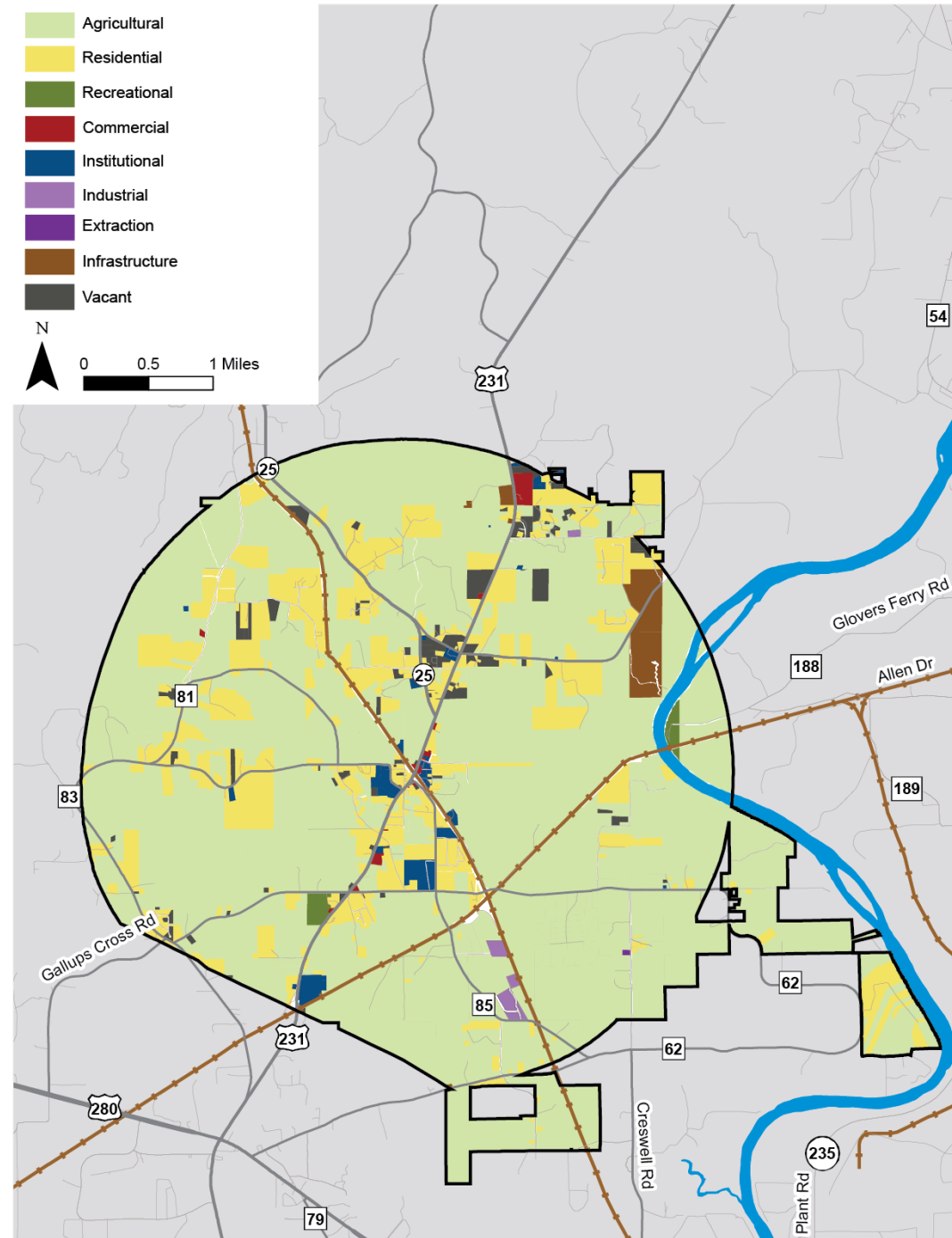
+5% since 2010

+10% since 2000

EXISTING LAND USE SNAPSHOT

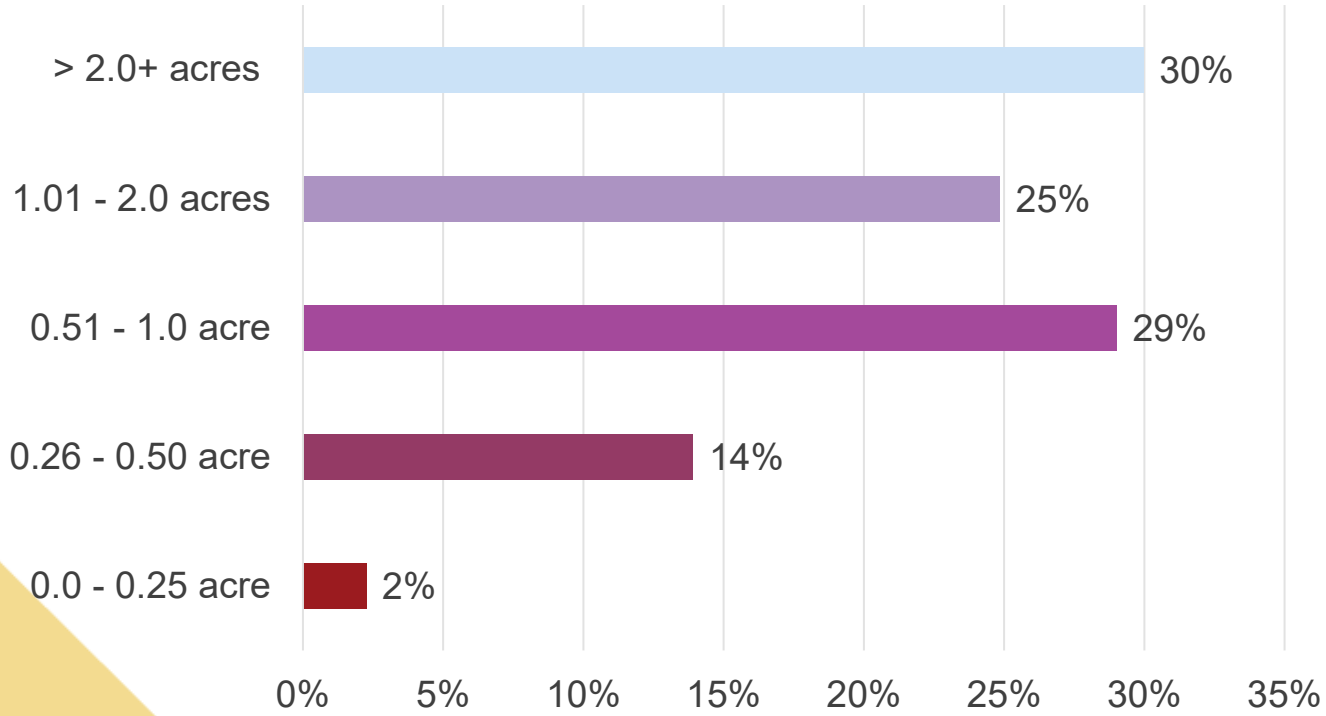
Largest 3 Existing Land Use Categories:

- Agricultural lands account for 78% of the City's land area
- Residential uses account for 17%
- Vacant & undeveloped lands account for 2%

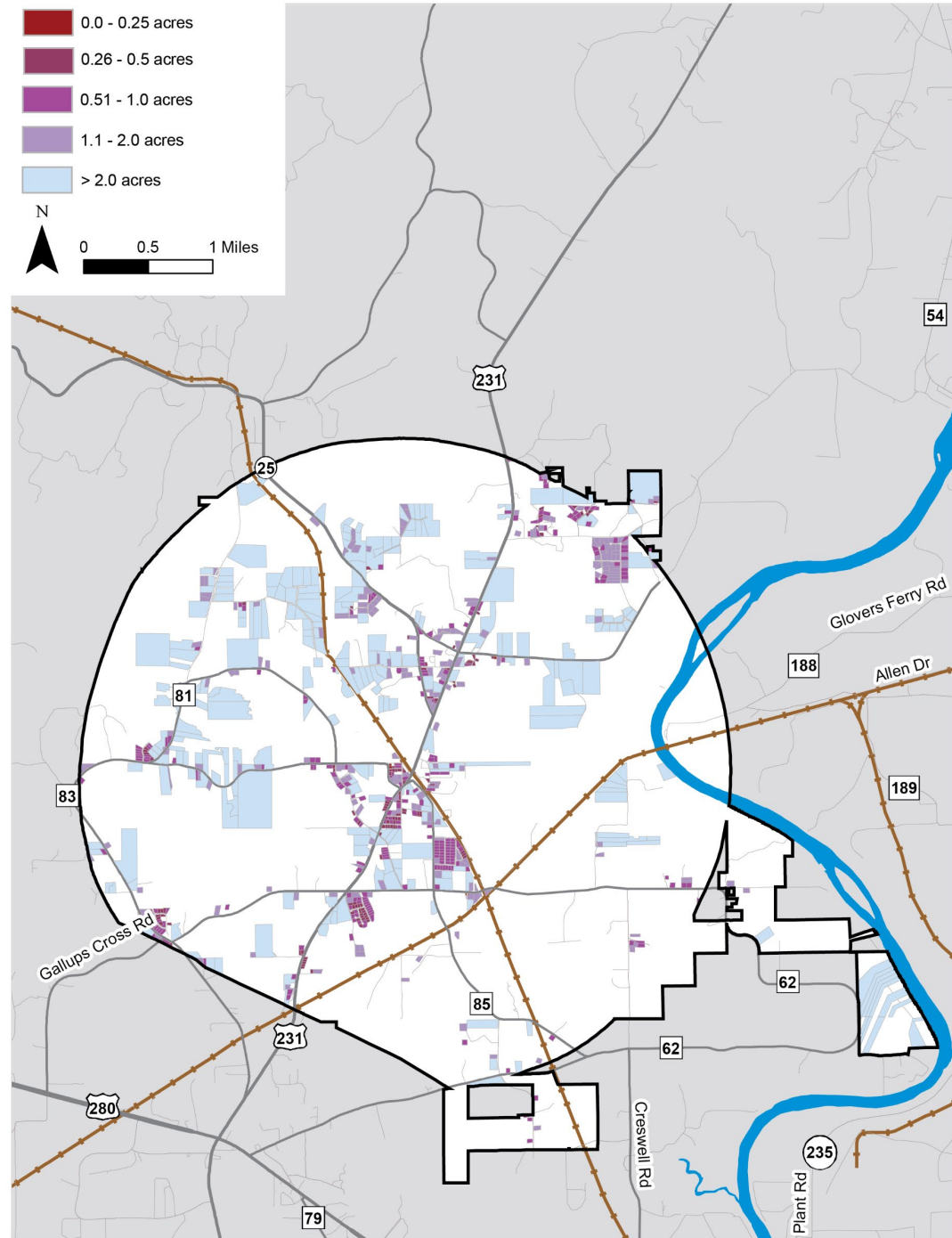


RESIDENTIAL LOT SIZE

30% of the residential lots are greater than 2 acres



Source: RPCGB



HOUSING UNITS & OCCUPANCY (2023)



Housing Units

Total units: **937**

0.21% increase since 2000



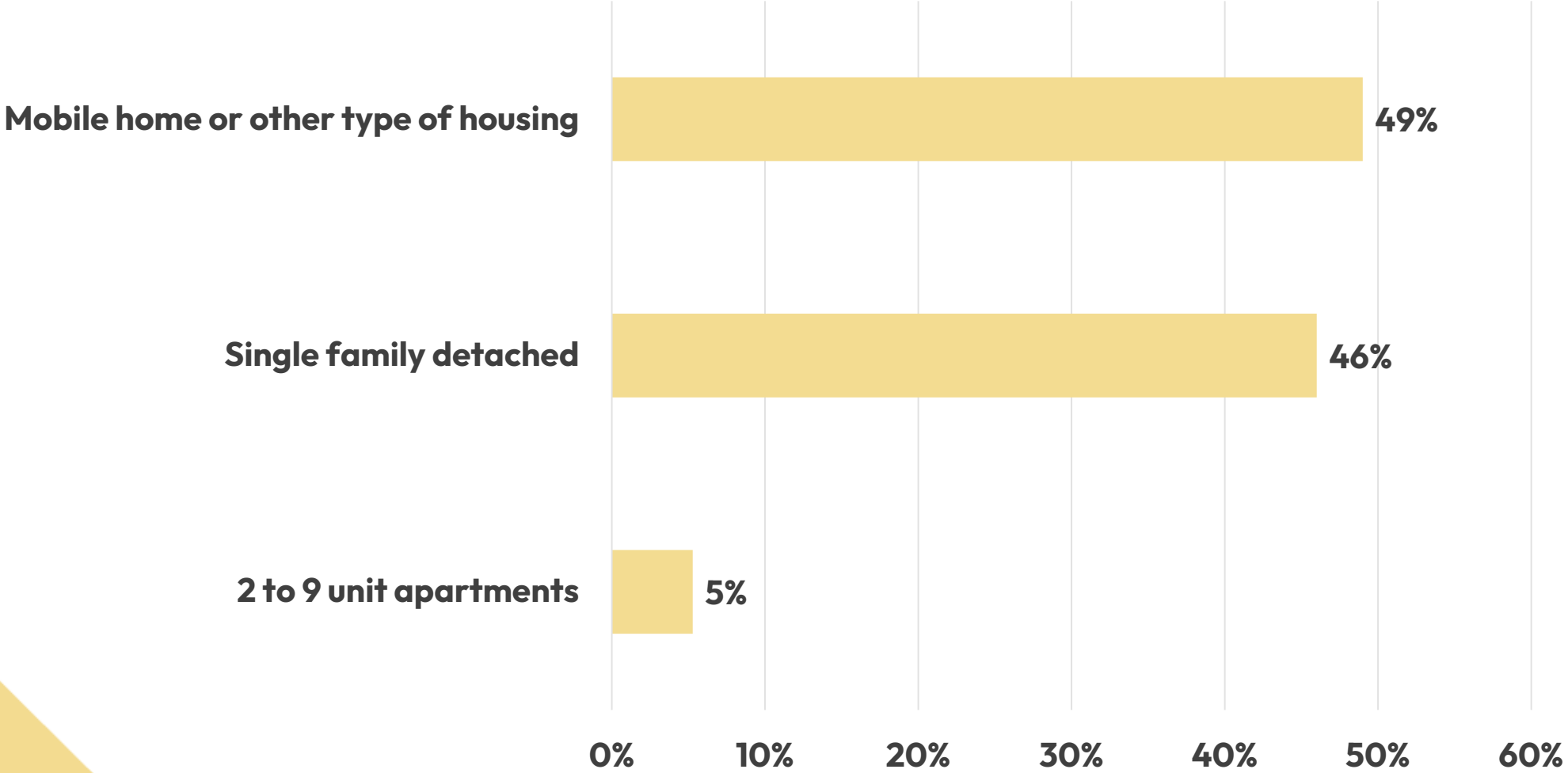
Housing Occupancy

Owner Occupied Units: **72%**

Renter Occupied Units: **16%**

Vacant Housing Units: **12%**

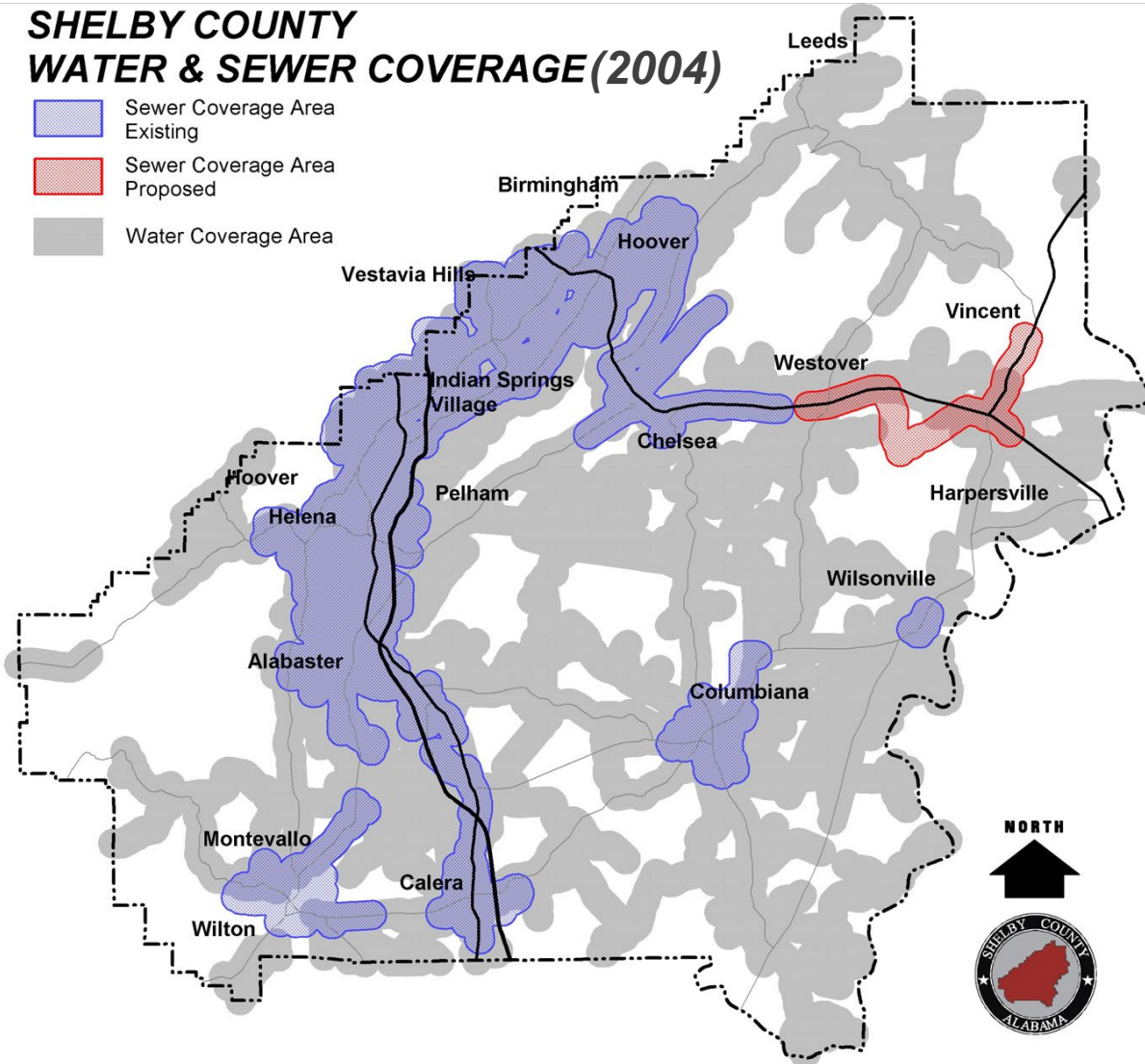
HOUSING UNITS BY TYPE (2023)



Source: U.S. Census and ESRI Community Profile for 2023

LIMITED SEWER LINE SERVICE & SEPTIC SYSTEM COVERAGE

- Limited sewer line service and septic system coverage are significant issues facing the City
- These are factors that must be addressed for the City to attract growth and development, especially in the Downtown area.
- The City is currently seeking grant funding options.



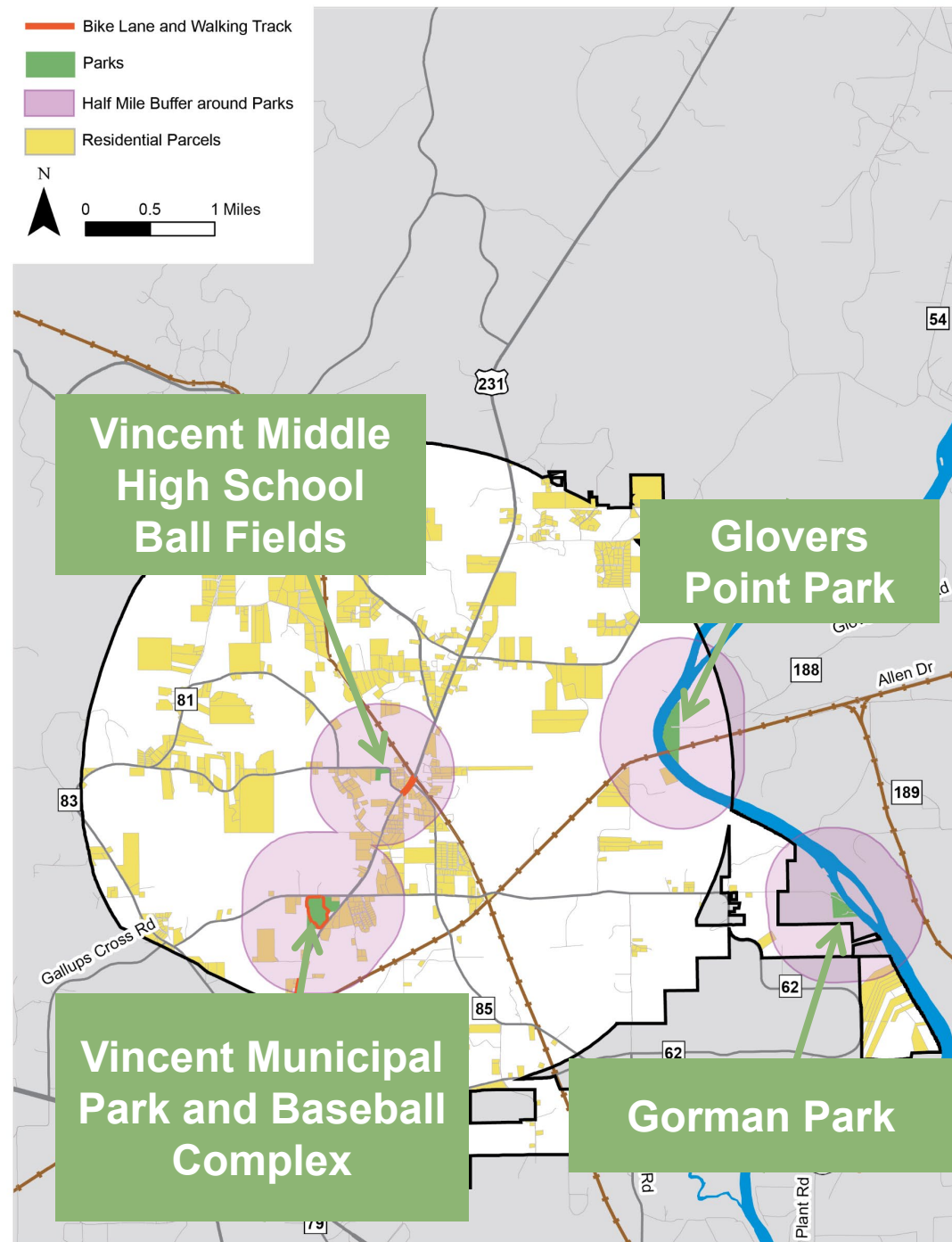
PARKS & OPEN SPACE

The City of Vincent is home to several parks and sports fields, including:

- Vincent Municipal Park and Baseball Complex
- Vincent Middle High School Ball Fields
- Gorman Park (jointly managed by the City and Shelby County)
- Glovers Point Park

229 residential parcels are currently within a 10-minute walk (or 1/2 mile) of a park

- This represents 21% of all residential parcels
- There are limited walking or biking options to these parks



TONIGHT'S FEEDBACK ACTIVITIES



Issues and Opportunities Feedback Activity

ECONOMIC DEVELOPMENT

ELEMENTS	WHAT'S WORKING?	WHAT'S NOT WORKING?	WHAT'S NEEDED?
Business Op (What types of busin positioned to attract businesses woul	TRANSPORTATION & INFRASTRUCTURE		
Partner Organi			

ELEMENTS	WHAT'S WORKING?	WHAT'S NOT WORKING?	WHAT'S NEEDED?
Mobility Opt (Where are new sidewalks facilities neede	COMMUNITY DEVELOPMENT		
Street Mainte (Note areas where impro needed, bad pavement ca			

ELEMENTS	WHAT'S WORKING?	WHAT'S NOT WORKING?	WHAT'S NEEDED?
Business Re Retentio	QUALITY OF LIFE		
Workforce D (Is there a suffici companies in Cordov residents become emplo			
Traffic Conge (Please be spec	Hou (Diversity of housi What new types are		
Speeding Area Other Traffic	Senior (Is senior housing need assisted living, 55+		
Utilities / Intern	Code Enf Resident (Are there issues maintenance cod	Placemaking (What's missing that would make Cordova even better? I.e., gathering places, wayfinding, streetscaping, street furniture)	
	Code Enf Commer (Are there issues maintenance cod	Community Facilities (City Hall, Senior Center, Community Center, storm shelters, etc.)	
	Public Saf Fire & Mun	Municipal Services (Public Works Department, garbage and debris removal, stormwater management, etc.)	
		Parks & Recreation (Indian Head Mill Park, Disney Lake Park, City of Cordova Ballfield and other public facilities, park maintenance, programming, senior and children programs, etc.)	
		Entertainment, Shopping, and Dining Opportunities	
		Access to Childcare and Healthcare Services	

1 What's working?

2 What's not working?

3 What's needed?

Map Your Ideas

Instructions

Select a sticker that aligns with your message, and affix it to the map! If you wish to share a comment, assign a number to the sticker, and then record your comment on the neighboring sheet. Please ensure that your comment matches the number you've assigned.



This is an asset



There is an issue here



There is an opportunity here

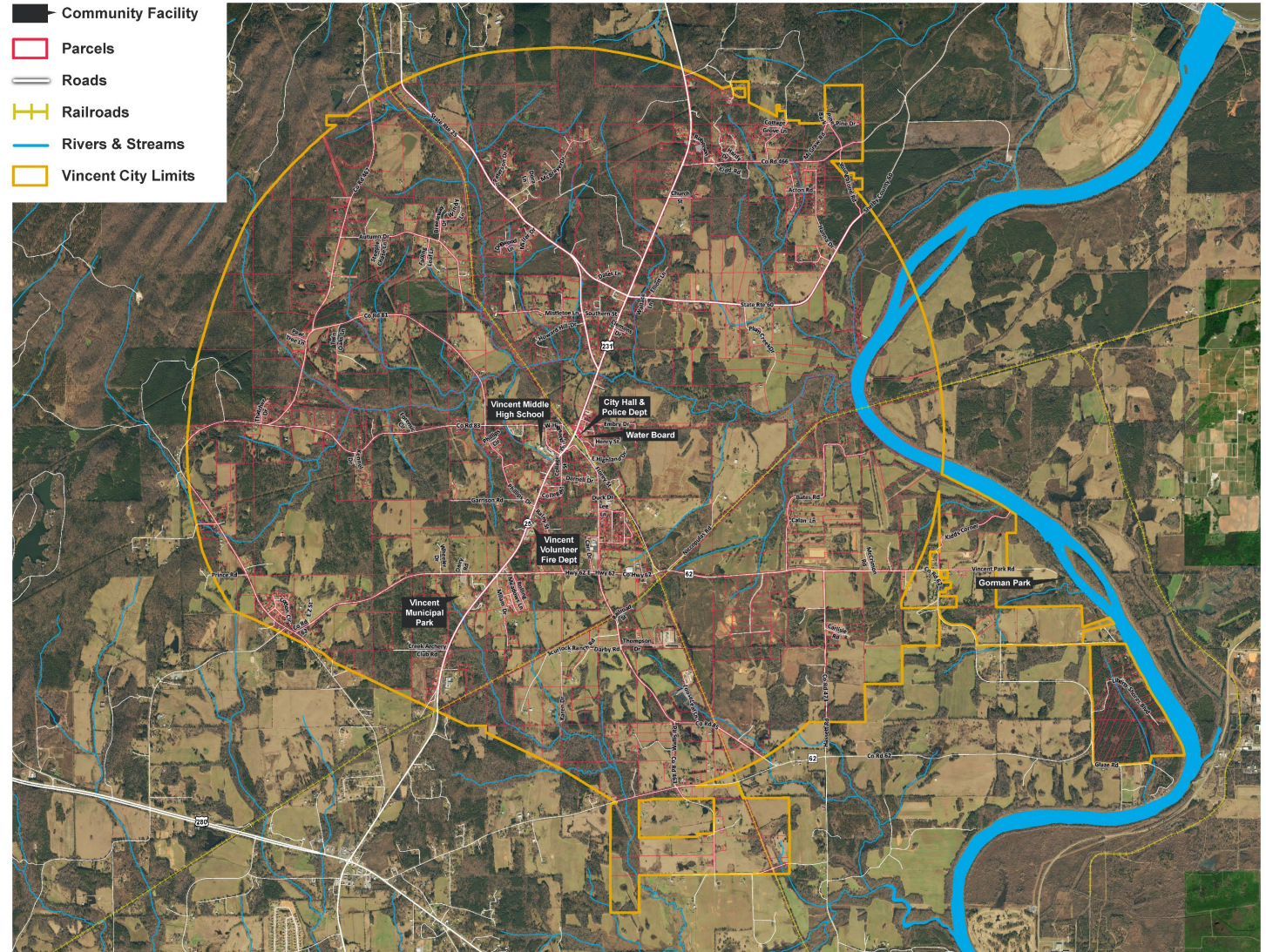


This needs improvement



Other comment (please explain comment on the neighboring sheet). Select any color dot other than the ones listed above.

- Community Facility
- Parcels
- Roads
- Railroads
- Rivers & Streams
- Vincent City Limits



← → ↻ planvincent.com

MENU **VINCENT COMPREHENSIVE PLAN**

JOIN US FOR A COMMUNITY MEETING TO LEARN MORE ABOUT THE COMPREHENSIVE PLAN!

The City of Vincent is creating a new Comprehensive Plan to shape the city's future growth, development, public services and infrastructure. We want to hear from you! **Join us on September 25th at 6:00pm** to share your vision for Vincent's future!

Download and share the meeting details by clicking the button below.


SHARE THE MEETING DETAILS!

To learn more about the Comprehensive Plan, click the button below.

LEARN MORE!

REVIEW THE EXISTING CONDITIONS & TRENDS SUMMARY

Along with the results from public involvement activities, this report will form the basis the recommended goals and actions in the Comprehensive Plan. Click the button below or the image on the right to start reviewing it!



You're invited to learn about the new Comprehensive Plan!

Join us for a Community Meeting

CITY OF VINCENT
COMPREHENSIVE PLAN

**Monday
September 25**
6:00pm to 7:00pm


Vincent Middle High School Auditorium
42505 AL-25, Vincent, AL 35178

Presentation @ 6:15 pm
Interactive activities to follow

Scan the code & take our survey!

Vincent is creating a new Comprehensive Plan to shape the city's future growth, development, public services, and infrastructure. We want to hear from you! Join us on September 25th at 6:00 pm to share your vision for Vincent's future.

For more information visit: www.PlanVincent.com



VINCENT COMPREHENSIVE PLAN

EXISTING CONDITIONS & TRENDS SUMMARY

For more information, visit the project website at
www.PlanVincent.com

THANK YOU!

Lindsay Puckett, AICP

Principal Planner

Regional Planning Commission of Greater Birmingham

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(205) 264-8421