

PELL CITY

2040 COMPREHENSIVE PLAN



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City of Pell City – Mayor
The Honorable Bill Pruitt

Pell City Planning and Zoning Commission

John Hoffman, Chairman
Mike Allen
Pat Wrigley
Camaran Williams
Derrol Luker
Brian Worley
Doug Carden
Frank Finch
Jason Mitcham

Pell City, City Council

Jay H. Jenkins
James McGowan
Blaine Henderson
Jason Mitcham
Jud Alverson



Lake Logan Martin

2017 Update Performed By: Epiphany Collaboration, LLC

2001 Update Performed by: Regional Planning Commission of Greater Birmingham (RPCGB)
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Pell City 2040 Comprehensive Plan



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CHAPTER I: Background and Vision



Introduction

The Pell City 2040 Comprehensive Plan presents a vision of what kind of community the City would like to be in the future and identifies the steps required to move toward that vision. The Plan provides information about the City's current conditions, long-term goals, and potential implementation activities. It addresses a wide range of issues, including land use, housing, transportation, infrastructure, the preservation of historic and natural resources, and economic development.

As a long-term guide for the community, the Plan guides City leaders in making decisions about the location, scale, and quality of new development, the improvement of neighborhoods and commercial areas, the revitalization of downtown and surrounding historic areas, the extension and upgrade of roads and utilities, and the future of the City's parks, public spaces, and natural areas.

This plan is adopted to set the City's growth and development policies for the next five years with a maximum useful life of twenty years. The City Planning Commission expects to consider revisions to the plan, particularly at its next review in five years. In the meantime, this plan is meant to set the City on a course toward meeting its long-term vision.

Importance of a Comprehensive Plan

The Comprehensive Plan is one of the most essential documents produced by a local government. Section 11-52-8 of the Code of Alabama prescribes that every community (planning commission) prepare and adopt a comprehensive plan to guide its future growth and development. ***This plan must be kept up to date.*** It is recommended that the planning commission review the plan at least once every five years. The Plan is important because it is both comprehensive and long term. It helps to coordinate most City activities by examining them in concert, a comprehensive approach. In this way transportation is coordinated with decisions on new development which in turn can be accommodated by planned improvements to water and sewer service. At the same time valued historic and natural resources are identified and considered. Adopting and publishing a comprehensive plan communicates the City's desires and developmental policies to the public as well as to state, federal and private agencies. A long-term view is necessary so that short-

term solutions in response to a crisis do not preclude the City from reaching its long-term goals.

In October 2001, the Pell City Planning and Zoning Commission adopted “*Pell City 2040 Comprehensive Plan*,” the second comprehensive plan for the City in twenty-eight years, the first being adopted in 1973. As with other municipalities in Alabama, during this time period Pell City was affected by a national recession that negatively impacted the economy and as a result how the City views its goals for the future.

Because few if any updates have been made to the Comprehensive Plan since 2001, in 2017 the Commission chose to conduct an extensive update. The update began by holding a series of public input meeting to identify what elements the Plan should include and identify the assets and issues surrounding each element.

Vision Statement

Pell City has expressed its vision for the Pell City 2040 Comprehensive Plan as follows:

“To continue to improve Pell City by promoting economic vitality, enhancing development throughout the City while preserving our unique community character, and enriching the quality of life for all our citizens”

The Plan as a Policy Document

It is imperative that citizens realize that the Plan it is not a regulating document. Rather, it is a policy document used by the Planning Commission and the City Council to guide decisions about issues such as rezoning proposals, the location of new transportation infrastructure, investments in water and sewer improvements, and the development of parks. The Plan is implemented by the City through the Zoning Ordinances, Subdivision Regulations, the City Code, the Capital Improvement Program, and the Annual Budget.

Community Participation

Pell City held regular work sessions on the various elements of the Comprehensive Plan. These work sessions were advertised as public meetings to allow citizens and community leaders an opportunity to view firsthand the deliberations that took place during the formulation of this document. Copies of the “Assets and Issues” lists, developed from each element meeting, are included as Appendix A of this Plan.

Additionally, there was a formal public hearing held during the January 25, 2018, Planning Commission meeting. At this meeting the floor was open for public comments, questions, and observations regarding the Comprehensive Plan. This hearing was advertised in the *St. Clair News Aegis*. The minutes of the meeting are public record stored at City Hall.

Chapter II - Physical Environment



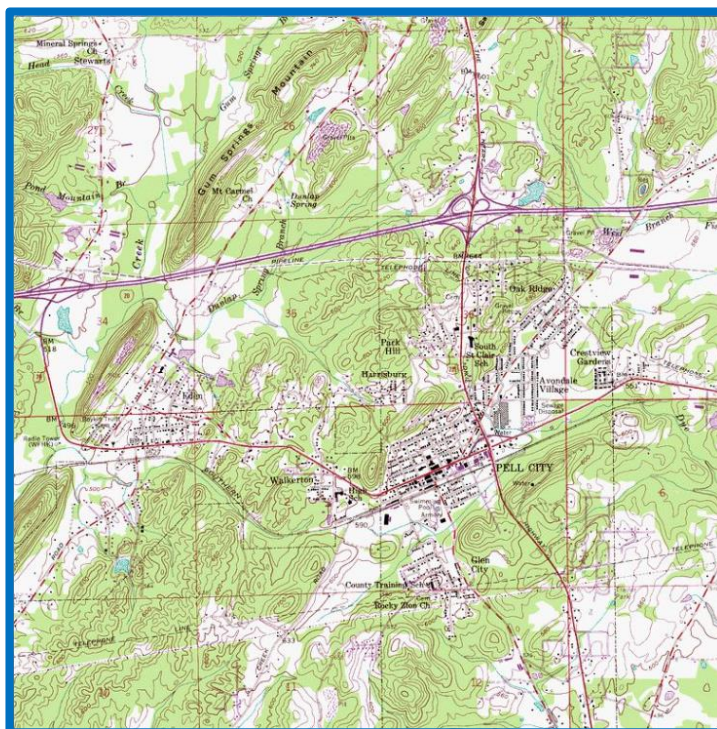
Location

The City of Pell City is located approximately 37 miles east of Downtown Birmingham in the southern portion of St. Clair County, Alabama. Pell City serves as one of two county seats in St. Clair County, which is the fourth fastest growing County in the State of Alabama. Pell City is accessible from the east and west from Birmingham and Atlanta via Interstate Highway 20 and U.S. Highway 78, and north and south via U.S. Highway 231.

Topography

The topography of Pell City can best be described as undulating hilly to moderately steep. Topography typically remains steady and stable. Usually topographical changes occur slowly over time due to erosion and weatherization, however, major topographical changes can occur more rapidly due to the inappropriate development of unsuitable areas. One such example is known as cut and fill, or site leveling.

PELL CITY TOPOGRAPHY



Source: www.topoquest.com

Leveling areas with steep slopes for development is expensive and usually has a negative impact on natural drainage systems, which can lead to flooding.

Waterways/Flood Areas

Pell City is located within the Coosa River Watershed, a drainage basin where rainwater drains to a common destination. Surface water in Pell City flows in a generally southerly direction into the Coosa River, and the area is drained by several creeks and streams, including Easonville Creek, Blue Springs, Cropwell Springs, and Wolf Creek. Floodplains run along each of these creeks and their branches, and in these areas development should be restricted. Construction in floodplains, particularly when wetlands are damaged or destroyed, can lessen the storage capacity of the floodplain thereby contributing to higher flood levels downstream, increased turbidity, and erosion problems. For these reasons the City should place strict limitations on development in these areas particularly the 100-year floodplain. Encroachment into these areas should not be permitted without review and approval by a registered engineer certifying that the encroachment will not increase flood levels per FEMA regulations. *(See Appendix B – FIRM Maps)*

Soils

The Soil Conservation Service of the United States Department of Agriculture in cooperation with the Alabama Agricultural Experiment Station, the Alabama Soil and Water Conservation Committee, and the Alabama Cooperative Extension Service conducted fieldwork between 1970 and 1980 to produce Soil Surveys. Although completed nearly thirty years ago, the soil characteristics have generally remained the same in undeveloped areas, specifically in areas surrounding streams and along ridges. General soil mapping, shown on *Map 2 – General Soils Map*, shows broad areas that have a distinctive pattern of soils, relief, and drainage; this map should only be used to compare the suitability of large areas for general land uses. Detailed soil mapping can be used to determine the suitability or limitations of soils for a specific use.

The primary general soil types which occur within the present boundaries of Pell City are Minvale-Neila-Bodine, Minvale-Dewey, and Townley-Tasso-Wax as shown on the following map and described in more detail below.

Minvale-Nella-Bodine: These soils are defined as well drained, somewhat excessively drained, loamy soils formed in material weathered from chert, cherty limestone and sandstone. This unit consists of 34 percent Minvale soils, 24 percent Nella soils, 21 percent Bodine soils and 21 percent soils of minor extent. *These soils*

are used mainly as woodland. In some areas near Pell City, these soils are used in low density residential use. These soils are not suited to cultivate crops or to pasture and hay crops because of their steep slopes and erosion hazard. Because of the steep slopes the soils of this association are not suited to building site development or to use for sanitary facilities. A narrow strip of Minvale-Nella-Bodine soil runs diagonally along the northwestern border of Pell City's city limits.

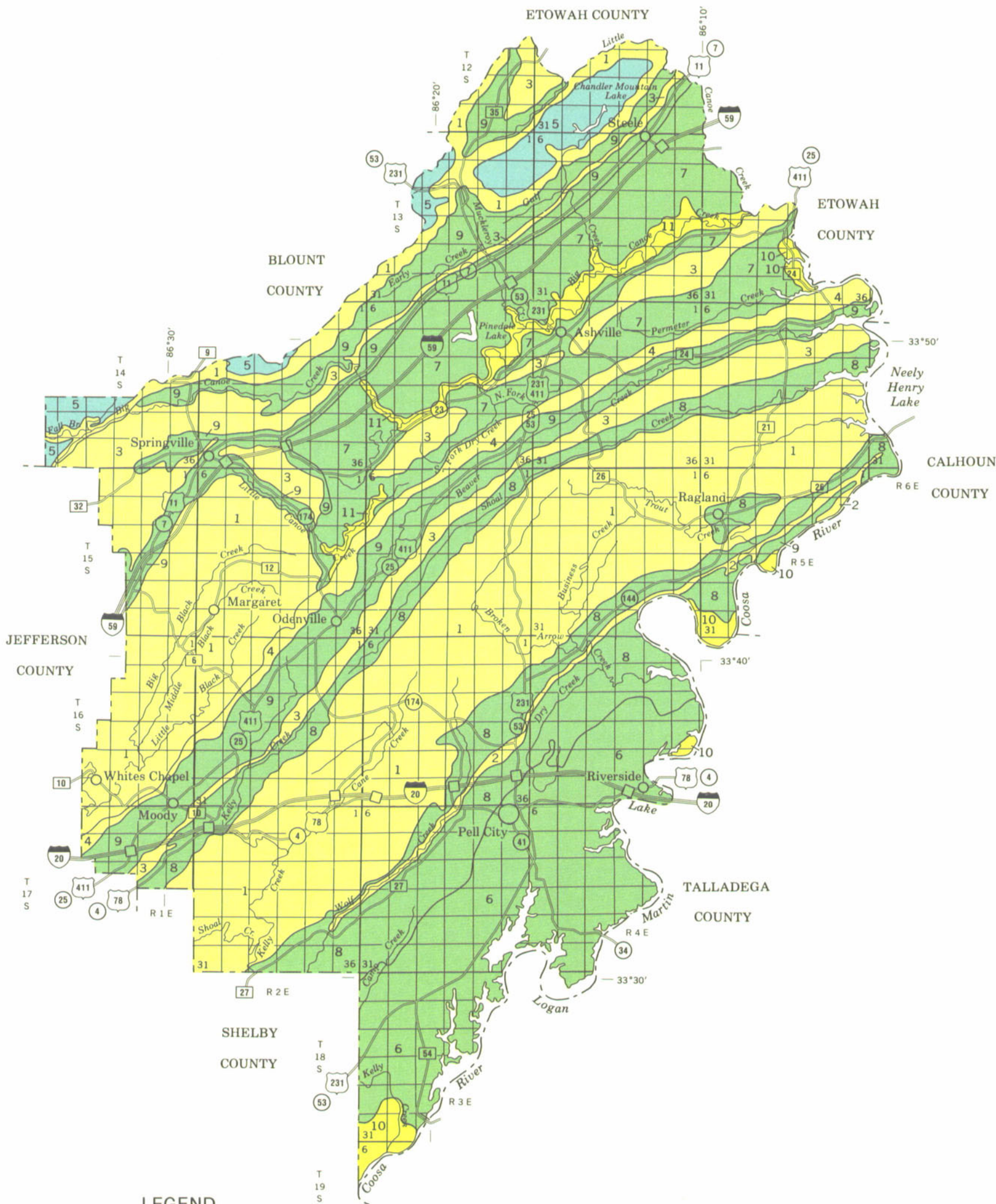
Minvale-Dewey: These soils are defined as well drained, loamy and clayey soils formed in material weathered from chert, cherty limestone and limestone. This soil is made up of about 40 percent Minvale soils, 40 percent Dewey soils and 20 percent soils of minor extent. *The Minvale and Dewey soils primarily are used as woodland. In some small areas the Dewey soil has been cleared and is used as pasture. These soils are not suited to cultivate crops; the slope is too severe a limitation and erosion is a severe hazard if the soil is cultivated. These soils are poorly suited to building site development and to use for most types of sanitary facilities. The slope is a severe limitation; this limitation is difficult to overcome.* Minvale-Dewey soils are found throughout Pell City stretching from Lake Logan Martin northwest toward the City center.

Townley-Tasso-Wax: These soils are defined as well drained, moderately well drained, clayey and loamy soils formed in material weathered from shale, sandstone, alluvium and colluvium. This soil is made up of about 55 percent Townley soils, 12 percent Tasso soils, 10 percent Wax soils and 23 percent soils of minor extent. *This soil is suited to cultivate crops as well as pasture and hay; however the low available water capacity is a limitation. Erosion is a moderate hazard; in areas where water concentrates this soil is subject to gully erosion. This soil is poorly suited to building site development. Depth to bedrock and permeability severely limit the use of this soil for most types of sanitary facilities. Because this soil is gently sloping, minimal cut and fill material is needed for site preparation for small commercial development. Depth to bedrock and shrinking and swelling are moderate limitations for use of this soil for other types of building site development.* Townley-Tasso-Wax soils are found in the northwest portions of Pell City and are bisected by the strip of Minvale-Nella-Bodine soils discussed earlier.

As indicated above, all development review should include a consideration of soils on the property and their suitability for the development type. In many instances accommodations can be made for unsuitable soils through on-site engineering. The City should always consult with their engineers and County officials regarding development on sites with less than ideal soils and possible resolutions to development issues.

Climate

Pell City lies within the Humid Subtropical Climate Zone characterized by hot humid summers and cool winters. The City averages 209 days of sunshine and 80 days of measurable precipitation, overwhelming in the form of rain. The average annual rainfall is approximately 54 inches. The average annual temperature in Pell City is 72 degrees Fahrenheit, with average lows in January of 30 degrees and highs in July of 90 degrees. Typically, the first frost occurs in mid to late October, while the last frost takes place in early April.



LEGEND

MODERATELY STEEP TO STEEP SOILS ON MOUNTAINS, DISSECTED PLATEAUS, AND RIDGES

- 1 Nauvoo-Townley-Rock outcrop: Well drained, loamy and clayey soils formed in material weathered from sandstone and shale; and areas of exposed limestone and sandstone
- 2 Minvale-Nella-Bodine: Well drained and somewhat excessively drained, loamy soils formed in material weathered from chert, cherty limestone, and sandstone colluvium
- 3 Minvale-Nella-Townley: Well drained, loamy and clayey soils formed in material weathered from chert, cherty limestone, sandstone, colluvium, and shale
- 4 Minvale-Bodine: Well drained and somewhat excessively drained, loamy soils formed in material weathered from chert and cherty limestone

UNDULATING TO HILLY SOILS ON PLATEAUS AND MOUNTAINS

- 5 Nauvoo-Townley: Well drained, loamy and clayey soils formed in material weathered from sandstone and shale
- 6 Minvale-Dewey: Well drained, loamy and clayey soils formed in material weathered from chert, cherty limestone, and limestone

UNDULATING TO HILLY SOILS IN VALLEYS AND ON VALLEY SIDES

- 7 Conasauga-Firestone: Moderately well drained and well drained, clayey soils formed in material weathered from shale
- 8 Townley-Tasso-Wax: Well drained and moderately well drained, clayey and loamy soils formed in material weathered from shale, sandstone, alluvium, and colluvium
- 9 Minvale-Cane-Wax: Well drained and moderately well drained, loamy soils formed in material weathered from chert, cherty limestone, sandstone, alluvium, and colluvium

NEARLY LEVEL AND GENTLY SLOPING SOILS ON STREAM TERRACES AND FLOOD PLAINS

- 10 Waynesboro-Holston: Well drained, clayey and loamy soils formed in alluvial material from shale, sandstone, and cherty limestone
- 11 Choccolocco-Mooreville-Wax: Well drained and moderately well drained, loamy soils formed in alluvial deposits

U.S. DEPARTMENT OF AGRICULTURE
SOIL CONSERVATION SERVICE

ALABAMA AGRICULTURAL EXPERIMENT STATION
ALABAMA SOIL AND WATER CONSERVATION COMMITTEE

GENERAL SOIL MAP

ST. CLAIR COUNTY
ALABAMA



Scale 1:253,440
1 0 1 2 3 4 Miles

1 0 4 8 Km

Compiled 1983

Each area outlined on this map consists of more than one kind of soil. The map is thus meant for general planning rather than a basis for decisions on the use of specific tracts.

| SECTIONALIZED TOWNSHIP | | | | | | | | | | | |
|------------------------|----|----|----|----|----|--|--|--|--|--|--|
| 6 | 5 | 4 | 3 | 2 | 1 | | | | | | |
| 7 | 8 | 9 | 10 | 11 | 12 | | | | | | |
| 18 | 17 | 16 | 15 | 14 | 13 | | | | | | |
| 19 | 20 | 21 | 22 | 23 | 24 | | | | | | |
| 30 | 29 | 28 | 27 | 26 | 25 | | | | | | |
| 31 | 32 | 33 | 34 | 35 | 36 | | | | | | |

Air Quality

Pell City continues to maintain excellent air quality and is under no compliance order with federal ambient air quality standards. The only concerns are in the possible impacts on air quality from Anniston and Birmingham SMAs. It should be noted that the U.S. Environmental Protection Agency (EPA) significantly tightened the National Ambient Air Quality Standard (NAAQS) for PM_{2.5} in December 2012, revising the standard from 15 to 12 ug/m³ (micrograms per cubic meter), averaged over a year. Upon finalizing a new standard, the Clean Air Act requires all counties in the U.S. to be formally designated by EPA as either an “attainment” area, (in compliance with the new standard) or a “non-attainment area (not meeting the standard). In March 2014, the Alabama Department of Environmental Management sent a letter to EPS stating that based on recent ambient air monitoring data, all monitors in the State of Alabama meet the new annual PM_{2.5} NAAQS. This letter recommended to EPA that the entire State of Alabama be designated as an “attainment” area under the new standard. *(From: ADEM Memorandum dated For Immediate Release: Wednesday, March 12, 2014).*

Resource Management & Protection

A number of opportunities exist to aid the City in improving the protection and management of its natural systems, including environmental performance standards, incentives for private actions, education, and awards programs, as well as direct City actions.

The City may wish to consider environmental performance standards for new development and redevelopment, not only to ensure compliance with state and federal standards, but also to address the protection



and management of important natural resources. Through the application of reasonable standards limiting the development of floodplains, wetlands, and streamside steep slopes, these important resources may be preserved. Standards for the construction and maintenance of stormwater management facilities would ensure that flooding levels are kept in check and that the water quality of stormwater discharges is addressed. The design, quality, and upkeep of stormwater management facilities is of major concern.

The City should adequately enforce post construction maintenance agreements on private stormwater best management practices to ensure that they are performing as designed. Incentives, rather than codified standards, may be more appropriate for other efforts to achieve viable development. For example, the City should continue to promote the adaptive reuse of existing buildings and offer incentives for the cleanup and redevelopment of brownfield sites. Such incentives could include tax abatement, density/intensity increases, and contributions to infrastructure and public amenities. Density increases, or other incentives for private developers, should be available in a variety of zoning districts in exchange for the preservation of significant wooded open space, unique species areas or critical habitats, and for green building design. The City should also work with property owners desiring to participate in the stormwater credit program.

Environmental protection is an important and vital element when dealing with water, wastewater, stormwater and sanitation (solid waste). To this end, the City of Pell City should consider implementing “Green Building” standards within departmental operational policies and the City’s development regulations, including but not limited to zoning ordinance and subdivision regulations.

There are also softer techniques for natural resource protection that may be employed, such as educational programs and programs to recognize private environmental initiatives. Pell City already sets an example by assisting in ongoing debris removal projects in the Coosa River Watershed as an active part of the Logan Martin Lake Protection Association. The City should continue these efforts by supporting a variety of environmental education efforts including interpretive signage, programming and design workshops.

Awards programs are also a way to promote green development. These programs could be used to highlight a variety of topics including the eradication of invasive plant species, developments that incorporate green building techniques, water conservation initiatives, and various efforts to protect stream valleys and woodlands.

Finally, the City itself could become actively involved in natural resource protection and management. When the City constructs a building, a parking lot, a road, or a park, for example, it should strive to protect wooded areas, steep slopes, and floodplains to the extent feasible. The City should use green building techniques and demonstrate well-landscaped stormwater management facilities that not only serve as best management practices but also provide visually pleasing amenities.

The establishment of a greenway program connecting various parts of the community (Downtown, City Hall, shopping areas, and parks) is another way the City can demonstrate its support of environmentally friendly development practices. Such a program should promote the purchase, and accept donations, of open space for resource protection along streams.

Understanding the Value of Natural Systems

There is a keen interest among citizens in improving the environmental quality and protecting natural resources. The first step in protecting these resources is to understand their value in providing a healthy environment. Monitoring and managing the environmental resources within the City can require a significant



amount of resources. Many cities and counties across Alabama are developing environmental databases in their GIS systems incorporating maps of topography, soils, water bodies, floodplains, and parks to help them plan environmentally sensitive communities.

City officials and citizens could benefit from more comprehensive information about effective environmental protection techniques. City staff from a variety of departments should be kept abreast of environmental trends and practices through training, conferences, workshops, and other educational forums. The City should establish a panel of local experts to serve on a Natural Resources Advisory Committee, and/or a Stormwater Advisory Committee, to evaluate and comment on natural resource-related policies.

A Regional Approach

Since nature does not respect political boundaries, regional cooperation is essential in addressing environmental problems and managing natural systems. The expansion of existing partnerships should be encouraged to address regional environmental issues such as stormwater, greenways, scenic resources, water and air quality, and invasive species. Collaboration between state agencies, local and regional environmental groups, and colleges and universities may prove effective in addressing resource protection and management.

Regional stormwater management efforts are good examples of environmental planning that extend across jurisdictions and utilizes grant funds from the Alabama Department of Environmental Management (ADEM). The City should pursue other funding opportunities to monitor and manage environmental resources.

Recommendations:

- Place strict limitations on development in floodplain areas. (*Waterways/Flood Areas*)
- Development review processes should include consideration of soils and their suitability for development. (*Soils*)
- Consider environmental performance standards for new development and redevelopment. (*Resource Management & Protection*)
- Enforce post construction maintenance agreements and best management practices to ensure stormwater infrastructure is performing properly. (*Resource Management & Protection*)
- Promote adaptive reuse of existing buildings. (*Resource Management & Protection*)
- Consider incentives for the cleanup and redevelopment of brownfield sites. (*Resource Management & Protection*)
- Consider implementing “Green Building” standards. (*Resource Management & Protection*)
- Encourage natural resource protection through various techniques. (*Resource Management & Protection*)
- Encourage City Leadership to become actively involved in natural resource protection. (*Resource Management & Protection*)
- Provide support to existing environmental monitoring groups (i.e. Lake Protection) and work to establish other expert advisory committee(s) designed to evaluate and comment on other natural resource-related policies. (*Resource Management & Protection*)
- Encourage expanding existing partnerships to address regional environmental issues. (*A Regional Approach*)
- Explore opportunities for funding to monitor and manage environmental resources. (*A Regional Approach*)

Chapter III - Housing



Introduction

Housing concerns focus on the availability of residential structures in the City and whether there is adequate housing to meet the needs of current and future residents.

Total Housing Units

Housing, or dwelling units, are defined as one or more rooms, designed, occupied, or intended for occupancy, as a separate living quarter with cooking, sleeping, and sanitary facilities provided within the dwelling unit for the exclusive use of a single family maintaining a household.

Table 1 displays basic data on housing occupancy for the City. Policies and regulations regarding local housing and residential areas should aim to preserve the integrity, quality, and sustainability of the existing housing stock of Pell City.

| Table 1 HOUSING OCCUPANCY | | |
|---------------------------------|----------|---------|
| | Estimate | Percent |
| Total housing units | 5,969 | |
| Occupied housing units | 5,225 | 87.5 |
| Vacant housing units | 744 | 12.5 |
| Homeowner vacancy rate | | 1.0 |
| Rental vacancy rate | | 3.1 |
| <i>Source: U.S. Census 2015</i> | | |

Housing Types

Table 2 provides data regarding the types of residential structures located in Pell City. Traditional detached single-family units are the dominant housing type in the City, outnumbering attached dwelling types. Multi-family units, including duplexes, make-up a total of 22.5 percent of the City's housing and manufactured housing

accounts for an additional 9.2 percent. The numbers for multi-family housing are right in line with, and the manufactured home numbers are well below, those of St. Clair County and the State of Alabama.

| Table 2 Housing Types | | | | |
|---------------------------------|------------------|-------------|-------|------|
| Unit Type | Estimated Number | Percentages | | |
| | Pell City | County | State | |
| 1-unit, detached | 4,015 | 67.3 | 68.7 | 68.6 |
| 1-unit, attached | 63 | 1.1 | 0.6 | 1.6 |
| 2 units | 218 | 3.7 | 0.9 | 2.1 |
| 3 or 4 units | 367 | 6.1 | 1.7 | 2.9 |
| 5 to 9 units | 444 | 7.4 | 2.0 | 4.3 |
| 10 to 19 units | 172 | 2.9 | 1.0 | 3.2 |
| 20 or more units | 143 | 2.4 | 0.6 | 3.7 |
| Mobile home | 547 | 9.2 | 24.4 | 13.5 |
| Boat, RV, van, etc. | 0 | 0.0 | 0.1 | 0.1 |
| TOTAL | 5,969 | | | |
| <i>Source: U.S. Census 2015</i> | | | | |

Age of Housing Stock

Table 3 provides data regarding the age of local housing stock compared to the County and State. In general, housing construction in Pell City has followed the same path as that in St. Clair County and the State. However, during the two decades between 1990 and 2010 construction in both the City and the County well exceeded that of the State. Also, it can be seen that housing development doubled in the 1970s and continued to grow through 2009. Beginning in 2010 development slowed most likely due to the economic downturn. It is expected that the upcoming 2020 Census will likely reflect a positive increase in development.

| Table 3 Housing Development/Age | | | | |
|--|------------------|-------------|-------|------|
| Unit Type | Estimated Number | Percentages | | |
| | Pell City | County | State | |
| Built 2014 or later* | 142 | 2.3 | 0.1 | 0.1 |
| Built 2010 to 2013 | 173 | 2.9 | 3.0 | 2.1 |
| Built 2000 to 2009 | 1,512 | 25.3 | 28.0 | 16.8 |
| Built 1990 to 1999 | 1,522 | 25.5 | 26.9 | 18.2 |
| Built 1980 to 1989 | 815 | 13.7 | 12.7 | 14.9 |
| Built 1970 to 1979 | 815 | 13.7 | 12.0 | 17.2 |
| Built 1960 to 1969 | 415 | 7.0 | 7.0 | 11.6 |
| Built 1950 to 1959 | 382 | 6.4 | 5.3 | 9.0 |
| Built 1940 to 1949 | 175 | 2.9 | 2.0 | 4.4 |
| Built 1939 or earlier | 160 | 2.7 | 2.9 | 5.6 |
| TOTAL | 6,111 | | | |
| <i>Source: U.S. Census 2015 and *Pell City Building Permit Reports</i> | | | | |

Occupancy

The data in Table 4 provides information regarding occupied and vacant housing units in Pell City. In 2015, Pell City had a 12.5 percent overall vacancy rate, which was slightly higher than that of St. Clair County, but lower than that of the State of Alabama. Based on the high number of renter-occupied units shown for Pell City, it is reasonable to conclude that, given the relatively moderate number of multi-family units in the City, many of the single-family dwellings are in fact renter rather than owner occupied.

| Table 4 Housing Occupancy/Vacancy Status for Pell City | | | | |
|---|--------------|-----------------|-------------------|------------------|
| Occupancy | Number City | Percentage City | Percentage County | Percentage State |
| Owner-occupied | 2,978 | 57.0 | 80.1 | 68.7 |
| Renter-occupied | 2,247 | 43.0 | 19.9 | 31.3 |
| Total Occupied Units | 5,225 | 87.5 | 89.4 | 84.0 |
| Vacant Units | 744 | 12.5 | 10.5 | 16.0 |
| TOTAL UNITS | 5,969 | ----- | ----- | ----- |
| <i>Source: U.S. Census 2015</i> | | | | |

Housing Value

The data in Table 5 shows the value of what the census refers to as “owner occupied housing” units in Pell City. This Table also includes data on the median housing value in Pell City according to the 2015 Census. The median value (\$169,900) of homes in Pell City was almost 19% higher than the median value of homes in St. Clair County and nearly 30% higher than those for the State of Alabama. During the period from 2010-2015 the value of housing in Pell City has increased approximately 15%. This increase is an indicator that, compared to surrounding areas, owner occupied housing in Pell City is becoming less affordable, thus providing a possible reason for the unusually high number of renter-occupied dwellings.

| Table 5 | | |
|---|-------------------------------------|--------------------------------|
| Housing Value – Owner Occupied Units | | |
| Value | Units (2,978 total units) | Percent Units |
| Less than \$50,000 | 287 | 9.6 |
| \$50,000 to \$99,999 | 373 | 12.5 |
| \$100,000 to \$149,999 | 573 | 19.2 |
| \$150,000 to \$199,999 | 574 | 19.3 |
| \$200,000 to \$299,999 | 570 | 19.1 |
| \$300,000 to \$499,999 | 535 | 18.0 |
| \$500,000 to \$999,999 | 50 | 1.7 |
| \$1,000,000 or more | 16 | 0.5 |
| <i>Median (dollars)</i> | <i>\$169,900</i> | <i>(X)</i> |
| <i>Source: U.S. Census 2015</i> | | |

Household Income and Affordability

While housing values have increased for Pell City the median household income has stayed relatively the same for the six year period 2010 - 2015. If the cost of home ownership continues to increase, the need for housing that is affordable, particularly to those in the median income range, will become increasingly important for Pell City.

Current Housing and Economic Assessments indicated that more housing is needed at all cost levels and that the gap between supply and demand was most critical for housing that is affordable to families in the "median income" range.

“Cost Burdened” families are identified by the U.S. Department of Housing and Urban Development (HUD) by the percentage of their household income that is spent for mortgage costs or gross rent. Families who pay more than 30 percent of their income for housing are considered cost burdened, which means that they may have difficulty affording necessities such as food, clothing, transportation, and medical care. Based on the HUD standards noted, a household making 100% of the City’s median household income in 2015 (\$41,944) could afford a home that cost \$111,411—which was less than the median price for a home in both the City of Pell City and in St. Clair County. This means that households at 100% of the City median household income in 2015 would find it difficult to afford the average single-family home in Pell City, and would therefore be considered cost burdened.

Rental costs are slightly more affordable. Based on the 30% of household income standard, approximately 55% of the rental units in the City would be considered affordable to households at or below 100% of the City’s median household income.

Aging in Place

Demographics show that from 2000-2015 more than 20 percent of Pell City’s population was made up of citizens over the age of 60 and their numbers have continued to grow slowly during this timeframe. These numbers will continue to increase as the population continues to age.

The City may, in the future, need to develop additional services to accommodate the needs of the aging segments of its community. In terms of housing, the City can encourage Universal Design principles in new home construction. Universal Design includes installing universal features in homes like wider entranceways and wider doors that can accommodate wheelchairs, flat entrances and door and drawer knobs that don’t require twisting or gripping. Universal Design also involves constructing homes so that first-floor spaces can be easily converted into additional bedroom and bathroom facilities. These basic construction techniques can provide seniors with the option to stay in their homes longer and promote “aging in place.”

Key Issues

Currently, there are large tracts of undeveloped land in Pell City that can potentially support new development. Therefore, new home construction will be a contributing factor of future population growth. As part of this future development the City should consider a managed-growth position. Such a position would include careful planning to ensure that infrastructure meets development demands and that new growth does not over burden infrastructure thus impacting the City's quality of life.

The need for affordable housing should be of particular concern. The high cost of single-family detached housing, compared to the median household income, creates a situation whereby more multi-family housing could be developed to satisfy the demand for affordable housing not being met by traditional single-family detached housing stock. Additionally, the lack of affordable traditional housing can negatively influence the decision of new business and industry to locate in Pell City.

It is the desire of Pell City leadership to slow the growth of multi-family units in the City and encourage the development of marketable single-family units. In order to accomplish this, the City should work with local developers to examine how the construction of more affordable detached homes can be encouraged. In doing so the City should be careful not to sacrifice the quality of development but should rather look at how mixed use, conservation, and non-traditional development styles could help resolve this issue.

The City has a variety of assets for attracting future residential development led by, its ability to provide jobs, and its proximity to major employment areas. The City also has adequate central sewer and water capacity, low property taxes, and a "hometown" atmosphere. Because of these assets the City recognizes that significant growth will likely occur in the future and it should plan to ensure that growth will be consistent with the character of the City and complement its positive attributes.

Recommendations:

- Encourage Universal Design Principles in new construction. (*Aging in Place*)
- Consider a Managed-Growth position (*Key Issues*)
- Work with developers to examine how to encourage construction of more affordable detached homes. (*Key Issues*)
- Plan future growth to fit with, and compliment, City character. (*Key Issues*)
- Maintain and update zoning codes to shape and protect areas of traditional residential development and to encourage new mixed-use development where appropriate.
- Develop an approach to marketing Pell City to attract future residents.
- Encourage property maintenance through enforcement of property-maintenance ordinances.

Chapter IV - Economic Development



Introduction

Economic development is an essential function of local governments. As part of this activity local governments endeavor to aid local markets in working more efficiently by supplying infrastructure such as roads, water and sewer services, collection of taxes, and regulating the use of land, buildings, and development activities. Economic development involves public sector collaboration with private entities to promote and improve local economies. Successful economic development requires cooperation among governments, businesses, educational institutions, and civic organizations.

Communities also compete with one another, both regionally and in an increasingly global marketplace. At one time business and industry were forced to locate near natural resources in order to have adequate water and transportation to meet their needs. Due to advances in transportation and utility infrastructure, businesses and industries in today's economy, have a broad range of choices in where to locate. As a result, in order to attract those businesses, a city must capitalize on local assets, such as a skilled workforce, quality transportation resources, telecommunications services, good climate, proximity to cultural, educational, natural, and recreational resources, and the availability of attractive housing and retail opportunities. Many of these assets are interconnected, for example, a quality public educational system is an essential prerequisite for a skilled workforce. The importance of Pell City's Public Schools, as well as the close proximity of Jefferson State Community College, Talladega College, and a number of other Colleges and Universities in the Birmingham area such as UAB, Samford, and Birmingham Southern, is vital as a means to maintain and grow a skilled workforce.

An economic development program aims to create and retain jobs, increase the tax base, improve property values, retain local wealth and attract outside investment, reduce poverty, and promote economic stability and self-sufficiency. A city whose economic development objectives complement those of the surrounding localities will have a stronger base to attract new business and retain existing businesses. Pell City excels from this standpoint in that it provides a strong retail market for its citizens and those of smaller nearby communities, filling a gap that would otherwise require travel of 30 plus miles to Birmingham.

Business Retention & Redevelopment

As with most communities, economic development is one of Pell City's priorities. Closely related priorities are the enhancement of real estate value throughout the City, a strong tourism market, and a vibrant Historic Downtown. In a community like Pell City with available vacant land and some topographical constraints, redevelopment of previously developed sites and underutilized or vacant buildings are important considerations as they relate to economic development.

Current economic development efforts should be focused on retention and expansion of existing businesses throughout the City, continued support for improvements to the Historic Downtown, and development/redevelopment of the land surrounding Exit 156 at I-20 and U.S. Highway 78.

Partners in economic development efforts continue to be the major industry sectors in the City, as well as other smaller businesses, St. Clair County Economic Development Council, Alabama Department of Commerce, Regional Planning Commission of Greater Birmingham, Pell City Chamber of Commerce, Alabama Power, Pell City Industrial Development Board, and City government. In addition to collaborating with economic development entities throughout the region, the City should emphasize the importance of coordinating economic development with the City's long-range planning and community development efforts.

Existing Conditions

Household income also showed significant negative growth across income categories in the years between 2010 and 2015, particularly in those income ranges above \$99,999. These income fluctuations were ignited by the economic downturn in 2010 and should be tempered by the fact that Pell City's total households had only just recovered to 2010 levels in 2015.

Based on an average population growth of 2% from 2012-2016 and growth in total households of approximately 2% since 2010, Pell City should continue to see moderate growth in the future. This growth is dependent on a strong economy and access to quality jobs, excellent education opportunities, and improving quality of life amenities offered by the City.

| TABLE 6 | | | | | | | | | | | | | |
|---|--------------|-------------|--------------|-------------|--------------|-------------|--------------|------------|--------------|------------|--------------|------------|--------------|
| HOUSEHOLD INCOME | | | | | | | | | | | | | |
| Income | 2000 | % Chg. | 2010 | % Chg. | 2011 | % Chg. | 2012 | % Chg. | 2013 | % Chg. | 2014 | % Chg. | 2015 |
| Less than \$15,000 | 658 | 27.4 | 838 | -27.6 | 607 | 15.7 | 702 | -6.3 | 658 | 2.0 | 671 | -3.6 | 647 |
| \$15,000 to \$24,999 | 578 | -21.1 | 456 | 34.8 | 615 | 1.6 | 625 | -11.2 | 555 | 26.7 | 703 | 2.6 | 721 |
| \$25,000 to \$34,999 | 564 | 29.6 | 731 | -11.5 | 647 | -16.3 | 540 | 19.8 | 647 | 6.2 | 687 | -3.1 | 666 |
| \$35,000 to \$49,999 | 590 | 52.7 | 901 | 13.8 | 1,025 | -18.6 | 834 | 16.3 | 970 | -3.9 | 932 | -6.5 | 871 |
| \$50,000 to \$74,999 | 688 | 31.3 | 903 | -26.5 | 664 | 18.2 | 785 | -13.4 | 680 | 20.0 | 816 | 13.1 | 923 |
| \$75,000 to \$99,999 | 341 | 33.1 | 454 | -3.7 | 437 | 7.3 | 469 | -9.8 | 423 | 3.5 | 438 | 29.7 | 568 |
| \$100,000 to \$149,999 | 320 | 71.6 | 549 | 8.0 | 593 | -6.2 | 556 | 8.8 | 605 | -10.7 | 540 | -8.5 | 494 |
| \$150,000 to \$199,999 | 61 | 218.0 | 194 | -30.9 | 134 | -9.7 | 121 | -27.3 | 88 | -2.3 | 86 | 37.2 | 118 |
| \$200,000 or more | 34 | 170.6 | 92 | 79.3 | 165 | 31.5 | 217 | 47.9 | 321 | -25.9 | 238 | -8.8 | 217 |
| Total Households | 3,834 | 33.5 | 5,118 | -4.5 | 4,887 | -0.8 | 4,849 | 2.0 | 4,947 | 3.3 | 5,111 | 2.2 | 5,225 |
| <i>Sources: U.S. Bureau of the Census, American Fact Finder</i> | | | | | | | | | | | | | |

There is a substantial amount of lakeshore on Lake Logan Martin within Pell City's corporate limits; however, there is limited public access. The Lake is a large economic development asset and should be heavily promoted as a tourist destination. While the City currently provides an area for public access to the lake, water levels at this site drop in the winter making it unsuitable for year round use. Consideration should be given to establishing a year-round public access to address both economic and public safety needs.

Business, Industry and Employment Profile

While Pell City prides itself on its hometown charm and feel, it is still home to many major corporations and has its own share of large employers; of those the top ten employers in Pell City are:

- **Eissmann Automotive:** a globally-operating corporation with 675 employees at their Pell City location.



- **WKW Erbsloeh:** manufactures aluminum trim, functional components, and roof railing systems for the automotive industry with 600 employees at their Pell City location.
- **Pell City Board of Education:** supports an accredited public school system with 400 employees.
- **Wal-Mart:** a major retailer employs 325 people.

- **Trinity Industries:** employs 250 people at its Pell City location providing industrial products and services including railcars, barges, and highway products



- **St. Vincent's St Clair Hospital:** a BCBS Tier 1 Hospital employing 275 people at its Pell City location.
- **Robert L. Howard State Veterans Home:** This 254 bed facility, employs 300 people providing cost-effective services and continuum of care that meets the needs of our nation's Veterans.

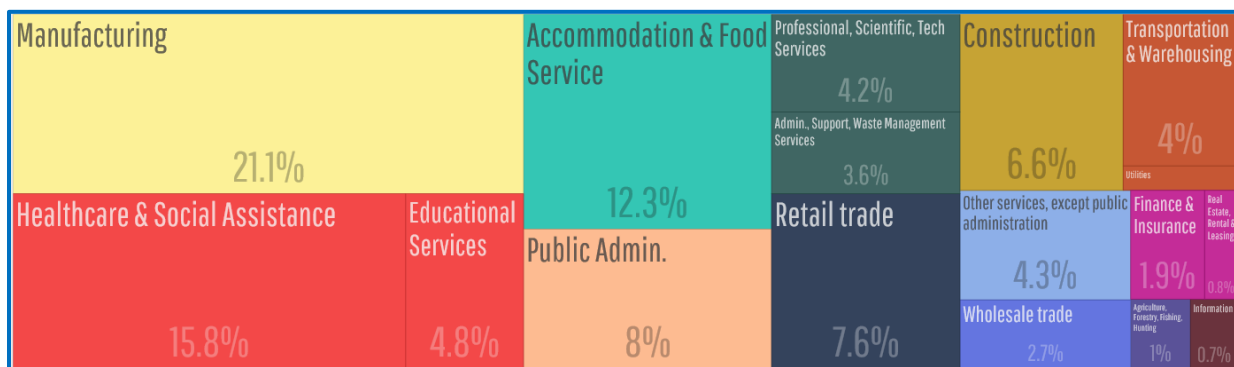


Robert L. Howard State Veterans Home

- **Royal Sausage:** originally located in Enterprise, Alabama Royal Foods moved their operation to Pell City in 1992 and currently employs 150 people in the production of a broad range of smoked and fresh pork products.
- **Trans-Cycle Industries (TCI):** employing 120 people at its Pell City location, TCI is an industry leader in recycling metals from used and obsolete oil filled electrical equipment and providing state of the art disposal of EPA regulated materials.
- **Ford Meter Box:** a 116-year-old, privately held water supply distribution equipment manufacturer with products sold worldwide that employs 116 people at its Pell City location.

Pell City has approximately 490 nonagricultural and non-home based establishments within the Private Goods Producing Industries and the Private Service Providing Industries.

Employment by Industry. The most common employment sectors for those who live in Pell City, AL, are Manufacturing, Healthcare & Social Assistance, and Accommodation & Food Service. The chart below shows a breakdown of the primary industries for residents of Pell City, although some of these residents may live in Pell City and work somewhere else. Census data is tagged to a residential address, not a work address.



Source: <https://datausa.io/profile/geo/pell-city-al/#economy>

Historic Preservation and Redevelopment

Historic downtowns and traditional commercial districts are visible indicators of economic, and social health, as well as sources of community pride. Depending on their vibrancy, these core neighborhoods can be assets or liabilities in attracting and retaining residents, businesses/industries, retirees, tourists, etc.

The architecture of a historic commercial district is a physical expression of a community's heritage. The Community Revitalization approach encourages forward thinking economic development in a historic preservation context so this community asset and its legacy may be passed on to future generations.



Communities across America are searching for ways to improve their local economies, enhance their quality of life, and revitalize their neighborhoods while preserving their cultural and natural heritage. Historic preservation and heritage tourism are two prominent economic and community development strategies to further these objectives.

Heritage tourism is an economic development tool designed to attract visitors to an area based on the unique aspects of the locality's history, landscape, and culture. This not only boosts regional and local pride but is also a source of revenue and job creation for a community. Historic preservation is a tool for preserving a historic place, incubating small businesses, revitalizing downtowns, generating local jobs, and creating improvements in a community.

Pell City has a rich and diverse history. Organized efforts to preserve locally significant historic and cultural resources allow the City to recognize and protect its past, while simultaneously planning for future development and growth. Preservation planning, or a lack thereof, can have a significant impact not only on aesthetic appearance, but on the unique sense of place created by a community's historic areas.

While Pell City's Historic Downtown is not made up of the same type of commercial uses that existed during its early history, it can still be a focal point for the community as an entertainment or cultural center. The City should partner with developers and current property owners to revitalize the downtown by encouraging "mixed uses" and renovation of existing buildings.

Revitalizing Downtown: To make a downtown “succeed” economically, there needs to be enough sales activity occurring to generate amply revenue for businesses to ford the rent levels needed by property owners to rehabilitate and maintain their buildings.



Some of the many reasons why downtowns (and downtown revitalization) should be a planning priority are:

- Downtowns are an extremely efficient land use form.
- Downtowns represent an enormous amount of investment already in place.
- Historic downtown buildings provide a distinctive market identity for the community.
- Downtowns attract and cultivate independent, locally-owned business.
- Downtowns create new jobs.
- Downtowns are true civic places.
- Downtown revitalization is the ultimate form of recycling.¹

New Business Development

The Future Land Use Map identifies several areas in which the City would like to focus on new businesses. In particular areas for new “Neighborhood Commercial” are positioned to serve surrounding residential development and provide opportunities for expansion of small, local businesses providing such services as dry cleaners, beauty/barber shops, and convenience goods such as dollar stores, gasoline stations, etc. Concentrating these types of businesses into specific nodes around the City, rather than allowing them to sprawl along major corridors, allows consumers to have their needs met in areas where they live or commute, thereby reducing the need for travel and thusly lessening congestion. Additionally, these neighborhood commercial areas may profit from their proximity to consumers. As part of future updates to the City’s Zoning Ordinance the Planning Commission should include design criteria for these neighborhood businesses to ensure that they fit in architecturally with the surrounding residential areas.

Areas along major corridors, such as Highways 231 and 78, should be considered potential major business and employment areas. Care should be taken when planning for these areas to encourage the most appropriate land uses based on the type of businesses and their space needs.

Pell City has limited access to large tracts of land that could provide suitable sites for new industrial development in the form of an Industrial or Technology Park. Concentrating industrial development into “parks” allows for more efficient accommodation of their unique infrastructure requirements, specifically affiliated industrial traffic, both employee and supply transportation, to be handled more safely and efficiently. One area prime for such development is the undeveloped lands in the vicinity of Exit 156 off Interstate 20 and Highway 78, and at Exit 158 off Interstate 20 and Highway 231. The City does suffer from a few disadvantages relating to economic development in particular a lack of “development ready” property, the need for a trained workforce, and its proximity to a major metropolitan “employer city.”

In order to make the best use of land resources, and to identify possible incentives for location and expansion of business, Pell City should prepare an Economic Development Strategy. Along with the goals, objectives, and strategies of the Comprehensive Plan such a document will serve as the basis for sound, long term economic planning in Pell City.

The City should place a strong emphasis on understanding the fiscal impacts of economic development initiatives. When evaluating proposed development for a site, the City should evaluate the following potential economic impacts:

- Construction investment
- Temporary construction income/state income taxes during construction
- New permanent jobs created/new annual state income taxes
- Net new annual City property taxes
- New annual retail sales taxes
- New residents/new residential development
- Retail and restaurant space supported by new employees and residents
- Regional draw of projects to strengthen tourism efforts

There are three levels of market based retail on which the City should focus: neighborhood, community, and regional. The smallest “neighborhood businesses” would provide services to the immediate adjacent residential developments and would allow patrons to either walk or drive a short distance. This concept could also be used in the retail development near Exit 158 to allow visitors staying in local hotels to easily walk to shops, restaurants, and entertainment venues. Community commercial areas will feature businesses that will attract customers from throughout the City; a customer might drive across town to avail themselves of the products and services of these retailers. The largest retailers are those which will attract customers from throughout the region, well beyond the City limits.

Pell City leadership should express its concern for the economic health of the community through its economic development programs. The promotion of business and industrial investment, along with jobs retention and creation, supports the City's tax base, increases its property values, and provides work opportunities for its citizens, thereby helping to reduce poverty, and moving the City toward economic stability and lasting self-sufficiency.

⁴ *American Planning Association, Planning Commissioners Journal #57*

Recommendations:

- Efforts should be focused on retention and expansion of existing businesses. *(Business Retention & Redevelopment)*
- Emphasize the importance of coordinating economic development with long range planning and community development efforts. *(Business Retention & Redevelopment)*
- Consider improvements to public access to Lake Logan Martin. *(Existing Conditions)*
- Partner with developers and current property owners to revitalize the historic downtown. *(Historic Preservation and Redevelopment)*
- Include design criteria for neighborhood businesses so they fit with surrounding residential areas. *(New Business Development)*
- Prepare an Economic Development Strategy. *(New Business Development)*
- Place a strong emphasis on understanding the fiscal impacts of economic development initiatives. *(New Business Development)*

CHAPTER V: Land Use



Existing Land Use

Pell City is comprised of approximately 27.63 square miles or 17,683 acres. Existing uses of land can be divided into the broad land use classifications of residential, commercial, institutional, industrial, utilities, recreational, agricultural/forestry, and natural resources/undeveloped. These land use classifications and their areas have not changed significantly in Pell City since the development of the previous Comprehensive Plan. Below a brief description of land use classifications within Pell City has been provided. The approximate area of each land use is based on the data gathered from the 2001 Plan, the land area growth during the subsequent 16 years and the percentage assigned to each land use category. It should be noted that a land use classification should not be confused with a zoning classification as they are not necessarily the same.

Land use classifications depicted on Map 2 – *Current Land Use* are defined below and a narrative description is provided of the existing land use patterns found in Pell City.

Residential. This land use classification is defined as single-family homes, multi-family dwellings, manufactured homes, and housing for the elderly at a variety of densities. Residential land use represents approximately 3,572 acres or 20 percent of the total land area in Pell City.

Commercial. This land use classification is defined as a wide range of establishments such as retail sales and service; automobile sales or service; finance, business, professional, scientific and technical services; food services, and personal services. Commercial land uses represents approximately 654 acres or 3.7 percent of the total land area in Pell City.



Existing Commercial Land Use

Industrial. This land use classification is defined as manufacturing establishments such as plants, factories, and mills that employ power driven machines, materials



Existing Industrial Land Use

handling equipment, and workers who create new products by hand. Differentiating industrial from commercial can sometimes be confusing. Industrial land use represents approximately 371 acres or 2.1 percent of the total land area in Pell City.

Utilities. This land use classification is defined as a catch-all category comprising utilities, transportation, and communication for essential facilities that cannot be distinguished by a single physical location. Utilities/transportation land use represents approximately 247 acres or 1.4 percent of the total land area in Pell City.

Institutional. This land use classification is defined as establishments used by public agencies of federal, state, and local government such as administrative buildings, fire stations, police stations, and post offices; educational facilities such as public schools, colleges, vocational schools, and libraries, civic and religious facilities, and cemeteries. Institutional land uses represents approximately 301 acres or approximately 1.7 percent of the total land area in Pell City.



Existing Institutional Land Use

Recreational. This land use classification is defined as establishments that operate facilities or provide services for a variety of cultural, entertainment, and recreational functions such as ball fields, active and passive parks, golf courses, wildlife management areas, and museums. Recreational land use represents approximately 195 acres or 1.1 percent of the total land area of Pell City.

Agricultural/Forestry. This land use classification is defined as establishments that grow crops, raise animals, harvest timber, and harvest fish and other animals from a farm, ranch, greenhouse, nursery, orchard, hatchery or their natural habitats. Agricultural/Forestry land use represents approximately 513 acres or 2.9 percent of the total land area in Pell City.

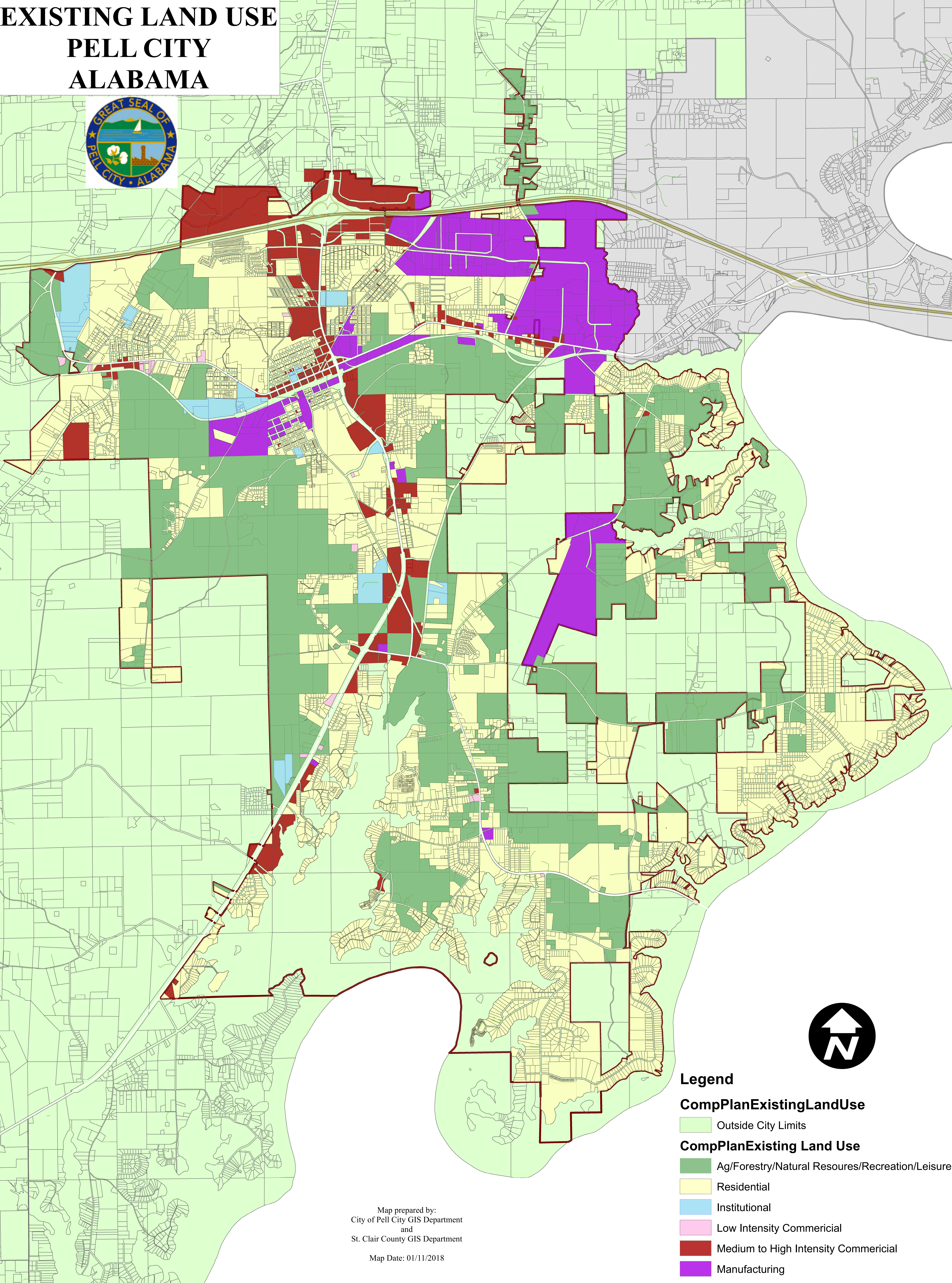
Natural Resources/Undeveloped. This land use classification is defined as land that has not been developed for a particular use and includes woodlands and lakeshore not in any use, and undeveloped portions of residential subdivisions, shopping centers, and industrial parks. Undeveloped land use represents approximately 11,830 acres or 66.9 percent of the total land area in Pell City.

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EXISTING LAND USE

PELL CITY

ALABAMA



Map prepared by:
City of Pell City GIS Department
and
St. Clair County GIS Department
Map Date: 01/11/2018

Legend

CompPlanExistingLandUse

- Outside City Limits

CompPlanExisting Land Use

- Ag/Forestry/Natural Resoures/Recreation/Leisure
- Residential
- Institutional
- Low Intensity Commercial
- Medium to High Intensity Commercial
- Manufacturing

Future Land Use

As the landscape of Pell City continues to change between updates of the Comprehensive Plan, so too will the Future Land Use Plan need to change to reflect newly annexed areas, as well as changes to development and transportation patterns. As stated earlier “Land Use” is not zoning, and therefore it should be understood that all “Future Land Use” concepts are considered fluid in that they are recommendations for the general areas of such proposed land uses. Thus the reason for the chiefly irregular pattern of land uses shown on *Map 3 - Future Land Use* as opposed to *Map 2 - Current Land Use* which specifically follows property boundaries.

The future land use concept for Pell City is shown in the following *Map 3 – Future Land Use* and is roughly based on the some of the same land use classifications as the existing land use map including commercial, residential, institutional, industrial, and agricultural. It also incorporates secondary land uses such as the historic downtown, and neighborhood commercial nodes. The future land use map depicts the City’s vision for future growth and development in Pell City over the next 20 years. The Planning and Zoning Commission and City Council should refer to this Plan as they make land use decisions to ensure that the spirit and intent of the Comprehensive Plan is followed.

Additionally, as development, redevelopment, and rezoning to accommodate the Future Land Use Concept are considered, the Planning Commission and Council should take into account the availability of adequate infrastructure including both utilities and transportation networks.

Descriptions of the various future land use classifications, patterns and key concepts are discussed below.

Residential Land Uses. Areas represented as residential on the *Future Land Use Map* encompass all possible types of residential development. City zoning policies will determine where various development densities are appropriate. Residential areas are intended to provide the continuation of stable, healthy residential environments in all their forms. Additionally these areas will encourage the development of appropriate, and discourage the encroachment of inappropriate, commercial development through the implementation of mixed-use master planned developments.

Commercial Land Uses. Areas of highway commercial uses are shown as extensions of existing such uses along Highway 231, and Highway 78 to the east of 231, as well as surrounding the I-20/exit 158 interchange. An additional area of combined Highway Commercial/Industrial is shown at the undeveloped area

surrounding the I-20/Highway 78 interchange. This mixed area is provided to allow maximum flexibility in land use decision making at this interstate interchange, which is anticipated to be an area of high development demand in the future. Areas of Neighborhood Commercial are shown in nodes at street intersections along the southern portions of Highway 231, as well as dispersed in the eastern portion of the City in close proximity to residential neighborhoods adjacent to the Lake. The Neighborhood Commercial land use category has also been shown along the main commercially developed streets in downtown (Cogswell Avenue and 1st Avenue North).

When approving new development, and redevelopment, strip patterns of commercial development should be strongly discouraged in favor of development patterns with visually pleasing layouts and architectural elements. In this way Pell City can preserve and, in some instances reestablish, the historic and hometown atmosphere that is so strongly valued by her citizens.

Institutional Land Uses. Because Pell City is one of two County seats in St. Clair County, governmental activities and institutional land uses are found primarily in the area of historic downtown near, and surrounding, the County Courthouse. Also located in this area is City Hall and the Police Department. Uses such as cemeteries, public schools, hospitals and fire stations are also included in this land use category.

Industrial Land Uses. Areas of industrial land uses have been shown on the Future Land Use Map as being retained, and expanded, in existing locations. There are also two new areas of industrial development shown on the Future Land Use Map. The first is shown in an area south of the railroad tracks to the west of the City. The second, which indicates the possibility of either or both industrial/commercial expansion, is shown in the area surrounding Exit 156 along I-20 at Highway 78. This pattern of industrial land uses provides the most desirable access to Interstate 20, allows for access to the existing railroad line, providing the possibility of a new railroad spur for industrial use, and helps to limit heavy truck traffic in more pedestrian areas of Pell City.

Agricultural Land Uses. Large areas of agricultural land uses surround the edges of the City serving as greenbelts to protect City gateways, act as buffers for residential areas and preserve the rural landscape. Those areas closest to the City limits are the most likely to annex as the City grows. Future versions of the Comprehensive Plan should reflect the City's desires regarding development patterns in these areas.

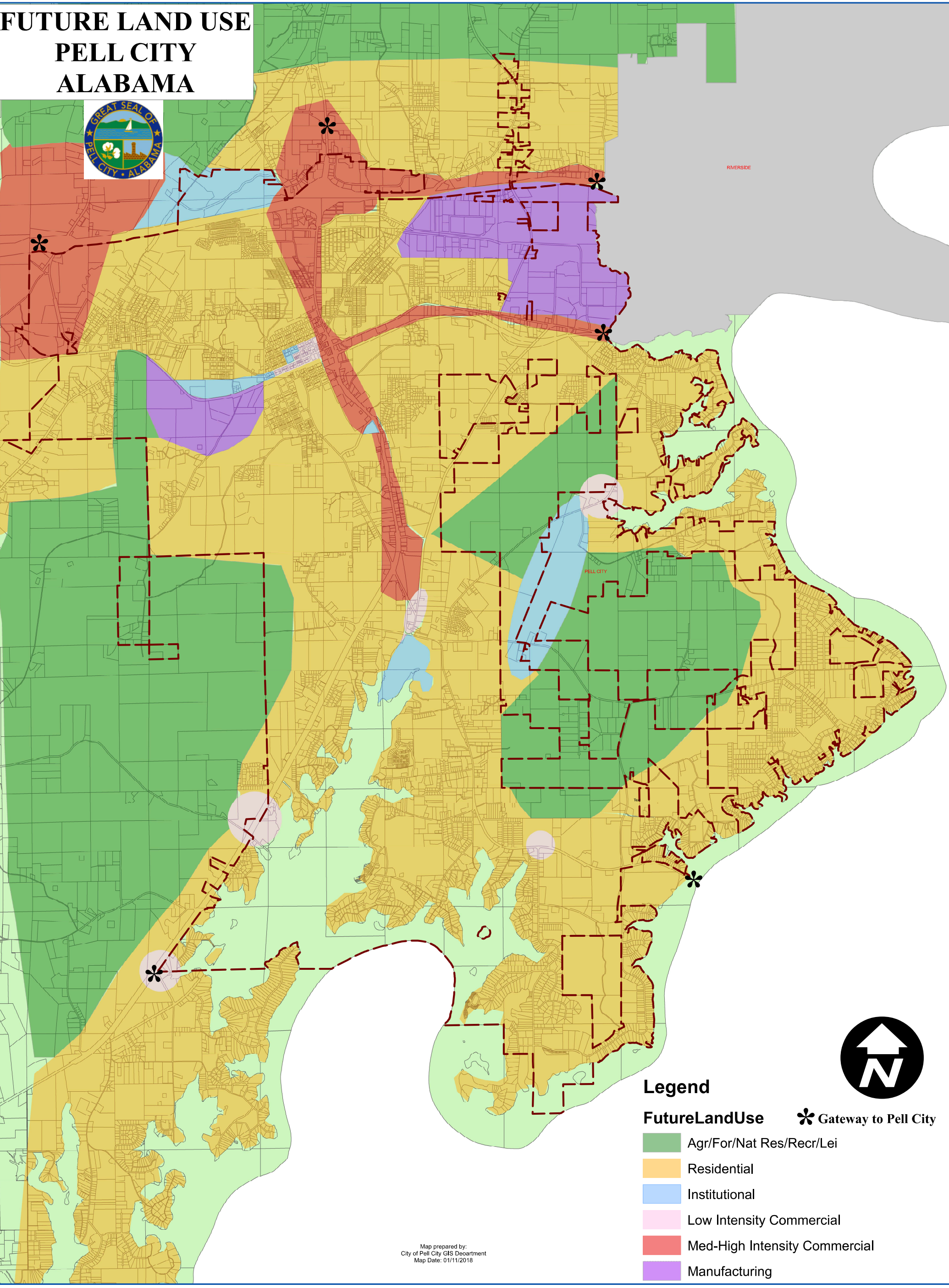
Gateways. A city's entry points or "gateways" serve as the community's front door, establishing first impressions and reinforcing images and perceptions of that

city's character, quality of life and vitality. Pell City's gateways are currently marked on the Future Land Use Map at the following locations: to the north on Highway 231 just north of I-20, to the east on I-20 at Exit 156, to the west on Cogswell Avenue, and also on Stemley Bridge Road at the city limits, and to the south on Highway 231 at the city limits. Because these gateways are more than just a "welcome" sign, the City should prepare an evaluation of the surrounding visual quality, and entry experience, at each gateway and plan for appropriate improvements. Such improvements could include updated entry signage, landscape plantings, screening of unsightly views, and new development and redevelopment recommendations.

The rural landscape surrounding Pell City contributes greatly to its uniqueness, charm, and hometown feel. It is part of what makes Pell City a special place and sets it apart from other more urbanized communities.

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FUTURE LAND USE PELL CITY ALABAMA



Map prepared by:
City of Pell City GIS Department
Map Date: 01/11/2018

Legend

- FutureLandUse**
- Agr/For/Nat Res/Recr/Lei
 - Residential
 - Institutional
 - Low Intensity Commercial
 - Med-High Intensity Commercial
 - Manufacturing
- Gateway to Pell City



Recommendations:

- Consider creating a “historic downtown” land use category and zoning district to be placed in historic commercial and residential areas of the City’s historic core. *(Existing Land Use)*
- As development, redevelopment and rezoning is considered take into account the availability of adequate infrastructure. *(Future Land Use)*
- Encourage appropriate, and discourage the encroachment of inappropriate, development through the use of mixed-use, master planned, developments. *(Future Land Use)*
- Prepare an evaluation of the surrounding visual quality, and entry experience, at each City gateway and plan for appropriate improvements. *(Future Land Use)*
- Focus and promote development in areas where adequate infrastructure and services already exist or can be easily upgraded. *(Future Land Use)*
- Promote new mixed use neighborhoods in areas where they can be supported due to proximity to utilities and adequate transportation networks. *(Future Land Use)*
- Discourage strip commercial development. *(Commercial Land Uses)*
- Ensure that new development and infill development is compatible with the established character and scale of surrounding land uses. *(Future Land Use)*
- Encourage infill development and redevelopment opportunities that take full advantage of the existing infrastructure, yet respect the established character and scale of the built environment. *(Future Land Use)*

Chapter VI -Public Safety



Introduction

The City of Pell City provides quality police and fire protection throughout the incorporated areas. Additionally, the St. Clair County Sheriff's Department and EMA services are located within the City limits and both the City and County have very low crime rates. Overall there is strong community and government support for public safety in the City. A Hazard Mitigation Plan is maintained for both Pell City and St. Clair County and storm shelters are located at City schools and CEPA.

Police Protection

The Pell City Police Department is comprised of thirty-five full-time police officers. The staff contains one chief, one captain, two lieutenants, one detective sergeant, one special operations sergeant, four patrol sergeants, four detectives, three special operations officers, two school resource officers, and sixteen patrol officers. Additional staff is made up of seven part-time positions, one animal control officer, a data entry clerk, and an administrative assistant. Pell City's ratio of patrol officers to residents is one patrol officer (Patrol Officers and Patrol Sergeants) per 690 residents which is markedly above the national standard (one patrolman per one thousand residents). City E-911 and inmate services are performed by the St. Clair County Sheriff's Department on a contract basis.

Mission Statement

The Pell City Police Department is to be a community and service focused organization with a daily moral obligation to protect our department, persons, property and the Gateway to Logan Martin, Pell City, Alabama. We will seek and continuously develop officers who will be leaders, role models, and servants to the community they serve. We will seek to develop a highly trained and prepared professional organization with the ethics, integrity, and dedication to enforce and follow the laws and ordinances as strictly defined by the courts as intended by the framers of the Constitution of the United States of America.

Pell City's Police Department is housed within the City Hall Building at 1905 1st Avenue North. They share jail facilities with St. Clair County which has facilities in both Ashville and Pell City. The Pell City jail facility has 106 beds and accommodates both male and female inmates. Pell City Police provide law enforcement protection and services to approximately 13,794 residents over a 28 square mile area. It provides all of the services typically provided by any modern, progressive police agency and those services include, but are not limited to: criminal and traffic law enforcement, investigation of felony and misdemeanor offenses, investigation of traffic crashes, answering calls for service, proactive patrol and detection of crime, provision of security and traffic control, community events and functions, as well as hundreds of other smaller incidental

duties. Other programs and activities run through the Police Department include: Bike Patrol, Emergency Response Team (SWAT), School Resource Officers, K-9 Units, and a Marine Division, to provide Lake Safety, which is carried under both the Police and Fire Departments. Additionally, the department oversees the Animal Control Officer, Citizen Public Safety Assistants, citizen gun safety, Civilian Response to Active Shooter Events training, self-defense training, outside law enforcement training in the municipal complex, and a Chaplains Program. In 2016, the Pell City Police Department answered 27,900 calls for service, arrested over 607 criminal offenders and issued over 2,543 traffic warnings and citations.

| Table 7 Police Department Personnel Data | |
|---|-----------------|
| <i>Position</i> | <i>Quantity</i> |
| Patrol Officers | 16 |
| Part-time Officers | 5 |
| Patrol Sergeants | 4 |
| Patrol Lieutenant | 1 |
| Administration Lieutenant | 1 |
| Captain | 1 |
| Detective Sergeant | 1 |
| Special Operations Sergeant | 1 |
| Data Entry Clerk | 1 |
| Administrative Assistant | 1 |
| Animal Control Officer | 1 |
| Public Safety Assistants | 5 |
| Detectives | 4 |
| Special Operations | 3 |
| Open Positions | 3 |
| <i>Source: Pell City Police Department</i> | |

The Pell City Police Department owns all of the emergency/patrol equipment to outfit their patrol cars (lights, radios, radar units, etc.) and is committed to the maintenance, and proper usage, of vehicles and equipment to extend service life. However, it should be understood that the life span of a patrol car is not the same as the lifespan of a family car. Patrol cars, by the nature of the work performed, are subjected to extreme ends of the driving environment, on one end high speed driving in response to calls and on the other long hours of idling. The department maintains a fleet of 45 vehicles (cars, SUVs, command post, hummers, etc.). Every current full time officer has a vehicle assigned to them and the Marine Unit is equipped with three boats. The City has instituted a vehicle replacement program that provides for obsolete vehicles to be replaced annually; as a result of this program all vehicles are in excellent to good condition. St. Clair County currently

operates the E-911 system for both Pell City and the County; all equipment is in good condition.

The department recommends a Firearm Training Systems simulation course for situational training. The department is also in need of additional office staff for record-keeping and some additional equipment including “stop sticks” and alcohol testers for each response vehicle. A detailed account of the Police Department’s vehicles and equipment is shown in Table 8 below.

| Table 8 Police Department Vehicles and Equipment | | | |
|---|----|-------------------------|-----------------------|
| Vehicle/Equipment | # | Make/Model | Condition |
| Ford Explorers | 19 | Ford Explorers | Excellent |
| Ford Taurus | 8 | Ford Taurus | Excellent |
| Ford Crown Victoria | 6 | Ford Crown Victoria | Fair |
| Ford Escape | 1 | Ford Escape | Fair |
| Chevrolet Tahoe | 3 | Chev, Tahoes | 1 Excellent 2 Fair |
| F150 | 2 | Ford Pickup | Good |
| Boat | 2 | Boat, Patrol and Dive | Good |
| Command Post Old AF Dental | 1 | Ford F450 | Fair |
| H1 Hummers | 2 | Hummers Dive/Armored | Fair |
| Honda | 1 | Honda Pilot | Good |
| <i>Source: Pell City Police Department</i> | | | |

Police Department Future Plans and Needs

The men and women of the Pell City Police Department wish to continue to providing top notch, professional and courteous law enforcement services based on a paradigm of community policing and problem solving. The department is in need of new S.R.T. equipment (Shields, Radios, Entry Vests, etc.) and they are developing a higher standard for the use and carrying of patrol rifles and certification in their use. The property room is currently being inventoried and obsolete equipment is being removed to make room for new equipment as it becomes available.

Other issues that affected the department’s ability to perform their duties efficiently include: gaps in City limits “donut holes” which create coverage issues for both police and fire, and frequent requests for mutual aid from surrounding fire departments due to an inability to respond effectively in areas surrounding Pell City.

Fire Protection

The Pell City Fire Department maintains a current Insurance Services Office (ISO) rating of 2. This rating is based on a 1- 9 scoring system with 1 being the best rating possible. Higher ISO ratings can negatively affect commercial and residential property insurance premiums in a city. ISO ratings are based on water supply, type and condition of fire department equipment, personnel, facilities, and the existence of a building/fire code and properly qualified inspection, education and fire prevention personnel. Also, barriers such as railways and waterways can increase response times and raise the ISO rating in any given municipality. Current ISO regulations require that fire personnel conducting inspections and investigations, as well as those providing education and fire prevention details, have certain certifications which are maintained through continuing education for these duties.

The Department is made up of four fire stations: two located on Cogswell Avenue, one on J.T. Morton Drive, and one on Mays Bend Road.



Fire Station #1 - 3040 Cogswell Avenue



Fire Station #2 – 2710 J.T. Morton Drive



Fire Station #3 – 5110 Mays Bend Road



Fire Station #4 - 304 Cogswell Avenue

In addition to providing fire protection to the residents of Pell City, the Fire Department operates a HAZMAT Unit, offers a portable fire safety unit for public and school education, provides CPR and other safety education to the public, and answers mutual aid calls from surrounding fire districts on an as needed basis.

The Pell City Fire Department consists of 54 employees: 12 officers (8 of whom have their paramedic license), 22 Firefighter/Paramedics and 20 Firefighter/EMT. The department provides training for its employees as well as others through the Pell City Fire Academy, which is endorsed by the Alabama Fire College. Courses include Fire College classes, Emergency Medical Service classes, Recruit/Bridge School, and the High School Fire Science Program. Pell City Firefighters are continuously training to maintain the department's efficiency and protect the well-being of the community.

| Table 9 Fire Department Personnel Data | |
|---|-----------------|
| <i>Occupation</i> | <i>Quantity</i> |
| Fire Chief | 1 |
| Assistant Fire Chief | 1 |
| Battalion Fire Chief | 3 |
| Captain | 3 |
| Lieutenant | 3 |
| Training Officer | 1 |
| Firefighter/ Paramedic | 22 |
| Firefighter | 20 |
| <i>Source: Pell City Fire Department</i> | |

The Fire Department has a five year replacement plan for fire apparatus pumpers and a 10 year plan for the aerial truck. The fleet currently includes: five apparatus pumpers, one ladder quint, and two rescues, one HAZMAT unit, three command units, one rescue boat, and three support trailers. Over half of the full time firefighters are Level III Paramedics, and the rest of the firefighters are EMT Basic. The department's ratio of full-time firefighters to residents, one firefighter per 360 residents, is much greater than the national standard of one firefighter per one thousand residents. The department works a maximum of 12 personnel per shift with the ability to call in for additional man power if needed.



A detailed account of the Fire Department's vehicles and equipment is included in Table 10 below.

| Table 10 Fire Department Vehicles and Equipment | | | | |
|--|---|------|---------------------------|-----------|
| Vehicle/Equipment | # | Year | Make/Model | Condition |
| Battalion 1 | 1 | 2015 | Ford F250 | Good |
| Pumper | 1 | 2013 | E-One | Good |
| Rescue | 1 | 2018 | Ford F250 | Good |
| Rescue Boat | 1 | 2007 | Triton Boat | Good |
| Pumper | 1 | 2006 | Crimson Spartan | Good |
| Command/support | 1 | 2005 | Ford Excursion | Fair |
| Command Vehicle | 1 | 2004 | Chevrolet Tahoe | Fair |
| Command/Inspection | 1 | 2004 | Dodge Durango | Fair |
| Hazmat/ Air/Support | 1 | 2004 | Ford F250 | Fair |
| Pumper | 1 | 2000 | Quality | Fair |
| Elevating Platform | 1 | 1999 | Pierce | Good |
| Rescue/ Support | 1 | 1995 | Ford F450 | Fair |
| Pumper | 1 | 1995 | Pierce | Fair |
| Support/Airport | 1 | 1995 | GMC | Fair |
| 3 support enclosed utility trailers Air/ trench/ hazmat | | | Air Unit/Hazmat/Trench | Fair |
| <i>Source: Pell City Fire Department</i> | | | | |

Fire Department Future Plans and Needs

Pell City's firefighters have worked diligently to improve the City's fire protection services and to reduce the City's ISO rating to a 2; they are committed to providing the highest standard of fire safety to their citizens. To that end, it is recommended that communication systems, for both the fire and police departments, be regularly monitored to ensure equipment meets most current standards necessary.

Other issues that affected the department's ability to perform their duties efficiently include gaps in city limits, "donut holes", which create coverage issues for both police and fire, as well as frequent request for mutual aid from surrounding fire departments due to an inability to respond effectively in areas surrounding Pell City.

The Fire Department recommends that the City continue to install new fire hydrants in various locations throughout the City while working with the Utility Department to increase pressure in needed areas.

The department is also in need of updating and continuing growth of equipment for hazardous materials response and rescue equipment including swift water, rope, dive team, boat rescue, and EMS.

The department is in the process of planning and training for the development of a full time Fire Marshal/ Inspection department which will allow the City to increase its manpower to both the Fire Department and the Planning & Zoning Department. This process will coincide with the cross training of employees in IFC, IBC, and A-POST certifications.

In addition, the Fire Department continues its plans for improvements to the drill field facilities, training props and technical growth of the training center.

Recommendations:

- Conduct Firearm Training Systems simulation course for situational training. *(Police)*
- Consider hiring additional office staff for record-keeping purposes. *(Police)*
- Consider purchase of shields, radios, entry vests and other equipment as the Police Department works to develop higher standards. *(Police Future Needs)*
- Continue to install new fire hydrants throughout the City in conjunction with Utility Department to increase needed water pressure. *(Fire Department Future Needs)*
- Work with surrounding fire departments and local governments to reduce the number of mutual aid calls. *(Fire Department Future Needs)*
- Encourage approval of legislation aimed at resolving the internal gaps “donut holes” inside city limits. *(Fire & Police Departments Future Needs)*

Chapter VII -Public Utilities



Introduction

The City of Pell City, through the Utility Department, has made large capital investments to create a safe and reliable water supply, treatment and distribution system, wastewater collection and treatment system, and stormwater management services. These utility services meet the goals of providing safe reliable drinking water and protecting public health and the environment. The combination of a highly dependable water supply and competitive rates support and attract economic development.

For the most part the City's systems are capable of handling current and projected water and sewer needs; however, in isolated areas the City must continue to expand, improve maintenance, and upgrade its facilities. The goals, objectives, and strategies of this section are intended to enhance the City's ability to provide its citizens with safe, reliable, and cost-effective public utilities.

Pell City currently extends utility services beyond their corporate limits creating an extra burden on the City's ability to provide service to new development inside the City boundaries. This policy also encourages new development to occur outside the corporate limits and hampers the City's ability grow through annexation. Another outcome of this policy is that the City has found itself dealing with requests for annexation of substandard development after its construction outside of the authority of the City's development standards.

Water Treatment and Distribution

The Pell City Water System is operated by the City's Utility Department and provides service throughout the incorporated areas of the City and beyond. Pell City purchases approximately 750,000 gallons of water per day from the Coosa Valley Water Supply District. Four storage tanks with a total capacity of 3,120,000 gallons provide water for the system. In 2016 Pell City's Water distribution system delivered approximately 453 million gallons of water to 4,336 homes and 502 businesses. Storage capacity of the water system is more than adequate and will only require moderate expansion to deal with population growth over the next twenty years.

The Pell City 2016 Annual Drinking Water Quality Report states that the City has a very safe and dependable drinking water supply that surpassed both the State and EPA regulations for drinking water.

The Utility Department employs 17 staff members including a utility manager, water supervisor and chief wastewater operator. Table 11 provides a detailed breakdown of Utility Department Personnel.

| Table 11 Utility Department Personnel Data | |
|---|-----------------|
| <i>Position</i> | <i>Quantity</i> |
| Utility Manager | 1 |
| Water Supervisor | 1 |
| Water Operator II | 2 |
| Inspector/Locator - water | 1 |
| Heavy Equipment Operator | 1 |
| Assistant Line Worker | 2 |
| Meter Reader | 1 |
| Chief Operator | 1 |
| Assistant Chief Operator | 1 |
| Inspector/Locator - sewer | 1 |
| Collections Operator | 1 |
| Water Quality Analyst III | 1 |
| Assistant Line Worker | 1 |
| Wastewater Operator III | 1 |
| Wastewater Intern | 1 |
| <i>Source: Pell City Utility Department</i> | |

The Utility Department maintains a variety of vehicles for carrying out regular maintenance and repair of water and sewer systems. A detailed account of the Utility Department's vehicles and equipment is included in Table 12.

| Table 12 Utility Department Vehicles and Equipment | | | |
|---|----------|--------------|-----------------------------|
| <i>Vehicle/Equipment</i> | <i>#</i> | <i>Year</i> | <i>Make/Model</i> |
| Kenworth Truck | 1 | 2008 | Vactor 2100 |
| Camera Van | 1 | 2008 | E-350 |
| Truck | 1 | 2015 | F-150 |
| Truck | 2 | 2014 | F-150 |
| Truck | 1 | 2006 | F-250 |
| Truck | 1 | 2003 | F-150 |
| Truck | 1 | 1998 | Chevy Pick-up |
| Backhoe | 1 | 2000 | Caterpillar 416C |
| Truck | 2 | 1998 | D-350 |
| Truck | 2 | 2012 2015 | F-250 |
| Truck | 1 | 2003 | Chevy Pick-up |
| Truck | 1 | 2003 | F-450 |
| Mini-Excavator | 1 | 2012 | JCB |
| Mini-Excavator | 1 | 2017 | Caterpillar - <i>Leased</i> |
| <i>Source: Pell City Utility Department</i> | | | |

The primary concern for all water systems is aging infrastructure. A Service Development and Maintenance Plan needs to be created to assist the Utility Department in evaluation, maintenance, expansion, operations, and capital budgeting.

Additionally, the City should continue to adequately invest in the water system. Not only is water an essential service, the availability and quality of City water is a significant economic development tool— a major benefit to attract new businesses and industries. As part of, and to help with, future investments in the City's water and sewer systems utility rates and fees should be monitored to ensure an adequate rate structure is in place to support utility investments.

Fire protection and ISO ratings are major concerns with municipalities and citizens as they relate to water delivery systems; these concerns are no different for Pell City. The City has worked closely with the Fire Department to assess the system and put into place developmental policies, and necessary improvements, to upgrade or maintain the current ISO ratings.

Wastewater Collection and Treatment

The City's Sanitary Sewer System, also managed by the Utility Department, provides service to approximately 1,950 residences and 431 businesses. The Sewer System includes the Dye Creek Waste Water Treatment Plant with the capacity to collect, and treat, 4.75 million gallons per day.



Pell City Dye Creek Treatment Plant

As with other man-made items, aging infrastructure of the sewer collection system is ongoing and as such adequate resources need to be devoted to maintenance and renewal. Particular attention needs to be paid to continued capital resources for maintenance and improvement projects in an effort to address issues with aging infrastructure. Inadequate sewer capacity could essentially halt development in affected areas; and unplanned for repairs could place an undue burden on the City's finances. Initiatives such as the "Fats, Oil, and Grease Program" should be fully implemented and enforced to help avoid sewer blockages caused by grease.

Stormwater Management

Stormwater management has increasingly become a concern to municipalities all over the state. Questions are being asked regarding who is responsible for the management of the stormwater run-off, who created the problem and who owns the stormwater management systems (drainageways, ditches, inlets, and retention and detention ponds).

The Pell City Subdivision Regulations currently require new development to have an environmental review and have stormwater run-off handled on-site. However, many older developments have existing drainage issues and aging stormwater infrastructure. In some cases these drainage issues exist outside the corporate limits and may require attention from St. Clair County.

The City needs to examine this issue in detail and make a determination on ownership policies and regulations. These regulations should be incorporated into the subdivision regulations and/or developmental policies. As a result of any

increase regulatory and stormwater infrastructure needs, the City may wish to implement a stormwater utility fee in order to have a dedicated funding source to meet the stormwater program goals and requirements. The City may also want to take a holistic approach to managing its stormwater program and should select a consultant to assist with the development of a stormwater management plan. Such a plan should be done with the cooperation and participation of St. Clair County to ensure that areas affecting, but not controlled by, the City are addressed.

Solid Waste Services

Solid waste management in Pell City is provided through Advance Disposal. They provides both garbage and recycling collection and serve approximately 4,400 residential customers, of whom approximately 1,000 have signed up for recycling collection.

Recommendations:

- Create a Service Development and Maintenance Plan to assist the Utility Department with long range planning and maintenance of infrastructure. *(Water Treatment and Distribution)*
- Continue to invest in water system improvements. *(Water Treatment and Distribution)*
- Continue to provide capital resources for maintenance and improvement of wastewater infrastructure. *(Wastewater Collection and Treatment)*
- Fully implement and enforce initiatives such as “Fats, Oil, & Grease Program” to help avoid future system blockages. *(Wastewater Collection and Treatment)*
- Examine the issue of storm drainage problems located outside the corporate limits and work with other local governments to seek resolutions. *(Stormwater Management)*
- Consider implementation of a stormwater utility fee to create a dedicated funding source for future requirements. *(Stormwater Management)*
- Take a holistic approach to managing stormwater through the development of a stormwater management plan. *(Stormwater Management)*
- Monitor utility rates and fees to ensure an adequate rate structure to support future utility investments. *(Water Treatment and Distribution)*

Chapter VIII -Recreation and Senior Services



Introduction

Parks and Recreation services play a vital role in enhancing the quality of life for a city's residents. Among the benefits of a strong parks and recreation program are:

- Improved quality of life through recreation programming, leisure activities and resource conservation.
- Parks, recreation and leisure activities provide our youth with opportunities to develop healthy lifestyle habits and grow into strong community participants.
- Parks, recreation and leisure activities create lifelines and ongoing life experiences for older members of our community and generate opportunities for citizens to come together around common activities.
- Public parks and recreation facilities create enormous economic value through increased partnerships, which improves the job base and the economic viability of the local economy, including business relocation and expansion in the community, generation of new jobs, increasing home values and increased tourism.¹

The City of Pell City currently maintains approximately 160 acres of parks and recreational facilities within the city limits. Additionally, residents have nearby access to State, National, and privately maintained park land and multi-use trail facilities. These facilities range from a large National Forest to walking and biking trails, ball fields, tennis courts, and an off-road trail facility. City officials past and present have understood the role parks play in a healthy, livable and balanced city and that preserving land for future generation should be a priority.

Existing Conditions

The Parks and Recreation Department currently employs 17 full time and 9 part-time personnel and approximately 23 seasonal personnel. Table 13 shows a breakdown of these positions.

| Table 13 Parks & Recreation Department Personnel Data | |
|---|-----------------|
| <i>Position</i> | <i>Quantity</i> |
| Director | 1 |
| Athletic Director | 1 |
| Maintenance Supervisor | 1 |
| Civic Center Coordinator | 1 |
| Senior Center Coordinator/ Assistant Senior Center Coordinator. | 2 |
| Tennis Pro | 1 |
| Athletic Assistance Staff Full Time | 4 |
| Maintenance Staff Full Time | 6 |
| Support Staff P/T | 9 |
| Splash Pad Staff Seasonal | 14 |
| Concession Staff Seasonal | 9 |
| <i>Source: Parks & Recreation Department</i> | |

As shown below, Pell City's Parks & Recreation Department manages a number of diverse parks and recreation facilities a number of which include walking trails or tracks:

- ***Lakeside Park:*** This is a 65 acre park featuring 1.5 miles of walking trails (including a 1.1 mile non-motorized trail through the woods), splash pad, kids castle, a playground, pavilions, amphitheater, outdoor chapel, picnic areas, a beach, boat launch, and a wetlands nature trail. Issues to be addressed at this facility include needed improvements for traffic ingress/egress, a need for expanded boat parking, additional power access for vendors, and a review of the facilities hours of operation. Resolutions also need to be found for issues involving the proliferation of geese and the future potential use of the Mays House.
- ***Avondale Walking Track:*** This ¼ mile track is located on approximately 2 acres off Highway 78. This facility provides public green space a lighted walking track and public access. While the facility is not owned by Pell City it is leased and maintained by the City.
- ***Avondale Property:*** This, approximately 28 acre property, formerly the site of Avondale Mills is a large undeveloped site located in the Center of Pell City at the intersection of Main Street (Hwy 231) and Cogswell Avenue (Hwy 78). This site is the ideal location for development of a large cultural asset for the City. Given its high visibility the property should be carefully planned as a significant community public space for which Pell City will be identified, not

only by its citizens but also those visiting the community. The American Planning Association describes a public space as a gathering spot or part of a neighborhood, downtown, special district, waterfront, or other area within the public realm that helps promote social interaction and a sense of community. Development of the Avondale property could include a variety of activity areas and serve to provide a connection between areas east of Highway 231 and those on the west. (See Chapter XI “Quality of Life” for more information on “Great Public Spaces”.)

- ***Emmanuel Park (on 16th Street):*** This is an approximately 1.3 acre neighborhood park, located adjacent to the Earnest White Community Center, with a new playground and pavilion, basketball courts, and restroom facilities. This facility’s only issue is the lack of parking available.
- ***Veterans Park (Cropwell Historic Park) and Little Avondale Park:*** Are passive-commemorative parks that contain approximately 0.5 acres each and are located off Hardwick Road and Comer Avenue respectively.
- ***Sports Complex:*** Located off Cropwell Drive this 55 acre facility contains sports facilities (softball, baseball, soccer, tennis and football), lighted ballfields, a ½ mile walking trail, concession facilities with restrooms, and is connected to Lakeside Park via a pedestrian bridge. The facility also includes a boat launch which is primarily used for Water Patrol and safety access; however, low water levels make it difficult to use year round. Needed improvements include addressing poor drainage on playing fields, improvements to ingress/egress to the park, and a need for additional playing fields. The park has limited property available for expansion, therefore; careful consideration will need to be given to the location of new fields and amenities and whether they would be better accommodated at another location.
- ***19th Street Park & Recreation Building:*** This 2.5 acre facility includes meeting rooms, a kitchen, pavilion, four lighted basketball courts, and a newly installed playground. The facility is small and aging and is in need of improvements to ingress/egress and the basketball/multi-purpose court.

Pell City maintains approximately
160 acres of parks and
recreational facilities within its
city limits.

Together these facilities provide a wide array of activities including walking trails, ballfields, tennis & basketball courts, pavilions, toddler areas, picnic, and fishing areas. The Parks & Recreation Department also sponsors a number of activities

including sports programs for both youth and adults as well as senior citizen activities. Additionally the department hosts numerous activities planned around Logan Martin Lake, community organizations, and seasonal activities.

In order to maintain all their facilities in top working order the Parks and Recreation Department has a variety of vehicles and equipment as shown in Table 14.

| Table 14 Parks & Recreation Vehicles and Equipment | | | | |
|---|----------|-------------|-----------------------|------------------|
| <i>Vehicle/Equipment</i> | <i>#</i> | <i>Year</i> | <i>Make/Model</i> | <i>Condition</i> |
| ½ Ton Truck | 3 | 2011 | Ford F-150 | Good |
| ½ Ton Truck | 1 | 2005 | Chevy C/K 1500 | Fair |
| ½ Ton Truck | 1 | 2003 | Ford F-150 | Fair |
| Utility Tractor with Loader | 1 | | Kubota MX5100DT | Good |
| Small Utility Tractor | 1 | | Kubota L3000F | Poor |
| Small Tractor with Mower | 1 | | Kubota | Fair |
| Top Dresser | 1 | | Toro | Fair |
| Zero Turn Mowers | 5 | | Gravely 52", 60", 72" | Good |
| RTV Utility Vehicle | 3 | | Kubota RTV 400 CIA | Fair |
| Infield Machine | 1 | | Toro Sand Pro 2040z | Good |
| Bush Hog, Finish Mower | 2 | | Land Pride | Good |
| Landscape Equipment | 5 | | Stihl Combimotor 90r | Good |
| Backpack Blower | 2 | | Stihl | Good |
| <i>Source: Parks & Recreation Department</i> | | | | |

Athletic Programs

The Pell City Parks and Recreation Department offers a variety of youth athletic programs including baseball, softball, basketball, football, cheerleading, and soccer on a seasonal basis. These leagues take advantage of Pell City's lighted fields and facilities.

Pell City should begin developing adult recreation programs including athletic, fitness and culture. There are many great examples of these types of programs being developed across the State. These types of activities should be made part of a Recreation Master Plan and efforts should be made to incorporate them, over time, into the Parks and Recreation program.

Senior Citizen Programs

The Pell City Senior Citizens Center is located on five (5) acres on Comer Avenue and provides an array of services and activities for Pell City's senior citizens. Some of these including a small walking track, daily meals both on site and for homebound seniors, pharmacist/health services, shopping and day trips, and a bus for transporting seniors to the center.

The center provides some basic facilities and programs for seniors, including meeting space, hot lunches, chair aerobics, line dancing, table games, pool tables, ceramics, shopping, and various day trips. The center, however, does need room to grow and these activities, which are currently limited, should be expanded particularly to include today's more active senior adults.

Exercise of all types benefits people with arthritis, heart disease, diabetes, or high blood pressure. Some options that might be considered for inclusion in Pell City's Recreation programming for seniors include: walking, jogging, swimming, aqua aerobics, cycling, yoga, Tai Chi, Pilates, strength training, line dancing, square dancing, ballroom dancing, horse



shoes, golf, and volunteerism. Again, as with adult activities, there are examples of many cities in Alabama providing a variety of recreational and cultural activities for seniors. These activities should be explored and included in the proposed Recreation Master plan.

Recreation Centers and Programs

The Parks and Recreation Department has several facilities for organized sports and activities. These facilities may be rented by the public on an as available basis.

- ***Civic Center:*** Is open to the general public and provides meeting and banquet space, a walking track, gym, tennis courts, weight room, and various youth activities. This facility has several issues which need to be addressed including improvements to ingress/egress to the facility, as well as improved parking, and internal traffic patterns. Additionally some building maintenance and upgrade issues need to be addressed.
- ***Community Center:*** Located on 19th Street, this facility houses the Boys & Girls Club, a gym, and the winter basketball program. While the facility is in

good condition there are issues of flooding in the building and the facility needs to be made more available for public use.

- ***Earnest White Community Center (on 16th Street):*** Located immediately west of the Emmanuel Park, this is a neighborhood community center providing space for meetings, parties, and reunions and equipped with kitchen facilities. Issues with the facility include an aging structure with limited space, and lack of parking.
- ***Municipal Complex:*** The Parks and Recreation Department manages several activity rooms contained within this facility including two (2) meeting rooms, one (1) conference room, one (1) training room, one (1) banquet room, and a catering kitchen. This facility also houses the City Library and has room for future growth.
- ***Tennis Center:*** Features eight (8) lighted hard courts, all equipped with wind screens, year round programming, and lessons for both children and adults by a certified tennis pro.
- ***Senior Center:*** Located on Comer Avenue this five (5) acre facility provides an array of activities for Pell City's senior citizens including a small walking track, daily meals both on site and for homebound seniors, pharmacist/health services, shopping and day trips, and a bus for transporting seniors to the center.

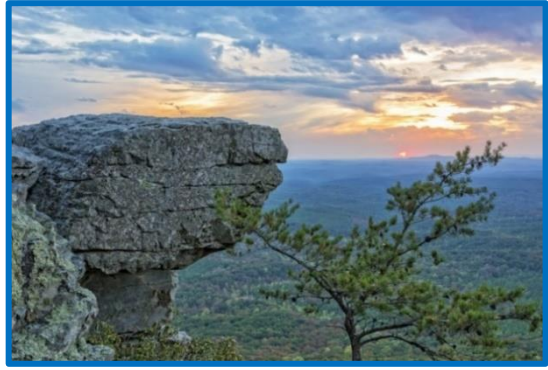
Among some of the services and activities still desired are a committee to provide patron feedback, a policy to guide and direct social media, and a swimming pool or aquatic center.

Non-City Managed Facilities

When developing an inventory of recreation facilities it is important to include facilities that are not owned or managed by the City. Existing public and private facilities assist in determining appropriate locations for new public recreation areas.

Areas of recreational interest that are not managed by the City of Pell City include, but are not limited to:

- **Cheaha State Park & Talladega National Forest** – Located approximately an hour away, Cheaha State Park is the home of Cheaha Mountain which, at 2,407 feet, is the highest point in the State of Alabama. The park hosts hiking trails, mountain bike trails, a lake for swimming and fishing, an Indian artifact museum, a CCC museum, a restaurant, and a wide range of lodging options from camp grounds to motel rooms. The park is completely surrounded by the Talladega National Forest which offers additional recreational resources including easily accessible trails to waterfalls and natural vistas.



Cheaha State Park

- **Coosa River, Lake Logan Martin** - Pell City is located along the shores of Logan Martin Lake on the Coosa River in east-central Alabama. This 17,000 acre Coosa River reservoir was built in 1965 by Alabama Power Company. Nicknamed "Lake of a Thousand Coves" by locals, Logan Martin has 275 miles of shoreline along its 48.5 mile length sandwiched between Logan Martin Dam on the south and Neely Henry Dam on the north. The depth of the lake is 35 to 110 feet with five feet average water level variance. Lake Logan Martin boasts some of the nation's finest bass fishing, as well as opportunities for recreational boating, skiing, and swimming.
- **Top Trails Outdoor Recreation Park** - Located 30 minutes southeast of Pell City, this is a 2,800 acre off-road recreational trails park offering more than 70 miles of OHV trails, a Kiddie Track, a technical 12 mile Single Track Trail Loop, archery ranges, and primitive camping sites with more activities planned.

Cultural Programs

Cultural venues near Pell City include:

- **Anniston Museum**
<http://www.annistonmuseum.org>
 The Anniston Museum of Natural History and Berman Museum offers great family entertainment.

- **International Motor Sports Hall of Fame**
<http://www.motorsportshalloffame.com>
The International Motorsports Hall of Fame is dedicated to enshrining those who have contributed the most to the sports of auto racing and motorized boat racing either as a driver, owner, developer or engineer
- **Barber Motor Sports Park**
<http://barbermotorsports.com/vintage-home.php>
The Barber Motor Sports Park, in Leeds, is likely the largest motorcycle museums in the world. This facility is a modern building holding almost every motorcycle one can imagine. Adjacent to the museum is a 17-turn, 2.38 mile road course.
- **Birmingham Museum of Art**
<http://www.artsbma.org>
Founded in 1951, the Birmingham Museum of Art in Birmingham, Alabama, today has one of the finest collections in the Southeastern United States, with more than 24,000 paintings, sculptures, prints, etc.

Park Standards

Many communities have adopted standards based on the National Recreation and Park Association's (NRPA) guidelines. The NRPA recommends a total of 6.25 to 10.5 acres of open space per 1,000 people. It also suggests a classification system for parks. These range from mini-parks to regional and national parks. In addition to NRPA criteria, Park and Recreation standards should be based on the following:

- ***Relevance.*** They should reflect the needs and lifestyles of today's residents.
- ***People Orientation.*** They should reflect the unique needs and preferences of people in the area being served.
- ***Performance Standards.*** They should provide a basis for measuring achievement of community objectives. They should measure the quality of recreation service rather than simply the quantity.
- ***Feasibility.*** They should be attainable within a reasonable timeframe and with available funding sources.
- ***Practicality.*** They should be simple to understand and apply. They should be based on sound planning principles, information and a credible development process. They should also be flexible enough to handle unanticipated situations and rapidly changing needs.

The following table shows the classification and standards per NRPA. These should be considered guidelines until such time as City Officials determines if they fit the City's needs or should be modified.

| Table 15 NRPA Park Classifications and Standards | | | |
|---|-----------------------|----------------|--------------------------|
| Park Type | Acres/1000 population | Minimum Size | Service Area Radius |
| Mini Park | 0.25 – 0.50 | 1 Acre or Less | <0.25 mile/5 minute walk |
| Neighborhood Park | 1.0 – 2.0 | 15 Acres | 0.5 mile/12 minute walk |
| Community Park | 5.0 – 8.0 | 25 Acres | 1-2 miles/5 minute drive |
| Regional Park | Variable | Variable | 30 miles/1 hour drive |

www.nrpa.org

Land Acquisition

As Pell City continues to grow land acquisition will be very important for future park construction. While it is impossible to tell with certainty where growth is going to occur, the Future Land Use Plan can help direct growth and provide guidance regarding where future development will occur.

Future park locations can be divided into three categories:

- ***Planned Future Parks:*** where the City already owns the property and plans a park at that location.
- ***Possible Future Parks:*** where the City already owns the property in question, but has not committed to a park at that location.
- ***Identified Needs:*** where there is the need for a future park based on projected growth in the area.

Funding/Incorporating Open Space into New Development

With the implementation of the Future Land Use Plan, it will be easier for the City to justify land purchases in certain areas established by this plan. The City can also acquire land to expand existing facilities through: development agreements, donation or by first right-of-refusal agreements with surrounding property owners.

One way to help fund open space programs is the Federal Land and Water Conservation Fund. In 2016 this program handed out \$95 million across the United States and its territories to support conservation and recreation projects in local communities; Alabama received approximately \$1.5 million of this funding.² Funding for this program is funneled through the State government, and is quite limited. “To be eligible for grants, every State must prepare and regularly update a statewide recreation plan (sometimes called a SCORP, for Statewide Comprehensive Outdoor Recreation Plan). Most SCORPs address the demand for and supply of recreation resources (local, state and federal) within a state, identify

needs and new opportunities for recreation improvements and set forth an implementation program to meet the goals identified by its citizens and elected leaders.” While this program would require cooperation with the state, it is still an attractive option for additional funding.

Funding Sources

In order to maintain a high level of service for an increasing population, funding will need to increase as new parks are developed and/or new programs instituted. A well-maintained park system can be an economic development tool in the form of higher property values and through hosting of regional tournaments for soccer, baseball, and softball. These sports are becoming a large industry and local tournaments bring in significant revenue in the form of entry fees, hotels, and support of local businesses.

There are a number of ways to acquire funding for park and recreation maintenance and development. Funding sources may include tax revenue, user fees, fund raisers, and donations. Additionally, grant funding is available from the Alabama Department of Economic and Community Affairs (ADECA) Recreation Division, through Land and Water Conservation Funds (LWCF), and the Recreational Trails Fund.

Maintenance of Facilities

Maintenance is important for aesthetic value and for the health of those using the facilities. While the general consensus of the community is that parks and facilities are well maintained, it is very easy for these facilities to rapidly decline if this is not kept up. As the footprints of parks and facilities stretch farther away from the City center, it may become necessary to prioritize maintenance of grounds, structures, or equipment if staff and budget resources are stretched.

¹Recognizing the importance of Parks and Recreation facilities. . . .111th Congress H.RES 288 March 26, 2009

²ADECA Land and Water Conservation Funding 2016

Recommendations:

- Give consideration to the location of new playing fields and amenities at the Sports Complex. *(Existing Conditions)*
- Address ingress/egress issues at Lake Side Park and explore expanded boat parking, additional power access for vendors and a review of the facilities hours of operation. *(Existing Conditions)*
- Develop additional adult recreation programs. *(Athletic Programs)*
- Expand Senior Center programs to include today's more active senior adults. *(Senior Citizen Programs)*
- Improve Ingress/Egress to Civic Center and address building maintenance issues. *(Recreation Centers & Programs)*
- Address flooding issues at Community Center. *(Recreation Centers & Programs)*
- Create a committee to provide patron feedback, create a policy guide and direct social media for Parks & Recreation. *(Recreation Centers & Programs)*
- Explore the possibility of an aquatic center or community swimming pool. *(Recreation Centers & Programs)*

Chapter IX - Education



Introduction

Quality schools make Greater Pell City a desirable place to live, work, and raise a family. An accredited public school system along with private and Christian schools and a community college put the emphasis on education, and the offerings for academics as well as workforce development training are all within a few minutes' drive.

Pell City School System

The Pell City Board of Education operates the Pell City School System. Within the School System are four elementary schools, one intermediate school, two junior high schools, and one high school.

The four elementary schools serve pre-kindergarten through fourth grade and include:

- W. M. Kennedy Elementary
- Iola Roberts Elementary
- Eden Elementary
- Coosa Valley Elementary

Williams Intermediate School serves students in grades five and six

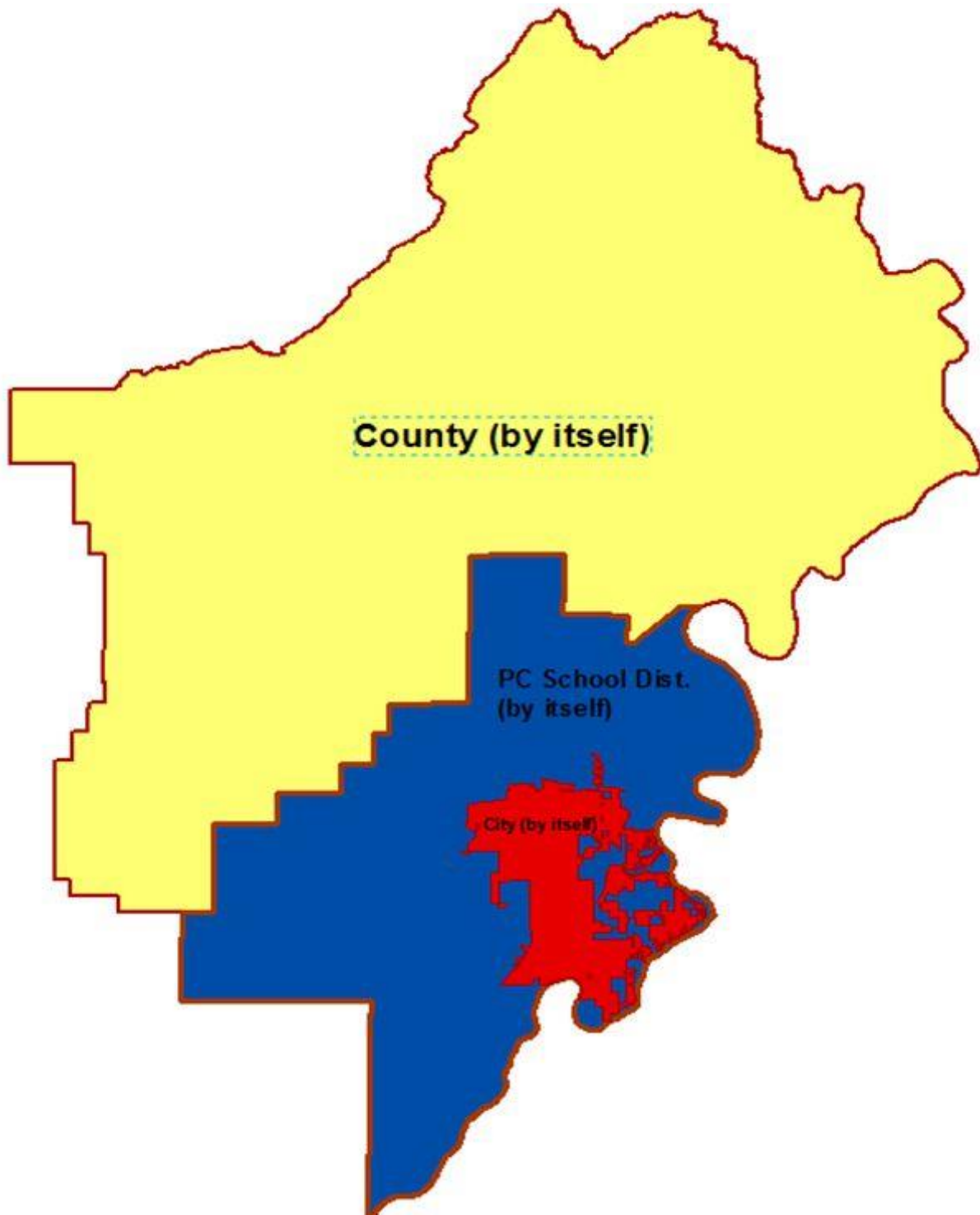
The two junior high schools are:

- Duran South Junior High School which serves students in the seventh grade
- Duran North Junior High School which serves students in the eighth grade

And, Pell City High School, which is located immediately west of downtown, serves students in grades nine through twelve.

The Pell City School District encompasses the corporate limits of the City as well as an attendance zone. More than half of students enrolled in the System reside outside the corporate limits of the City. This arrangement, which has been in place in various form since the inception of the System, presents logistical issues since those within the attendance zone, but outside the city limits, are unable to participate in funding referendums or Board of Education elections. Depicted in Map 4 is the Pell City School District. The area shown in red is that portion of the district inside the city limits; the area in blue shows the attendance zone, which is outside the corporate limits, and an indicator of the above mentioned logistical issues.

MAP 4 PELL CITY SCHOOL DISTRICT





Pell City High School

Built in 1982, with several renovations since, **Pell City High School** is located on Cogswell Road along with the Center for Education and Performing Arts (CEPA). The High School houses grades 9-12 and consists of 68 classrooms to accommodate its approximately 1108 students. The school employs 66 certified teachers and has a student/teacher ratio of 17:1.

The School Board currently owns 30 additional acres, adjacent to the High School, which will allow for future expansion of the facilities. There are also other potential properties in the area that could provide future opportunities for land acquisition.



Duran South Jr. High School

Duran South Junior High School sits on 7 acres of land on 16th Street in Pell City. The school was constructed in 1949, making it one of the system's oldest educational structures. The school has undergone a number of renovations, the latest of which occurred in 2016. Duran South houses grade 7 and has 19 classrooms to accommodate its 285 students. Fourteen (14) certified teachers are employed at this school and there is a student/teacher ratio of 20:1



Duran North Jr. High School

Duran North Junior High School is located on 28 acres on Williamson Drive and was constructed in 1979; it has undergone a number of renovations, with the latest occurring in 2015. The School houses grade 8 and has 21 classrooms to accommodate its 267 students. Fourteen (14) certified teachers are employed at this school and there is a student/teacher ratio of 19:1



Williams Intermediate

Williams Intermediate School is located on Hardwick Road and is situated on a 25 acre site. Built in 2008 the School houses grades 5-6 with 41 classrooms to accommodate its approximately 581 students. The school employs 31 certified teachers and has a student/teacher ratio of 19:1.



Coosa Valley Elementary

Coosa Valley Elementary is located on Martin Street and is situated on a 19 acre site. Built in 1964 it has undergone a number of renovations, with the latest occurring in 2001. The School houses grades PreK-4 with 34 classrooms to accommodate its approximately 409 students. The school employs 25 certified teachers and has a student/teacher ratio of 16:1.



Eden Elementary

Eden Elementary is located on a 10 acre site on Wolf Creek Road. The school was constructed in 1949, making it one of the system's oldest educational structures; it has undergone a number of renovations, with the latest occurring in 2001. The School houses grades PreK-4 with 33 classrooms to accommodate its approximately 373 students. The school employs 24 certified teachers and has a student/teacher ratio of 16:1.



Iola Roberts Elementary

Iola Roberts Elementary is located on a 20 acre site on Martin Street. The school was constructed in 1954 and has undergone a number of renovations, with the latest occurring in 2014. The School houses grades K-4 with 32 classrooms to accommodate its approximately 378 students. The school employs 25 certified teachers and has a student/teacher ratio of 15:1.



Walter M. Kennedy Elementary

W. M. Kennedy Elementary is located on a 43 acre site on Otis Perry Drive. The school was constructed in 1998 and has been renovated twice once in 2004 and the most recent in 2009. The School houses grades K-4 with 35 classrooms to accommodate its approximately 485 students. The school employs 27 certified teachers and has a student/teacher ratio of 18:1.

Colleges & Universities

Studies show that cities and states with a well-educated workforce outperform in terms of median wages and economy. Economically secure individuals are better able to purchase goods and services within their local communities. Higher wages translate into stronger property values, more tax revenue, better infrastructure, and more opportunities for investment. Areas that lack access to quality education resources are less likely to flourish economically.¹

Pell City is strategically located to allow their citizens to take advantage of numerous opportunities in higher education. While there are more than twenty colleges, universities, and technical schools located within 50 miles of Pell City the closest ones which are:

Jefferson State Community College St. Clair - Pell City Campus - Located on College Circle in Pell City, this Jeff State campus opened in fall of 2006 and serves the needs of students in the eastern most part of their service area. Courses taught at this site include: business, art and music appreciation, biology and chemistry, computer and word processing, agriculture, English, social sciences, mathematics, humanities, and speech. To date, about 700 students register to attend classes at this location.

Talladega College – Located approximately 22 miles from Pell City in an historic district of the City of Talladega, Alabama. Talladega College's main campus includes 41 buildings on 50 acres, surrounded by the city. The College has an aggressive tradition of bringing the world to Talladega in such forms as, workshops, forums and lectures, and a variety of outstanding artists, scientists, and political, business, and civic leaders.

Strayer University – Located 33 miles from Pell City on Grandview Parkway in Birmingham, Strayer University provides students with a combination of online and on-campus classes. Their wide range of on-campus classes are scheduled to fit the lives of working adults and include associate, bachelor, and master degrees in accounting, business, finance, criminal justice, health services administration, nursing, information technology, education, and more.

University of Alabama at Birmingham (UAB) – Located 33 miles from Pell City in downtown Birmingham, UAB pursues the frontiers of education, research and health care and strives to be one of the most dynamic and productive universities of the 21st century. Their pledge is to prepare students and community for the challenges of a new world economy: global literacy, biotechnology and biomedical science, energy, transportation, materials engineering, information technology, computing security, and entrepreneurship.

Jefferson State Community College Shelby-Hoover – Located 38 miles from Pell City, on Valleydale Road in Shelby County, this campus of Jeff State, opened in January, 1993. Courses offered provide an opportunity to complete general education courses and include: business, biology and chemistry, computer and word processing, agriculture, English, social sciences, mathematics, humanities, and speech, art, and music appreciation. More than 5,000 students attend classes at this location.

These institutions provide Pell City’s citizens and businesses with the resources necessary to further their education and have access to skilled, productive employees.

¹Cumberland Valley, PA Economic Development Corporation

Chapter X – Transportation

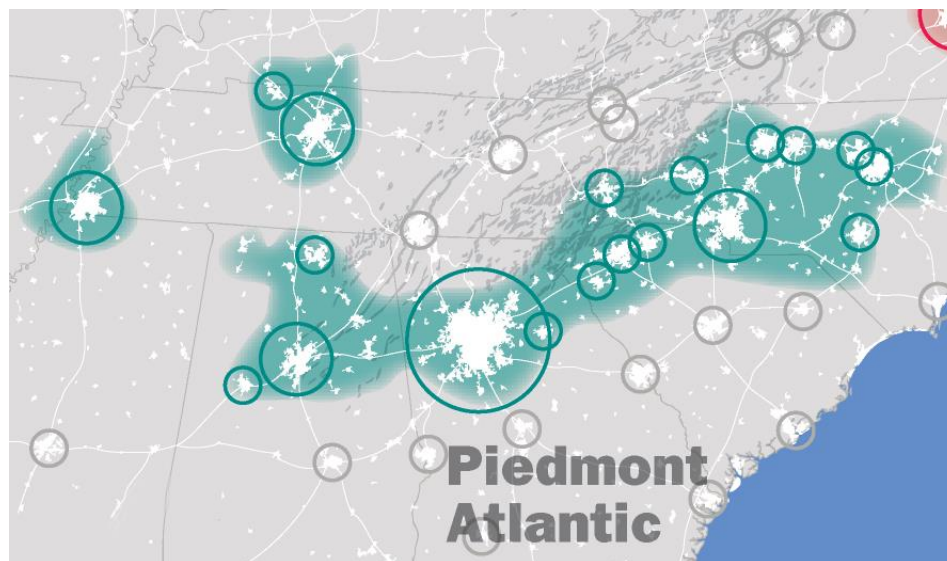


Overview of Transportation Planning

Transportation planning deals with the movement of people and goods throughout a city or a region and is not limited only to automobiles and streets. In fact, it is multi-faceted and includes several systems; a road network for motorized vehicles, pedestrian and bicycle networks, transit and networks for rail, freight, and aviation. Pell City 2040 Comprehensive Plan recognizes that all of these networks are vital to maintaining a healthy and well-connected mobile region in the future.

While Pell City 2040 Comprehensive Plan focuses on transportation systems for the City of Pell City, it acknowledges that local transportation systems are part of a larger system of transportation networks in the region. The figure below shows how Pell City is centrally situated along the western corridor of an emerging megaregion known as the Piedmont Atlantic Region. This megaregion is anchored by Atlanta, GA, but extends east to west from Raleigh, North Carolina to Birmingham, Alabama. The 14.8 million population of the region (2000 estimate) is anticipated to grow to 20.5 million by 2025.¹

Map of Megaregion - Piedmont Atlantic Region



Source: www.america2050.org

Pell City is connected to the heart of this region by highways that include Interstate 20, U.S. Highways 231 and 78, and other state and local highways. These, in turn, provide access to major international airports, existing passenger rail service, and long distance bus service.

Within the region there are a number of airport facilities available to residents and visitors to Pell City. The City is served by international air travel through Hartsfield-Jackson Atlanta International Airport and Birmingham-Shuttlesworth International Airport. Regional airports include Gadsden, Oxford, and Centre, Alabama. The Talladega Airport, a local airport owned by the City of Talladega, is located 14 miles from Pell City. Additionally, the St. Clair County Airport, located three nautical miles southeast of the Pell City central business district, provides support to the general and corporate aviation community and has been designated by the FAA as a “reliever” airport for Birmingham.

Passenger rail service through the region is provided along the Amtrak Crescent line which serves stations in Tuscaloosa, Birmingham, and Anniston as well as Atlanta. The Federal Government continues to consider high speed rail services that would connect Houston, New Orleans, Birmingham, Atlanta, and Raleigh to another proposed rail line along the eastern seaboard from Jacksonville, Florida to Boston, Massachusetts. Also, the State of Alabama has representation on the Southern High-Speed Rail Commission (SHSRC) that was founded in 1981 with a mission to improve mobility and access for passenger rail users in Alabama, Louisiana and Mississippi.

Long distance bus service is available along the I-20 corridor and U.S. 231 with stations in Pell City on Martin Street NW, as well as in Anniston, Childersburg, Gadsden, and Sylacauga.

Transportation Planning at the Regional Level

“The Regional Planning Commission of Greater Birmingham (RPCGB) through the Birmingham Metropolitan Planning Organization (MPO), coordinates the Transportation Improvement Program (TIP) and develops and maintains a Regional Transportation Plan (RTP) for the Birmingham metropolitan area. The RTP is a long-range plan that includes a balanced mix of projects and entails many components including: safety, freight, roads, bikeways, pedestrian services, public transit, alternative transportation, transportation maintenance, and much more. The vision, goals, and wide-range policies, on which the plan is based, describe the major concepts that the region’s residents would like to achieve with the transportation system, and reflects location desires for travel and transportation as expressed in these communities’ adopted comprehensive plans.”²

Saint Clair County Public Transportation provides “demand response” transportation services through St. Clair Area Transportation (SCAT). SCAT provides transportation to St. Clair County citizens for a variety of activities such as kidney dialysis, physical therapy, cancer treatments, shopping, work, or to visit

friends and family. This service is provided for a minimal fee and must be scheduled in advance.

Local

In addition to the planning efforts of the RPCGB and State of Alabama, the City should maintain long-range and short-range transportation plans that are administered by the Street Department. Efforts should be made to work with RPCGB and others to seek out, and apply for, grant funding for future planning initiatives where available. Programming of funds would be handled through the City's Capital Improvements Program as part of the City's Budget. Plans that could be included are as follows:

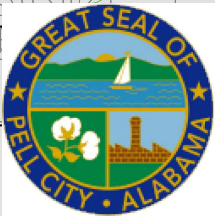
- ***A Comprehensive Transportation Planning document*** should be developed to look locally at various transportation networks including, streets, pedestrians, bicycles and parking. It should also include a pavement management plan for local streets.
- ***Major Street Map.*** This is a map of the street network that shows streets in their respective classifications (arterial, collector, residential) including proposed arterials and collector streets. See Map 5: Roadway Functional Classification. This can be an independent document or part of the comprehensive transportation plan.
- ***Sidewalk Master Plan.*** This is a map of the sidewalk network showing where there are existing sidewalks and where sidewalks are proposed.
- ***Sidewalk Policy Planning and Procedures.*** This is a policy document that establishes criteria for the construction or reconstruction of sidewalks in public rights-of-way in the City.
- ***Sign Policy.*** This policy document should set out formal policy and guidelines for the benefit of developers and their agents, or other interested parties, on the nature and types of street name signs and regulatory signs the City of Pell City will accept. This policy should also outline the requirements for installation of new street name signs.

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Roadway Functional Classification

Pell City

Alabama



- Legend**
- Streets6_26_2013**
- FEATURE**
- AL HIGHWAY
 - COUNTY ROAD
 - DRIVEWAY / FIRE LANE
 - EXPRESS WAY
 - EXPRESS WAY RAMP
 - PAVED ROAD
 - SECONDARY ROAD
 - TURN LANE
 - US HIGHWAY

Map prepared by:
City of Pell City GIS Department
and
St. Clair County GIS Department
Map Date: 01/11/2018

Transportation and the Environment

The convenience and economic value of transportation systems come with environmental tradeoffs. Construction and maintenance of transportation systems often affect one or more of the following: air quality, water quality, noise, wildlife, natural resources, cultural and historic resources, wetlands, floodplains, agricultural land, parks, and open space. Additionally, because the location of transportation systems is so closely linked to economic development and land use, there has been growing attention paid to environmental justice in the field of transportation planning. Environmental justice seeks to avoid, minimize, or mitigate negative disproportionately high impacts on minorities and low-income populations.³

Alabama's Statewide Transportation Plan (June 2008) describes environmental issues as shown on Table 16 below: *(Note ALDOT is currently undertaking an update to this plan)*

**TABLE 16
ENVIRONMENTAL IMPACT ISSUES**

| RESOURCE/ISSUE | SIGNIFICANCE | REGULATORY BASIS |
|--|--|--|
| Air Quality | Public health, welfare, productivity, and the environment are degraded by air pollution | Clean Air Act of 1970; 40 CFR Parts 51 & 93; State Implementation Plan |
| Noise | Noise can irritate, interrupt and disrupt, as well as generally diminish the quality of life | Noise Control Act of 1972; ALDOT's highway Traffic Noise Analysis Policy and Guidance |
| Wetlands | Flood control, wildlife habitat, water purification; applies to both State and Federally funded projects | Clean Water Act of 1977; Executive Order 11990; 23 CFR 777 |
| Threatened & Endangered Species | Loss of Species can damage or destroy ecosystems, to include the human food chain | Endangered Species Act of 1973; 7 CFR 355 |
| Floodplains | Encroaching on or changing the natural floodplain of a water course can result in catastrophic flooding of developed areas | Executive Order 11988; 23 CFR 650; 23 CFR 771 |
| Farmlands | Insure conversion compatibility with State and local farmland programs and policies | Farmland Protection Policy Act of 1981; 7 CFR 658 |
| Recreation Areas | Quality of life; neighborhood cohesion | Section 6(f) of the Land and Water Conservation Fund Act; Section 4(f) of the DOT Act of 1966 (when applicable); 23 CFR 771 |
| Historic Structures | Quality of life; preservation of the national heritage | National Historic Preservation Act of 1966 (Section 106); Section 4(f) of the DOT Act of 1966 (when applicable); 23 CFR 771; 36 CFR 800 |
| Archaeological Sites | Quality of life; preservation of national and Native American heritage | National Historic Preservation Act of 1966 (Section 106); Section 4(f) of the DOT Act of 1966 (when applicable); 23 CFR 771; Executive Order 13175 |
| Environmental Justice | To avoid, minimize or mitigate disproportionately high impacts on minorities and low-income populations; basic American fairness | Title VI, Civil Rights Act of 1964; Executive Order 12898 |

Local Street Network

The existing road network in the City of Pell City will continue to grow as new development occurs. This network is composed of streets of varying classifications broken down by types as follows:

Interstates

Interstate: a controlled access facility, with four or more lanes, providing fast and efficient movement of large volumes of traffic over a considerable distance by prohibiting access (ingress and egress) except at controlled intervals.

Arterials

Arterial: a facility that serves as a primary artery of the city intended to mainly carry through traffic and to connect major activity centers in the City and its planning jurisdiction. Its function is to move intra-city and intercity traffic. The streets that are classified as arterials may also serve abutting property; however, their primary purpose is to carry traffic. Arterials should not be bordered by uncontrolled strip development. Access to these facilities should be carefully managed to ensure the capacity of the facility is not comprised by driveways. Arterials vary in width and parking on-street is prohibited.

Collector Streets

Collector: a street whose primary function is to collect traffic from an area and move it to the arterial street system while also providing substantial service to abutting land uses. A collector roadway will generally have lower design speeds than arterial roadways but higher than local streets.

Residential Collector Street: a street whose primary function is to provide direct access to residential properties as well as residential subdivisions. Typically, residential collector streets collect traffic from local streets in residential neighborhoods and channel it to the arterial and collector system.

Local Streets

Local Commercial Street: all minor streets, marginal access streets and cul-de-sacs serving primarily commercial developed property.

Local Residential Streets: all minor streets, marginal access streets and cul-de-sacs serving primarily residential property.

Marginal Access Roadway: a street that runs parallel to a major street, generally an arterial. Its purpose is to separate through traffic from local traffic, and to provide access to abutting properties. A service road in commercial/business areas intended to remove traffic from arterials would be considered a marginal roadway. An access street in residential areas intended to remove local traffic from arterials and to buffer abutting residential lots from the effects of highway traffic as well as to limit the number of direct driveway accesses to arterials for safety purposes is also considered a marginal roadway.

Cul-de-sac: a local street with one outlet and having an appropriate terminal for the safe and convenient reversal of traffic movement.

Alley: a public right-of-way primarily designed to provide a secondary access to the side or rear of properties.

Traffic Volume

Traffic volumes on state routes and federal highways are monitored with annual average daily traffic counts (AADT) by the Alabama Department of Transportation (ALDOT). Tables 17 and 18 below show volumes for key arterial roadways in Pell City: Interstate 20, Cogswell Road (78), and Highway 231 both north and south of I-20. Counts have been provided for the most current reported six year period 2011-2016, as well as for the year 2005 to provide a benchmark. For location reference purposes the 2016 Maps have also been provided as Appendix C. A review of these numbers shows that there have been few significant changes in traffic along any of these roadways during these reporting periods.

Not surprisingly, the highest counts in the City occur along I-20. While the counts have fluctuated over the years it is interesting to note that along I-20 reductions in volume occurred from 2011-2012, presumably due to the economic downturn during that time, and then began to rebound and, as of 2016, are at or above those recorded in 2005. Figures also of note along I-20 are the reductions in volume between exits 156 and 158, and then again between exits 158 and the volume count immediately to the east. These numbers are an indicator of traffic exiting and not re-entering the Highway (or non-through traffic).

Cogswell Avenue is another area where a review of the traffic volumes is revealing. Higher volumes are centered around the historic downtown, government centers, and the High School. These volumes are important and should be monitored in order to plan for needed improvements to signalization and pedestrian safety.

While volumes have not shown a great deal of change, a review of the key arterials will provide indicators of traffic dispersal throughout the City. Additionally, monitoring of annual traffic counts will allow City leaders to be proactive in planning future infrastructure improvements.

| Table 17 ALDOT TRAFFIC COUNTS FOR PELL CITY, ALABAMA | | | | | | |
|---|---------------------------------|--------|---------------------------------|--------------|-------|--------|
| YEAR | I-20 <i>West of Exit 158</i> | | I-20 <i>East of Exit 158</i> | Cogswell Ave | | |
| Map Location | A | B | C | D | E | F |
| 2005 | 50,590 | 46,410 | 43,610 | 7,060 | 9,350 | 10,830 |
| 2011 | 50,690 | 47,010 | 43,700 | 6,860 | 8,640 | 10,330 |
| 2012 | 49,520 | 45,930 | 42,510 | 6,790 | 8,550 | 10,120 |
| 2013 | 50,610 | 46,760 | 43,330 | 6,840 | 4,200 | 9,730 |
| 2014 | 51,630 | 48,000 | 45,090 | 6,900 | 4,230 | 9,810 |
| 2015 | 51,400 | 49,330 | 47,890 | 6,900 | 7,280 | 9,810 |
| 2016 | 50,430 | 50,800 | 50,930 | 7,040 | 7,740 | 10,730 |
| <i>Source: ALDOT Traffic Monitoring Data</i> | | | | | | |

| Table 18 ALDOT TRAFFIC COUNTS FOR PELL CITY, ALABAMA | | | | | | |
|---|---------------------------------|----------------------------|--------------------------------|---|--------|--|
| YEAR | 231 North <i>I-20 to 174</i> | 231 <i>North of 174</i> | 231 South <i>I-20 to 78</i> | 231 South <i>78 to Mays Bend Rd.</i> | | 231 South <i>Mays Bend - Easonville Rd.</i> |
| Map Location | G | H | I | J | K | L |
| 2005 | 12,840 | 9,560 | 21,230 | 21,700 | 17,450 | 11,660 |
| 2011 | 13,090 | 9,032 | 20,550 | 21,280 | 17,434 | 11,426 |
| 2012 | 12,960 | 8,940 | 20,340 | 21,070 | 17,260 | 11,310 |
| 2013 | 13,520 | 9,160 | 25,520 | 22,900 | 19,800 | 11,430 |
| 2014 | 12,420 | 8,410 | 24,160 | 23,460 | 20,130 | 11,940 |
| 2015 | 12,440 | 8,890 | 24,160 | 23,460 | 20,130 | 12,610 |
| 2016 | 13,260 | 9,160 | 25,550 | 22,300 | 18,960 | 12,620 |
| <i>Source: ALDOT Traffic Monitoring Data</i> | | | | | | |

Note from ALDOT: "Traffic Monitoring data provided are the most current available as developed by the Alabama Department of Transportation and are provided "as is" with the understanding that they are not guaranteed to be correct or complete, any conclusions drawn from the data are the sole responsibility of the user."

Design Standards and Access Management

Access management deals with how transportation users gain access to the transportation system, where and at what frequency. When looking at roads this is often done through examination of standards for intersections and driveway placement. The more access points there are on a road, the more likely conflicts arise that can affect traffic flow and safety. The City should develop and maintain

access management standards, including the development of standards for driveway spacing and cross access standards, particularly for development on Highway 231 and other heavily commercial roadways.

Pedestrian and Cycling Network

Regardless of one's mode of transportation, at some point in their trip, everyone becomes a pedestrian. Walking has been the most common mode of transportation since the City was founded. Pell City is a city full of pleasant neighborhoods, a quaint historic downtown, and beautiful natural resources all of which lend themselves to walking and biking.

Low density, auto-centric development predominant in the 21st Century provides challenges for biking and walking in any city and Pell City is no exception. As part of this Comprehensive Plan Pell City should formally recognize the need for a community network of sidewalks and bicycle trails that will allow citizens to utilize alternative modes of transportation.

One means of responding to this need is to update the Subdivision Regulations to require that sidewalks be included in new subdivisions, particularly those of relatively high density. Additionally, the City Council should support the construction of new sidewalks in areas of high pedestrian movements. With added interest and awareness of health and environmental benefits, and as gas prices continue to fluctuate, it is reasonable to expect that, if they are provided, the use of sidewalks and bikeways will increase and become part of the daily routine for many citizens.

The City should establish a policy to have sidewalks on City streets wherever needed for the benefit of health, safety, and welfare of the citizens. This policy should focus attention on areas of high pedestrian movement, particularly around schools, and on "missing links" in the sidewalk network. At the State level, the Department of Transportation has been tasked, through the Statewide Transportation Plan, with a statewide bicycle and pedestrian planning effort that will address statewide needs as well as include each urbanized area's plan for bicycle and pedestrian facilities.

At the national level, among various transportation programs, federal transportation law has introduced a Safe Routes to School Program with the primary aim of encouraging children, including those that are disabled, to walk and bicycle to school. The purpose of this program is to make walking and bicycling safer and more appealing as a means of access to school. The program apportions funds to states based on the amount of enrollment in primary and middle schools.

In addition, federal legislation permits cities constructing bicycle and sidewalk facilities to dip into several funding sources including those set aside for congestion mitigation, improvements to air quality, and other transportation enhancement funds. Other federal aid funds can be used as appropriate.

To be eligible for Safe Routes to School funding a project must meet various criteria. Infrastructure projects such as sidewalks, bike paths, crosswalks, and other construction or operational improvements must be located within two miles of an elementary or middle school. Projects cannot exceed a total of \$150,000, but can apply to more than one school. In order to ensure the equitable distribution of funds, applicants must define their status as either urban or non-urban.

Analysis

For the most part, planning for transportation facilities in the City of Pell City takes place primarily outside of the comprehensive planning process. The focus of this transportation section is on those aspects of transportation that are most closely tied to land use, and vice versa. There are opportunities in future iterations of the plan to more comprehensively integrate land use and transportation planning.

Connectivity

Connectivity is the overall connectedness of a street network. Are streets laid out on a grid, or do subdivisions consist of a series of loops and cul-de-sacs with one or two entrances and exits? Connectivity is important because the more connected a street network is the more travel options exist. This limits the strain on any particular route or intersection, and allows traffic to take alternate routes as primary routes become congested. A lack of connectedness in a street network, over time, forces collectors and arterials to become more congested. This will often result in a requirement for public investment in widening or otherwise improving those routes to handle more traffic. Those improvements, through a process known as *induced demand*⁴, will then draw new traffic to the routes, reducing the value of the improvements considerably sooner than might be expected. Providing a higher level of street connectivity as development occurs will help reduce the long-term strain on the road network.

Transportation Choices

The automobile is the dominant form of transportation in Pell City. While that is not expected to change, now or in the future, there is no question that Pell City's reliability on that form of transportation will place an increasing strain on the City's transportation network over time. In a future of increasing fiscal constraints, searching for alternate ways to relieve pressure on the road network is desirable. Connectivity, mentioned earlier, is one method. Reducing vehicle trips is another. In part these methods seek to reduce vehicle trips through reducing trip lengths and frequency; this is accomplished by providing daily needs in closer proximity to the places where people live.

Providing for alternate forms of transportation is another way to reduce vehicle trips. Alternate forms of transportation include walking, biking, and mass transit. One way to better integrate various transportation facilities into a given street segment is through adoption of Complete Streets standards. Complete Streets – “are designed to safely accommodate pedestrians, bicyclists, motorists, and transit riders of all ages and abilities so that they will be able to safely move along and across a complete street. Complete Streets make it easy to cross the street, walk to shops, and bicycle to work. They allow buses to run on time and make it safe for people to walk to and from train stations.”⁵ A summary of the benefits of Complete Streets in Rural Communities is provided as Appendix D.

At present, walking is a viable transportation choice in some parts of the City. A walkable community has benefits beyond providing an alternate form of transportation: walking is demonstrably good for public health, provides improved accessibility, and is necessary for the creation of the vibrant mixed-use neighborhoods discussed in the land use section. The City should work to expand the network of sidewalks and to develop a Sidewalk Master Plan to make connections for a City-wide network of on- and off-street facilities. The on-street sidewalk network, in particular, should be expanded in, and to, locations where walkability is desirable.

Bicycles represent an efficient, non-polluting transportation alternative that is particularly viable for commuting in and around the Pell City central core. The bicycling community is made up of both recreational users as well as bicycle commuters. A network of bicycle facilities should be designed to accommodate both types of users with an appropriate mix of the off-street and on-street facilities. Bicycle connectivity should be considered as part of the development review process; encouraging placement of bike racks in new non-residential development would also be positive.

Citywide Signage

Effective signage systems help visitors and residents navigate successfully from place to place and improve safety. The City should develop a wayfinding plan aimed at designing and building a network of signs Citywide. Informational signs along State and Federal highways can also provide guidance to those traveling along higher speed thoroughfares. Opportunities also exist for upgrading pedestrian signals and street lights to enhance safety on City streets.

Land Use-Transportation Connection

One of the organizing principles of Comprehensive Planning is that land use influences the transportation network, and vice-versa. Fundamentally, traffic demand is driven by two factors: employment and housing. All trips, vehicular or otherwise, have origins and destinations. Determining where people want to go, when they want to do it, and in what order, is at the heart of traffic demand modeling. It follows, then, that employment is a function of the presence of employers, which can be commercial, industrial, or institutional establishments or may be home occupations. The actual locations of those establishments, as well as the housing that is the second factor driving traffic demand, are determined by the market which operates within a framework established by zoning which is administered by local governments. Zoning should ideally reflect a jurisdiction's Future Land Use Plan so that the locations of future development, and redevelopment, align with planned future investments in civic infrastructure and civic goals, established in the comprehensive plan, such as promoting infill development and mixed-use centers. At present all of those alignments do not yet exist. Completing the Pell City 2040 Comprehensive Plan is the first step in a process of beginning to align civic investment with community vision.

The "Land Use First" strategy is the idea that the Future Land Use Plan should drive investment in transportation infrastructure, and not vice-versa; that changes in land use should not take place just because a new street connection is made or a new roadway alignment built, but instead those street construction projects should take place because they support Pell City's vision for the type, location and scale of new development and redevelopment.

The idea behind examining transportation funding options is not to increase fees overall but to spread fees across all users. As it stands, developers are required to pay for transportation improvements as indicated by their individual traffic studies. Often times this results in inequities, as the first or last developer in is required to pay for improvements that either benefit all who follow or were only needed due to

incremental prior development. The intent is to spread those costs across all users, instead of the first or last in, not to increase costs overall.

As new areas of the City are proposed for development, and/or high intensity and mix used developments are proposed, the Planning Commission should give strong consideration to requiring that their developers provide a traffic impact study to determine if existing infrastructure will support the development or if infrastructure improvements will be needed. This will in turn guide the Commission and Council in their decisions regarding how and when improvements will need to be made.

Parking

A transportation network that relies on automobiles will always need a place to put them when they are not in use. It is important to balance the amount of parking provided for development to ensure that adequate parking exists, but also so that excessive parking is not required. Excessive parking has many negative effects including increasing impervious surfaces, thus increasing the amount of stormwater runoff. Excessive parking also reduces the amount of land available for actual development, limiting investment in that land and thus reducing tax revenue to local governments.

Stand-alone surface parking lots should be strongly discouraged, particularly at street intersection corners. The use of prime developable land purely for parking is a misuse of funding. Should additional parking be needed, to the extent that a parking area unattached to development must be built, a better use of funds would be to develop small vertical parking facilities which maximize the use of the land. Further parking decks in prime commercial areas should be fronted with retail or office space such that the deck is not visible from the public right-of-way and potential revenue generating businesses can be accommodated.

¹ http://www.america2050.org/piedmont_atlantic.html

² www.rpcgb.org/transportation-planning

³ Introduction to Integrating Climate Change into the Transportation Planning Process - Federal Highway Administration, Final Report, July 2008

⁴ J. J. Leeming (1969). Road Accidents: Prevent or Punish. Cassell. SBN 304932132.

⁵ From <http://www.completestreets.org/complete-streets-fundamentals/complete-streets-faq/>

Recommendations:

- Monitor changes in traffic volume to support needed transportation and pedestrian safety plans. *(Traffic Volume)*
- Recognize the need for a network of sidewalks and trails to provide alternative transportation opportunities. *(Pedestrian and Cycling Network)*
- Update subdivision regulations to include sidewalks in new subdivisions. *(Pedestrian and Cycling Network)*
- Establish a policy regarding sidewalks on City streets to benefit health, safety and welfare of citizens. *(Pedestrian and Cycling Network)*
- Encourage higher levels of street connectivity as new development occurs. *(Connectivity)*
- Provide daily needs in closer proximity to places where people live (i.e. neighborhood commercial nodes). *(Transportation Choices)*
- Encourage placement of bike racks in new non-residential development. *(Transportation Choices)*
- Discourage stand-alone surface parking lots particularly on street intersection corners. *(Parking)*

Chapter XI - Quality of Life



Introduction

The term “quality of life” is used to indicate the general well-being of people and societies; while often associated with the term "standard of living", the two do not necessarily mean the same thing. A standard of living merely is the evaluation of the wealth and employment status of a person in a society. Though both are factors to determine quality of life, these are not its sole indicator. A person’s environment, physical and mental health, education, recreation, social well-being, freedom, human rights, and happiness also are significant factors¹

Healthcare

Providing good quality healthcare is a challenge for most small communities in Alabama but from the standpoint of service providers, Pell City is more fortunate than many Alabama communities of its size. Within the City limits there are approximately 20 physician/medical offices providing a range of services including internal & family medicine, dialysis, and pediatrics. In addition, Pell City is fortunate to have a campus of St. Vincent Hospital located in the City. St. Vincent provides a wide range of services including Bariatrics, Diagnostic Center, Women’s Healthcare, MRI, Nuclear Medicine, Ultra Sound, Wellness Services, Sleep Study Center, Wound Center and an Emergency Room.



Healthy Lifestyles¹

Children: Alabama has “the 6th highest rate of overweight and obese children” in the nation, as a result it has been recognized that the current generation of children is the first in American history to have a shorter lifespan than their parents. In order to prepare children for good jobs, they must first have a good foundation: healthy food, a healthy living environment, regular exercise, and a good education. It is well known that healthy children are better equipped to succeed in school and that translates into the fact that better educated persons tend to be healthier. It is also easier to teach children healthy habits than it is to change unhealthy habits already developed in adults. The first step to a healthier Pell City lies in educating children to make healthy choices.

Senior Citizens: According to a 2016 report by The Federal Interagency Forum on Aging-Related Statistics people who reach age 65 will live another 19.3 years, nearly 15 years longer than in 1960.

- From 2012 to 2014, 78% of those 65 and older reported being in good to excellent health, and levels of health reported by older women and older men were similar.
- The percentage of older Americans meeting the 2008 Federal physical activity guidelines increased over time. In 1998, about 6 percent of people age 65 and over met the guidelines, compared with 12 percent in 2014.²

Today's senior citizens, while healthier and more active overall than those of several decades ago, need to have access to activities and resources to support and encourage healthy lifestyles. Because older adults make up the highest percentage of persons with chronic health conditions it makes sense to begin by creating healthy lifestyle programs with them in mind.

Pell City's Senior Center provides an array of activities for the City's senior citizens including a small walking track, daily meals, both on site and for homebound seniors, pharmacist/health services, shopping and day trips, and a bus for transporting seniors to the center. Overall, Pell City has a vibrant array of senior services that provide important physical and social activities as well as lifelong learning opportunities for the City's senior population.

Recreation: Parks and Recreation services play a vital role in enhancing the quality of life for a city's residents. Among the benefits of a strong parks and recreation program are:

- Improved quality of life through recreation programing, leisure activities, and resource conservation.
- Parks, recreation and leisure activities provide our youth with opportunities to develop healthy lifestyle habits and grow into strong community participants.
- Parks, recreation and leisure activities create lifelines and ongoing life experiences for older members of our community and generate opportunities for citizens to come together around common activities.
- Public parks and recreation facilities create enormous economic value through increased partnerships, which improves the job base and the economic viability of the local economy, including business relocation and expansion in the community, generation of new jobs, increasing home values and increased tourism.³

A healthy lifestyle begins with physical activity. Pell City currently provides a wide range of athletic programs for youth in the form of organized sports, adult tennis programs, as well as a few activities for senior adults. The City should strive to offer programs and facilities for those children not interested or able to participate in the currently offered activities. Likewise, more adult and senior adult activities should be added to Pell City's recreation program in order to provide a more well-rounded and inclusive curriculum for citizens to select from. There are a number of cities in Alabama from which to draw inspiration for additional programs and activities for all ages a few of which include Auburn, Cullman and Decatur.

Walkability: Recent studies show that in addition to the physical benefits associated with healthy communities, walkable communities can also provide economic and environmental benefits.

Economically, a town or city can benefit from having a more walkable environment. The presence of sidewalks and other walking facilities is shown to increase property value and promote tourism. Sidewalks and connected, well-maintained pedestrian networks allow citizens the ability to safely and conveniently patronize local shops, businesses and restaurants.

Environmentally, increasing walkability can also have positive impacts on the community. Walking or biking can decrease car travel and thereby decrease harmful auto emissions.

In addition to economic and environmental benefits, walkable communities also provide advantages for residents. Safe, walkable, environments can provide opportunities for people of all ages and abilities to stay socially connected and engaged. Walking is an easy and inexpensive way to stay fit. ⁴

Community Gardens and Farmers' Markets: Access to fresh food is an important element of achieving a healthy lifestyle. Community gardens are places where children and adults alike can have fun, while exercising and learning about farming, nutrition, self-reliance and how to become entrepreneurs through firsthand experience. There are numerous examples of community gardens across the state that may be drawn from should Pell City wish to explore establishing a program of its own. These gardens also provide additional social opportunities, and a point of unity for local residents as well as a potential point of income to the community.



Pell City/St. Clair County has an established Farmers' Market which allows citizens to purchase fresh fruits and vegetables as well as other home grown/homemade

items. A market of this kind not only provides fresh produce to a community it also helps keep community dollars in the community and supports local farmers and small business. The location of Pell City's market south of the City Core on Highway 231 provides high visibility for the market but does not necessarily contribute to patronage of other local businesses. A location in historic downtown would not only provide the availability of fresh produce but would also allow downtown businesses to showcase their products to market patrons. The old Avondale Mills site would make an optimal location given its proximity to downtown and the visibility of a Hwy. 231 location.

As with other programs and activities mentioned, there are a large number of farmers' markets across the State from which the organizers of the Pell City's Farmers' Market can get new ideas and keep up with the secrets to a successful market program. Additionally the State of Alabama's Farmers' Market Authority can provide advice and assistance on becoming and managing a certified farmers' market should organizers wish to pursue this certification for their market.

Cultural Enrichment

Library: "In a larger sense Americans strongly value the role of public libraries in their communities, both for providing access to materials and resources and, for improving the overall quality of life in their communities. Many library resources are particularly valued by those who are unemployed, retired, or searching for a job, as well as those living with a disability, and internet users who lack home internet access."⁵

The Pell City Public Library was recently relocated to the Pell City Municipal Complex at 1000 Bruce Etheredge Parkway. The Library is the destination for area residents looking for a place to learn, have fun or just relax. Patrons may choose from the Library's collection of more than 35,000 books, which include the latest bestsellers, as well as DVDs, audio books, and e-Books. The Library offers story-times, teen and adult programs, book clubs, and many other services. In addition, the Library has 16 public computers, free Wi-Fi access, genealogical collections and databases, laptops for public use, and much more.

Festivals and Museums: Pell City boasts a number of festivals and cultural enrichment opportunities which attract both locals and out-of-towners alike. Among them are the Hometown Block Party, Artscapes Festival, Kids' Catfish Rodeo, the Christmas Parade, and the Fourth of July Fireworks. These activities are perfect opportunities



to showcase Pell City's hometown atmosphere and outstanding quality of life. During these activities businesses and restaurants should put on their best face and welcome newcomers to their establishment and the community.

The Center for Education and the Performing Arts (CEPA): CEPA was designed as a collaborative project to give the City a state-of-the-art theater for live performances and a sports arena complex, to be shared with the Pell City school system, for athletics and events such as graduation. The CEPA facility is jointly owned by the City of Pell City and the Pell City Schools Board of Education. It includes a 2,000 seat Gymnasium, a 400 seat Theater and a Grand Lobby. The Gym is home to the Pell City High School basketball, volleyball, cheerleading and wrestling programs and also supports band concerts and other academic events. The Theater is home to the Pell City High Drama and Choral Programs and the Lobby showcases the School's visual arts program. In addition to BOE activities the Theater enriches the lives of residents through cultural entertainment. Twenty to Thirty events per year, such as stage plays, musicals, movies, concerts, storytelling and other performing arts activities are hosted that target the community at-large. In fiscal year 2017, there were approximately 7,000 in attendance at CEPA cultural events. The Center has been a success far beyond what was originally envisioned and the Board of Directors has plans to steadily increase the variety and number of stage plays produced in coming years.



Potential Quality of Life Concept

Pell City has a unique opportunity, in the form of the Avondale Mills site, to create a special place in the City's core. This approximately 28 acre site located near residential neighborhoods and adjacent to the City's Historic Downtown, lends itself to the development of a public venue that could set Pell City apart from other cities of its size; much like Highland Park in Birmingham, or Bienville Square in Mobile. The space could include a variety of activity areas and serve to provide a connection between areas east of Highway 231 and those on the west.

At the time that City Leadership considers development of this area it is recommended that they retain the services of an architect or landscape architect experienced in the design and development of such a site.

The American Planning Association describes a public space as a gathering spot or part of a neighborhood, downtown, special district, waterfront, or other area within

the public realm that helps promote social interaction and a sense of community. Examples include spaces such as plazas, town squares, parks, marketplaces, public commons and malls, public greens, piers, special areas within convention centers or grounds, sites within public buildings, lobbies, concourses or public spaces within private buildings.⁶

They go further by identifying what sets a great space apart from other spaces by providing the following characteristics of a Great Public Space:

1. Promotes human contact and social activities.
2. Is safe, welcoming, and accommodating for all users.
3. Has design and architectural features that are visually interesting.
4. Promotes community involvement.
5. Reflects the local culture or history.
6. Relates well to bordering uses.
7. Is well maintained.
8. Has a unique or special character.

¹Trust for America's Health – healthyamericans.org

²www.seniorliving.org/lifestyles/active-senior

³Recognizing the importance of Parks and Recreation facilities. . . .111th Congress H.RES 288 March 26, 2009

⁴Institute for public administration, <http://www.ipa.udel.edu/healthyDEtoolkit/docs/WalkabilityAssessmentTool.pdf>

⁵webjunction.org – Pew Report: Public Libraries' Importance and Impact

⁶American Planning Association, www.planning.org/greatplaces/spaces/characteristic.htm

Recommendations:

- Encourage the education of children on making healthy food and lifestyle choices. (*Healthy Lifestyles*)
- Create healthy lifestyle programs for senior citizens. (*Senior Citizens*)
- Strive to provide programs/facilities for children unable to participate in currently offered activities. (*Recreation*)
- Increase number of adult and senior adult activities offered. (*Recreation*)
- Retain a qualified professional to help create a “Great Places” design for the Avondale Mills property. (*Potential Quality of Life Concept*)

GOALS

Pell City 2040 Comprehensive Plan

GOALS

Pell City 2040 Comprehensive Plan

ENVIRONMENTAL GOALS:

EN Goal #1: Preserve and Enhance the City's Natural Environment.

Policy: *Developmental regulations will provide options to protect wetlands, streams, Lake Frontage and other environmentally sensitive areas.*

Objectives:

- Require developers to identify environmentally sensitive areas on site plans and subdivision plats as part of review process.
- Carry out a regular review of developmental regulations for compatibility, implementation, and effectiveness.
- Amend the Zoning Ordinance to include standards for protection of environmentally sensitive areas.

EN Goal #2: Increase accessibility to the City's natural environment.

Policy: *Expand the amount of open spaces, trails, walkways and passive recreation activities.*

Objectives:

- Explore connecting significant areas of public access to one another through a system of walking trail and sidewalks.
- Work with private developers to promote public open spaces within their developments, trails through the development, or access to the lake.

EN Goal #3: Encourage development that is compatible with the natural environment.

Policy: Improve the quality and compatibility of land uses and development.

Objectives:

- Review existing developmental regulations for compatibility of land uses within the same zoning districts.
- Encourage uniform development standards in the City and throughout the County through City and County subdivision regulations.
- Require new development to implement Storm Water Management techniques, erosion controls measures and other environmental protection best practices.

Policy: Promote development that is sensitive to the natural environment.

Objectives:

- Work with developers or private property owners through the site planning and subdivision processes to take advantage of and work with the natural terrain and the property's environmental features when planning developments.

EN Goal #4: Improve the visual appearance of the City.

Policy: New development and redevelopment will provide landscaping and maintenance as a part of the project.

Objectives:

- Provide for streetscape and parking lot landscaping in zoning ordinance as part of new development or redevelopment projects.

Policy: Work to enhance City gateways and public facilities through landscaping and maintenance.

Objectives:

- Implement landscaping improvement demonstration projects at City gateways and other appropriate locations including signage.
- Provide proper maintenance of City landscaping projects.
- Prepare and implement landscape plans for City facilities and development projects.

Policy: ***Continue to promote and expand proper private property maintenance and upkeep.***

Objectives:

- Fully enforce current nuisance and property maintenance ordinances including:
 - Clearance and removal of dilapidated structures.
 - Lot maintenance, i.e. cutting of grass, removal of dead trees, clearance of abandoned/junk vehicles and equipment, etc.
 - Encourage individual/organizational litter pickup efforts such as adopt a road programs.

Policy: ***Continue and enhance the current City Clean-up Campaigns.***

Objectives:

- Full engage all communities, neighborhoods, civic organizations, businesses and individuals in clean-up days.
- Support a “No Littering” educational campaign.

Policy: ***Work with State and Federal authorities to improve appearance at interstate interchanges.***

Objectives:

- Develop and implement landscaping plans at interchanges.
- Review land uses, signage, and design regulations.
- Work with developers to promote high quality development at interchanges.

HOUSING GOALS

HO Goal #1: **Promote the availability of diverse, high-quality, affordable, and attractive residential neighborhoods.**

Policy: ***Ensure that adequate amounts of suitable land in appropriate locations are planned to meet future housing needs.***

Policy: ***Focus new housing development closer to the City core, in areas where public utilities are easily accessible.***

Policy: ***Designate locations for new housing that will connect with the City’s existing and future planned neighborhoods, parks, trails, and transportation system.***

Policy: Explore future locations for senior housing that are located conveniently to commercial and professional services and transportation routes (roads, pathways and future transit).

Policy: Encourage development that mixes land uses and housing types to accommodate various income levels.

ECONOMIC DEVELOPMENT GOALS

ED Goal #1: Expanding the Tax Base.

Policy: Recruit new business and industry to Pell City.

Objectives:

- Facilitate new business and industrial recruitment through cooperation with all economic coordinating agencies.
 - St. Clair County Economic Development Council
 - Pell City Chamber of Commerce
 - Alabama Power
 - Birmingham Business Alliance
 - Alabama Department of Commerce
- Develop educational marketing materials to aid in business recruitment.
- Participate in regional business recruitment forums such ICSC (retail only) and trade shows to identify and make contact with businesses seeking to expand in the southeast.

Policy: Develop educational marketing materials to aid in industrial recruitment.

Policy: Work with property owners, developers and others to create level “development ready” sites in areas where industrial development is planned.

Policy: Participate in efforts by the Regional Workforce Development Council to recruit and train employees to address skills needed by existing and prospective employers.

Policy: Coordinate efforts to align K-12 and post-secondary educational training programs with local and regional workforce demands.

ED Goal #2: Retain Existing Businesses.

Policy: Promote local business expansion opportunities to Pell City's existing industry and businesses.

Objectives:

- Provide information on state and federal programs available for local business expansion.
- Be a conduit of information sharing between businesses.
- Build productive and collaborative relationships with existing businesses.
- Improve interactions with businesses.
- Annually (or more frequently) recognize an existing business for its positive impact on the community.

ED Goal #3: Maintain and revitalize Historic Downtown Pell City as a hub for civic, festive and commercial activity.

Policy: Promote and market special events (annual/periodically) in the downtown area.

Policy: A historic district plan should be prepared to guide the future development of Downtown: This plan should evaluate and make recommendations in the following areas: market strategy, land use, traffic circulation, building location and obsolescence, architecture, landscaping, on-site circulation, signage and entry treatments.

Policy: Develop marketing tools to promote actives.

Policy: Improve appearance of historic downtown through enforcement of property maintenance codes and ordinances.

ED Goal #4: Celebrate the City's heritage and preserve and protect its historic resources as essential elements of the City's economic health, aesthetic character, and sense of place.

Policy: Develop facade guidelines, and architectural standards for infill development as part of zoning standards

Policy: Create development standards that encourage downtown preservation, revitalization and upper story residential.

ED Goal #5: Promote Tourism

Policy: Capitalize on City's geographic assets to encourage recreational tourism.

Objectives:

- Market the City's location between two major metropolitan areas as a prime destination for recreational activities.
- Promote the Pell City portion of the Alabama Scenic River Trail.
- Continue to promote and hosting fishing events and expanding opportunities to grow these type events.

Policy: Develop educational marketing materials on Pell City's activities, special events and facilities.

Policy: Work with area Chamber of Commerce to promote Pell City's tourism opportunities.

PUBLIC SAFETY GOALS

PS Goal #1: Continue to ensure that adequate water pressure needed for community fire protection is provided.

Policy: Require that new growth comply with City developmental standards including but not limited to zoning and subdivision regulations and engineering standards.

Policy: Work with Utility Department to upgrade and maintain water delivery system.

PS Goal #2: Upgrade or replace Police and Fire equipment as needed.

Policy: Continue rotating vehicle replacement programs for all public safety vehicles.

Policy: Expand fire stations and police presence as needed to accommodate City growth.

Policy: Continue to install new fire hydrants in various locations throughout the City as needed.

Policy: Continue to update and acquire additional equipment for hazardous-materials response, rescue and EMS.

PS Goal #3: Endeavor to resolve causes for gaps in services.

Policy: Work to fill “donut holes” in City limits through annexation and support of legislation designed to remedy these voids.

Policy: Discuss with surrounding fire departments ways to reduce number of mutual aid calls.

Policy: Continue to recruit new communication providers (i.e. internet & cellular) to locate in Pell City.

UTILITIES GOALS

UT Goal #1: Continue to provide safe and abundant water for drinking and for fire protection for the community.

Policy: Require that new growth be consistent with the developmental standards of City ordinances, regulations and policies.

Objectives:

- Work with developers to ensure that all new development or redevelopment complies with minimum developmental requirements as they apply to pipe sizing, flush valve placement, etc.
- Ensure that the City maintains the best practical fire protection rating by consistently enforcing water pressure standards.
- Update and maintain waterline mapping.
- Monitor utility rates and fees to ensure an adequate rate structure to support future utility investments.

UT Goal #2: Develop Sanitary Sewer Improvement Plan to address existing and future system needs.

Policy: Establish a schedule for inspection of City sanitary sewer system and documentation of needed improvements.

Policy: Include annual funds for on-going sanitary sewer system maintenance and repair in City's Capital Improvements Budget.

Policy: Incorporate needed upgrades to, and/or replacement of, aging lift stations in Sanitary Sewer Improvement Plan.

Policy: Develop educational information advising property owners of their responsibility for sewer and water lines on private property and the risks of clay piping, etc.

UT Goal #3: Examine potential resolution to Storm Drainage issues.

Policy: Work with County on possible improvements to storm drainage systems in county right-of-way.

Policy: Ensure that current development regulations include requirements for on-site handling of stormwater run-off.

Objectives:

- Institute consistent enforcement of stormwater management standards for both residential and commercial development.

Policy: Develop a schedule for replacement of aging storm pipes and inlets and include annual funding in the City's Capital Improvement Budget.

Policy: Include provisions for alternative forms of handling stormwater (i.e. rain gardens, bio-swales, open flow structures, etc.)

UT Goal #4: Enhance the City's Solid Waste Services.

Policy: Explore the possibility of providing periodic pick-up of bulk items and non-traditional recyclable materials (i.e. electronics, batteries, paint, tires, etc.)

Policy: Develop educational material publicizing the availability of public access facilities and the consequences of nuisance dumping.

UT Goal #5: Explore opportunities to Improve Internet and Cable Services.

Policy: Create a technology committee to work on wireless internet and cable service issues.

Policy: ***Work with internet providers to increase quality of residential and commercial internet service.***

Objectives:

- Provide industries and businesses with possible service options.
- Explore options of improvements to Fiber Optic services.

Policy: ***Research alternative forms of internet and phone service.***

Policy: ***Work with cable providers to improve cable TV service city-wide.***

RECREATION/SENIOR SERVICES GOALS

RS Goal #1: Address Level of Service Issues.

Policy: ***Work to improve maintenance schedules, upgrade facilities where needed and complete unfinished “future build-out” areas.***

Objectives:

- Identify building maintenance issues and develop a course of action for resolving.
- Identify facilities (i.e. playing fields, courts, etc.) problems and develop a course of action for resolving.
- Identify site issues and develop a course of actions for resolving

Policy: ***Develop additional athletic facilities, as needed, to meet the demands of local users.***

Objectives:

- Explore feasibility of providing a community pool or aquatic center.

Policy: ***Examine parking and access issues at each facility and develop options for how best to improve or resolve these issues.***

Objectives:

- Develop a schedule for making needed parking and access improvements and work planned improvements into City’s Capital Improvements Budget.

- Work with ALDOT to determine and install needed improvements on Highway 34.

Policy: ***Develop public relations program to inform and invite citizens to participate in Parks and Recreation activities.***

Objectives:

- Continue to utilize City website, social media and printed information to highlight recreation facilities and activities.
 - Develop a Social Media Policy.
- Provide regular articles of interest to local outlets and the Chamber of Commerce regarding parks and recreation improvements, additions, and activities.
- Consider holding annual Public Input meetings to acquire feedback on needed Parks and Recreation needs.
 - Form a Resident Advisory Board.
 - Develop a Park Patrons' Survey to solicit feedback on park services and programs.

RS Goal #2: **Ensure that the facility maintenance program is well managed and funded for all City parks, recreational facilities, athletic fields, vehicles, and maintenance equipment.**

Policy: ***Maintain existing facilities at an established high level-of service.***

Policy: ***Provide safe facilities for patrons by providing adequate and well maintained lighting, regular police patrols and other security monitoring devices.***

Policy: ***Establish a plan to provide or improve handicapped accessibility.***

Policy: ***Maintain a current list of maintenance priorities, updated annually.***

RS Goal #3: **Develop partnerships within the community and region to make better use of available resources and increase funding sources through sponsorships for recreation facilities, special events, athletic tournaments, and other exhibitions.**

Policy: ***Market the Pell City Parks and Recreation system as an economic development strategy tool for the City.***

Policy: Work with the Chamber of Commerce to promote youth and amateur sporting events, which are one of the fastest growing segment of leisure travel.

Policy: Identify and promote revenue generating activities, programs, and facilities to help offset costs associated with providing excellent public recreation services.

RS Goal #4: Continue to improve Senior Services

Policy: Explore options for new location and/or expansion of senior center

Policy: Look into grant opportunities or other means of acquiring additional vehicles to provide day trips, and homebound meal delivery.

Policy: Continue to work with other agencies to provide continuing education opportunities for topics such as healthcare, finances, estate planning, etc. Include options for Lunch and Learns, Educational Lectures and Support Groups.

EDUCATION GOALS

EDU Goal #1: Explore Opportunities for New Funding Sources for Education

EDU Goal #2: Work to Develop Relationships with Business, Industry and City Government for Student Placements and Learning Opportunities.

- Co-op Opportunities
- Scholarships
- Shadowing/Mentoring positions with area business & industry
- Career Readiness Programs
- Fire Science Class and other similar opportunities

EDU Goal #3: Integrate public school facilities planning with City Land use Planning.

Policy: Work with the Pell City School Board to determine best locations for future schools when planning future development to ensure that planned school facilities will have adequate infrastructure.

Policy: Work with School Board to resolve school district/tax district issues.

TRANSPORTATION GOALS

TR Goal #1: **Maintain long-range and short-range transportation plans administered by the Street Department.**

Policy: *Consider developing access management standards, including the development of standards for driveway spacing and cross access.*

Policy: *Address congestion & unsafe road conditions.*

Objectives:

- Provide improved street connectivity to reduce distance traveled, reduce congestion, reduce maintenance costs, improve walkability, and improve emergency services response times.
- Discourage the use of dead-end streets and cul-de-sacs in new subdivisions.
- Include an option for alternative routes and new roadway connections in the Master Street Plan.

Policy: *Require developers to provide traffic studies for high intensity or other developments with the potential to negatively impact roadway infrastructure.*

Policy: *Require cross access between uses along commercial thoroughfares to reduce unnecessary turning movements.*

TR Goal #2: **Support alternate forms of transportation to augment vehicular transportation.**

Policy: *Provide a well-balanced range of transportation choices and opportunities.*

Policy: *Consider the use of Complete Street Guidelines when improving existing streets or building new ones. (See Appendix D)*

Policy: *Improve City's walkability and connectivity.*

Objectives:

- Develop a Sidewalk/Pedestrian Master Plan.
- Require construction of new sidewalks or pedestrian trails as development occurs along new and existing streets.

- Provide a system of on- and off-street walking/biking and/or multi-use paths that connect the places people live, work, learn and play.
- Develop and execute a “Share the Road” Program for cyclists.

TR Goal #3: Develop a Transportation Maintenance and Improvement Plan.

- Policy: Conduct an inventory of street maintenance issues and pavement needs.*
- Policy: Develop a rotating schedule for inspection and maintenance/paving of city streets.*
- Policy: Include plans for annual funds for on-going street maintenance/paving in City’s Capital Outlay Budget.*
- Policy: Work with Railroad to develop a schedule for crossing maintenance and improvement.*
- Policy: Seek to improve existing roadways to meet minimum engineering standards where possible.*

TR Goal #4: Develop standards to improve streetscapes and community character.

- Policy: Develop a streetscape beautification plan for the City’s arterial and collector roadways as well as for interstate interchanges.*
- Policy: Complete a wayfinding plan for the City.*
- Objectives:*
- Provide an effective and attractive system of city-wide signage and lighting to safely convey and direct visitors and residents to a full-range of destinations.
- Policy: Evaluate the existing street light system to determine if improvements are needed.*
- Policy: Require that street lighting and sidewalks be provided as part of new development.*
- Policy: Update general sign regulations to improve street “view sheds” and to set standards for subdivision street signage.*

Pell City 2040 Comprehensive Plan

APPENDICES:

- A. Public Input***
- B. FIRM Maps***
- C. Traffic Counter Reference Maps***
- D. Complete Streets for Rural Communities***

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A.
PUBLIC INPUT
ELEMENTS – Assets & Issues

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MEETING NOTES
January 19, 2017
Pell City Comprehensive Plan
Environmental Element Meeting

ASSETS:

- Lake
- Available Land
- Waste Water Treatment Plan

ISSUES:

- Flooding Areas
- Brownfields (Avondale Mill)
- Lake “Water” (Quality & Quantity)
- Geese
- Drainage (runoff, erosion-undeveloped land)
- Septic Tanks

ACTIONS:

- Flooding – Stormwater projects
- Lake Water – Be good stewards of the environment “Do No Harm”, Education Programs
- Erosion – Development (surety bonds), standards for development on slopes & grading; Seek advice from Engineers; Innovative storm drainage management; Policies on subdividing, annexation, development standards.

MEETING NOTES
February 2, 2017
Pell City Comprehensive Plan
Recreation/Senior Services Element

Recreational Assets & Issues:

- **Municipal Complex**

Assets:

- Library
- Chamber of Commerce
- Meeting & Conference Space
- “High Tech” – Wi-Fi and Teleconference Capabilities

Issues:

- Unfinished Upper Level – Future Build-out

- **Civic Center**

Assets:

- Plenty of Parking
- Meeting Rooms, Banquet Space, Walking Track, Gym, Tennis Courts, Weight Room
- Youth Activities

Issues:

- Traffic Patterns
- Improve Parking
- Need for Ingress/Egress Improvements
- Building Maintenance/Upgrades

- **Sports Complex**

Assets:

- Great Location
- Well Lighted Ballfields
- 3 Sports Facilities (softball, baseball, soccer)
- Walking Trail – ½ Mile
- Connection to Lakeside Park via Bridge
- 3 Concession Facilities with Restrooms
- Boat Launch – Primary Use for Water Patrol/Safety Access

Issues:

- Need for Additional Playing Fields
- Field Drainage Poor in Areas
- Need Better Access
- Limited Available Property for Expansion
- Low Water Level

- **Lakeside Park**

- Assets:*

- Walking Trail -- *** Mile
 - Splash Pad
 - Beach/Picnic Area
 - Kid Castle
 - Pavilions/Amphitheater (2 small, 1 large)
 - Boat Launch with Good Water
 - Playgrounds (how many?)
 - Outdoor Chapel
 - Good Parking
 - Environmental Area/Board Walk/Wetlands Nature Trail
 - Available Land Adjacent (not City Owned)

- Issues:*

- Traffic/Access
 - Mays House
 - Expanded Boat Parking
 - Geese
 - Power Access for Vendors
 - Hours of Operation

- **Community Center**

- Assets:*

- Boys & Girls Club
 - Gym
 - Winter Basketball
 - Good Condition of Facility

- Issues:*

- Building has Flooding Problem
 - Needs to be More Widely Available to Public

- **19th Street Recreation Building & Playground**

- Assets:*

- Meeting Rooms, Kitchen
 - Pavilion
 - Lighted Basketball Courts (4)
 - Kids Playground - New

- Issues:*

- Small Size and Age of Facility
 - Ingress/Egress
 - Basketball Parking Surface

- **Ernest White Recreation Building – 16th Street**

- Assets:*

- Facilities for Meetings/Parties/Reunions
 - Kitchen

- Asset for Community in which it is Located
- Issues:*
 - Parking
 - Age
 - Size
- **Emmanuel Park – on 16th Street**
 - Assets:*
 - New Playground and Pavilion
 - Restrooms
 - Basketball Courts
 - Location – Convenient for Area Residents to walk to Park
 - Issues:*
 - Parking
- **Avondale Walking Track – off Highway 78**
 - Assets:*
 - Public Access
 - Lights
 - Green Space
 - Issues:*
 - Not Owned by City – City Leases and Maintains
- **Avondale Park – Comer Avenue**
 - Assets:*
 - Passive-Commemorative Parks
 - Possible Areas of Community Beautification
 - Green Space
 - Issues:*
 - None
- **Veterans Park – off Hardwick Road**
 - Assets:*
 - Passive-Commemorative Parks
 - Possible Areas of Community Beautification
 - Green Space
 - Issues:*
 - None
- **Avondale Property (Community Garden)**
 - Assets:*
 - Possible Site for Future Development
 - Farmers Market
 - Additional Sports Fields
 - Concert and Community Events Venue
 - Centrally Located Site
 - Opportunity for Large Cultural Asset to be Developed

Issues:

- Large Undeveloped Parcel in Central Pell City
- Eyesore

- **Senior Services**

Assets:

- Senior Center
- Multiple Activities Planned for Seniors
- Bus for Transporting Seniors to Center Activities
- Small Walking Track -- *** Miles
- Daily Meals at Center and for Homebound Seniors
- Pharmacist/Health Services
- Parking
- Shopping & Day Trips Planned for Seniors

Issues:

- Planning for Future Activities for Younger “Seniors”

- **Center for Education and Performing Arts (CEPA)**

POSSIBLE GOALS FOR COMPREHENSIVE PLAN

- **Renovate Civic Center**
 - Update Interior
 - Bring into ADA Compliance
 - Maximize or Expand Space
 - Upgrade Tennis Facilities
 - Clay Courts
- **Develop Aquatic Center**
 - Partner with Others to Achieve this Goal – (i.e. YMCA or Private)
- **Finish Upper Level of Municipal Complex**
 - Formulate Plan for Possible Future Uses

MEETING NOTES
February 16, 2017
Pell City Comprehensive Plan
Transportation Element Meeting

What Transportation Includes:

- Streets/Roads/Highways
- Rail
- Air
- Bus or other Transit options
- Water “Aquatic”
- Biking
- Walking/Hiking

Transportation Assets:

- Interstate Access
- Two (2) Major State Highways
- Airport
- Rail & Rail Spur
- Lake – Boating – *Scenic River Trail*
- St. Clair Area Transportation (SCAT) – On-demand Transit provide by County
- Commute Smart – Provided by GBRPC
- Veterans Transit Pick-up (on-demand)
- Downtown Sidewalks
- Greyhound Bus Stop
- Ongoing Traffic Control Sign Replacement Program
- Maintenance of an On-going Storm Drainage Infrastructure Replacement as road are paved.
- Improvements to Intersection at Little John and Vaughan Lane
- On-going Sidewalk Project on 19th Street South – *Funded*
- Traffic Improvements at AL34/Lakeside Park
- Joint Project with St. Clair County to Construct New Hazelwood Drive connecting Veterans Parkway and 231 -- *Funded*
- TAP Grant for Pedestrian Improvements Downtown -- *Funded*
- Rail Lines – Industrial Park Spur and Opportunities for Others
- 5310 and 5309 Funding for Senior Transportation Services
- Expansion/Widening of 231 South

Transportation Issues:

- Congestion Points:
 - Vaughan Lane & Little John (Walmart)
 - Civic Center
 - Highway 78/Industrial Park
 - 23rd Street North/231North at 7th Avenue
 - Congestion at Railroad Crossings downtown to Truss Ferry Road
 - Highway 231/19th/SR 34
 - 3rd Avenue South/231 Railroad Crossing

- Lack of Funds for Infrastructure Improvements
- Lack of Sidewalks and Maintenance of Existing Sidewalks
- Need to Improve Walkability and Connectivity
- Continuity of Improvement Project across Changing Administrations
- Need for Increased ALDOT Participation on Funded Projects
- Access to Hospital – Poor Road Orientation
- Need for Additional, or More Access to Existing, Rail Spur in Industrial Park
- Need for Upgrades to Airport in order to Attract of Additional Air Traffic
- Opportunities
- Quality/Condition of Existing Railroad Crossings
- Public Access to Lake (Year Round)
- Need for a Multi-Use Trail and interconnection of Existing Trail Systems
- Need to Execute an On-going Pavement Schedule
- Need to Develop/Implement a Bike Lane or “Share the Road” Project
- Need for Beautification at Interstate Interchanges and other Gateways to Pell City

MEETING NOTES
March 2, 2017
Pell City Comprehensive Plan
Utilities Element Meeting

What Utilities Includes:

- Sewer/Waste Water Collection
- Storm Sewers
- Water
- Gas
- Power
- Cable
- Sanitation Services
- Other?

Utilities Assets and Issues:

- **Water Assets:**
 - 167 miles of Waterlines
 - Four (4) Water Tanks
 - Four (4) Drinking Water Wells – One (1) drilled production Well – not currently in Service
 - 25% Ownership – CVWSD
 - Coosa River Watershed
 - ISO Rating currently 3 – soon to be upgraded to a 2
 - Operating Under 2012 IFC and 2009 IBC
 - Improved Water Loss Accountability
 - Water Quality
 - Abundant Supply to Support Growth
 - SCADA Warning System
- **Water Issues:**
 - Minor Fire flow pressure issues in limited areas
 - Age of System – older waterlines in need of repair/upgrading
 - Need for Larger Pipes (citywide)
 - Water Mapping Needs Improvement
- **Storm Sewers Assets:**
 - Current Subdivision Regulations address on-site retention
 - New Development is required to have Environmental Review and handle stormwater run-off
- **Storm Sewer Issues:**
 - Older developments have drainage issues – In some areas County attention may be needed
 - Age of System – many storm pipes made of corrugated metal and are aging out

- **Sanitary Sewers Assets:**

- Sewer Plant permitted at 4.75 million gallons/day
- Plenty of capacity for future growth (up to 2000 +/- more residential customers)
- Recent Improvements to Plant
- On-going Rehab./Upkeep of Sewer System during past 6 years
- 70 miles of Gravity Sewer Mains
- 20 miles of Force Sewer Mains
- 32 Lift Stations
- Phase II improvements provide for better handling of sewer
- Area surrounding 231 Interchange (*Hospital to Wolf Creek Road North, VA Home Area*) is Equipped to handle Significant Growth
- SCADA Warning System
- Good Quality System Mapping

- **Sanitary Sewer Issues:**

- Need for Capital Funds to Continue Maintenance and Improvements to System
- Need to eliminate two (2) Lift Stations and Replace with one (1) Larger with New Force Mains at 16th Street
- Need to Plan for Improvements to Aging Lift Stations and Ongoing Rehab of Collection Systems
- Clay Sewer Laterals on Private Property Create Conditions that Contaminate Public Sewer System – creates Inflow/Infiltration problems

- **Solid Waste Assets:**

- Contracted Services – Household Garbage and Recycling
- Non-standard Materials Recycling Facilities located Behind City Shop
- Contracted Yard Debris Pick-up Service
- Annual Clean-up for City
- Annual Lake Clean-up (*not coordinated by City*)
- Public Trash “Litter” Receptacles distributed around City

- **Solid Waste Issues:**

- Recycling Container Capacity
- Need to Publicize Availability and Encourage Use of Public Access Facilities
- Lack of Provisions for Bulk Pick-up
- Nuisance Dumping
- Need for More Recycling Options and education on services available
- Need for Method to Deal with Non-traditional Recyclable Materials (*i.e. paint, tires, batteries, etc.*)

- **Internet & Cable Issues:**

- Issues with Speed and Quality for both Residential and Business/Industrial Uses.
 - Fiber Optic service needs evaluating and more/better options explored.
 - Information on service options needs to be provided to industries
- Limitation on Access to Alternative Forms of Internet and Phone Service
- Cable Service Issues: *Service not consistent city-wide*

MEETING NOTES
March 16, 2017
Pell City Comprehensive Plan
Housing Element Meeting

What Housing Includes:

- Single-Family Detached
- Single-Family Attached
- Multi-Family
- Manufactured Housing
- Senior Living Developments
- Group Homes
- Other?

Housing Assets:

- Variety of housing price points
- Plenty of buildable lots ready for construction – including lakefront
- Wide variety of residential zoning types
- Quality Building Inspection Personnel
- Good Historic Residential Areas
- Strong Residential development, which has picked up in past few years
- New Veterans Home
- Senior and Disable persons housing (only 1)

Housing Issues:

- Senior and Disable persons housing (only 1)
- Deteriorating Housing stock, prime for rehabilitation
- Need (*non-income based*) Apartment Living – need to examine ratio of rental to owner occupied housing
- Increasing Interest Rates have the Potential for Slowing Construction
- Need to Review Level of “Affordable Housing” for Pell City Workers
- Need to Exercise Extra Territorial Jurisdiction (ETJ) Standards for New Development
- Need for Education of Citizens on the Process, and their Rights with Regard to Home ownership
- Need for Available “Low Income” housing
- Need for Education of Developers and Builders on Requirements to Building Inside and Outside (ETJ) City Limits

MEETING NOTES

April 6, 2017

Pell City Comprehensive Plan *Economic Development Element Meeting*

What Economic Development Includes:

- Retail
- Industrial Development
- Professional, Office and Service Uses
- Historic Downtown
- Tourism
- Recreation and Community Events
- Other?

Economic Development Assets:

- Tournaments: Youth Sports, Fishing
- Lakefest – Lakeside Park
- Downtown Block Party
- 4th of July Event – Lakeside Park
- Christmas Parade
- County Bicentennial Event – upcoming
- Hospital
- Veteran's Home
- Jefferson State Community College
- Retail Development
- Industrial Development
- Talladega Speedway and Barber Motorsports complex
- Good Mix of Retail
- Good Access (I-20) and 231
- Distance from any major retail hub provides good opportunities for attracting customers from surrounding areas to shop and do business in Pell City
- Room for additional hospitality uses (i.e. hotels and meeting space)
- Pell City has several commercial areas that draw customers and businesses throughout the region and still has available development growth areas
- Opportunities and need for Redevelopment
- Seasonal residents provide customers for “off-interstate” commercial
- City owned school system and County schools systems
- Good Partnerships between educators and employers for workforce development
- Expansion of Northside Medical Clinic

Economic Development Issues:

- Poor access to medical complex
- Lack of level “development ready” property
- Exit 156 (on I-20) needs to be commercially developed through annexation, infrastructure improvements and proper planning standards
- Proximity to major metropolitan “employer city”
- Need for Workforce Development efforts to replace retiring skilled and non-skilled worker
- Need for more technical training for Workforce Development
- Need to Avoid “piecemeal” development:
 - Need to consider/require quality of development rather than just “development for the sake of development”
 - Need to deal with quality of development in terms of layout, amenities, architecture, infrastructure, etc.
- Absentee owners of downtown structures

MEETING NOTES
April 20, 2017
Pell City Comprehensive Plan
Historic Downtown Element Meeting

What Historic Downtown Includes:

- Retail and Restaurants (*usually specialty or niche*)
- Professional, Office/Service/Government Uses
- Tourism
- Façade Appearance/Improvements (*or need for*)
- Streetscape Improvements & Landscaping (*or need for*)
- Open Space or Public Spaces (*or need for*)
- Community Events (*festivals/special events, etc.*)
- Other?

Historic Downtown Assets:

- Compact/Dense Business District with rear alley access
- 3rd Thursday Event (limited participation)
- Proximity to Residential Development
- Location on State Highway
- Depth of Lots
- Greenspace (needs maintenance)
- Block Party
- Heart of Pell City
- Historic Walking Tour in coordination with State of Alabama Tourism
- Good Variety of Business Uses
- Location – Central to City, Courthouse & City Hall provides vibrancy.
- Good Pedestrian Access
- Passive Public Space (across from BB&T and Comer Ave)
- Benches and wide Sidewalks
- Space/Lots Available for possible new development
- Historic Lighting – may need some improvement
- Loft Living – could have more
- Historical Register
- On Alabama Antique Trail

Historic Downtown Issues:

- **Parking** — may need examination for possible improvements, issues when court is in session, businesses using front door parking that could be used for customers
- **Street Lights and Greenspaces need maintenance**
- **Only a Few Property Owners (some out of town) control most buildings, some buildings used for storage**
- **Historic Downtown needs Wayfinding Signage and Directional Signage on I-20**
- **Need to Encourage more Loft Residential Uses**
- **Need Extended Hours of Operation**
- **Need to Address Zoning Restrictions on Downtown Businesses**
- **Log Cabin Downtown???**
- **Alleys need Upgrading/Maintenance**
- **Old Hospital behind Rexall Pharmacy**
- **Speed of Traffic**
- **Need to Address ADA Standards on Sidewalks and Parking**

Opportunities Downtown:

- **Outdoor/Alley/Sidewalk Dining**

MEETING NOTES

May 4, 2017

Pell City Comprehensive Plan *Public Safety Element Meeting*

What Public Safety Includes:

- Police Protection
- Fire Protection
- Codes Enforcement
- Traffic Safety
- Natural Disaster Plan
- Other?

Public Safety Assets:

- Quality Police and Fire Services
- ISO Rating: 3 – working to improve to a 2
- Five Year Rotating Replacement System for Fire Vehicles
- New Police Replacement Vehicles Purchased Annually
- General Fire Equipment in Good Condition
- Marine Division for Lake Safety and Rescue – Carried under Police and Fire Department Services; Includes Boats and Dive Team
- Fire HAZMAT Unit
- Police Department K-9, SWAT and Bike Patrol Units
- School Resource Officers
- Very Low Crime Rate – County Wide
- Good Community and Government Support for Public Safety
- Animal Control Officer
- Citizen Public Safety Volunteers
- Chaplin Program
- Fire College
- Public Education Portable – Used for School Education
- Citizen Gun Safety and Self Defense Training
- Four (4) Fire Stations Distributed Across City
- St. Clair County Sheriff's Department and EMA Services located in City.
- Shared City/County Jail
- Fire Department Public Education – CPR, etc.
- Fire Department Mutual Aid Agreement with Surrounding Fire Districts.
- Automatic Aid for Structural Fires with Riverside
- Local Public Radio Station
- Hazard Mitigation Plan for City and County
- Regular Siren Testing

- Storm Shelters at Schools and CEPA with High Capacity Shelter at High School
- Countywide Fire Tax Evenly Distributed

Public Safety Issues:

- Outdate Radio Systems both Fire and Police.
- City Limits (donut holes) create coverage issues
- Surrounding Volunteer Fire Departments Place a Strain on City Police and Fire – Mutual Aid being Request too Frequently.
- Need to make Plans to Continue Vehicle Replacement Program
- Insure that Fire Stations and Police Presence Continue to Expand as City Grows.
- Lack of Communication Providers in City
- Discontinuation of Dock Watch

MEETING NOTES

May 4, 2017

Pell City Comprehensive Plan *Education Element Meeting*

What Education Includes:

- Access to K-12 Education Opportunities
- Access to Post-Secondary Education Opportunities
- Access to Technical Education Opportunities
- Education Regarding the Community of Pell City
- Providing a Variety of Education Venues: (*Websites, Town Hall Meetings, Public Service Announcements, Email, Newsletter, Etc.*)
- Other?

Education Assets:

- City Schools
 - Good Quality Facilities
 - Arts Focus
 - Center for Education & Performance Arts (CEPA) – BOE and City share maintenance of this facility
 - High School Shop Program
- Jefferson State Junior College (*located in City limits*)
 - Technical Training Center on Campus – Work Force Development
- Proximity to 4-Year Institution: Jacksonville State & UAB
- Talladega College (4 Yr.)
- Eden Career Tech – St. Clair County (Public School)
- Alabama Fire College (*housed at Pell City High School*)
- Honda – Work Force Development
- St. Clair County Head Start Program
- Pell City High School ROTC
- Education of General City Population:
 - Website – Wide Range of Information Available to Public
 - Newspapers: Star, Daily Home, St. Clair Times, Aegis weekly
 - City Email Blasts
 - City Departments' Facebook Pages
- Radio Station (The River 94.1 FM)
- Elementary Schools well located/dispersed across City
- Private Schools:
 - Christian Academy
 - Day Care Centers
 - Home Schooling
- Quality Administration and Teach Staff
- Board of Education owns its Central Located Offices

- Third Party Organizations that help Educate Citizens regarding Planning Commission issues (*i.e. Logan Martin Lake Protection Group/Heart of Pell City/ Clean Water Partnership, etc.*)

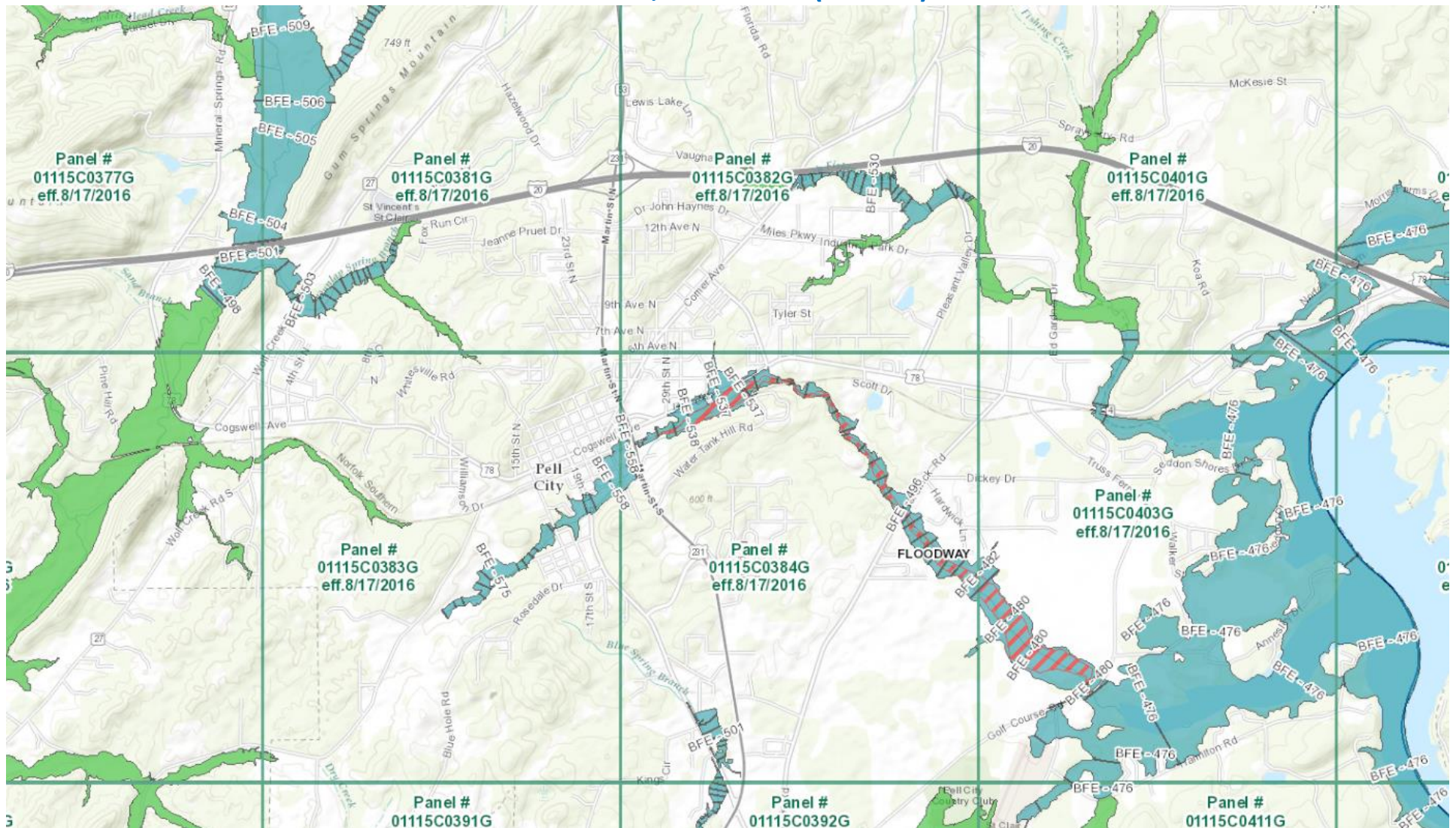
Education Issues:

- Outdated School Systems Buildings
- High School is Land Locked – No Area to Expand
- Fifty percent (50%) of Students Attending City Schools live Outside City – City doesn't receive all taxes needed to support these students.
- City Schools are Not Currently Rising Above other systems in terms of Text Scores.
- Student Pick-up lines at Elementary School Block Driving Lane on Highway 231
- Difficulty Reaching Citizens Regarding City Issues – Even with Website and Email Blasts.
- Funding Stability (or lack thereof)

B.
FIRM MAPS:
North
Central
South

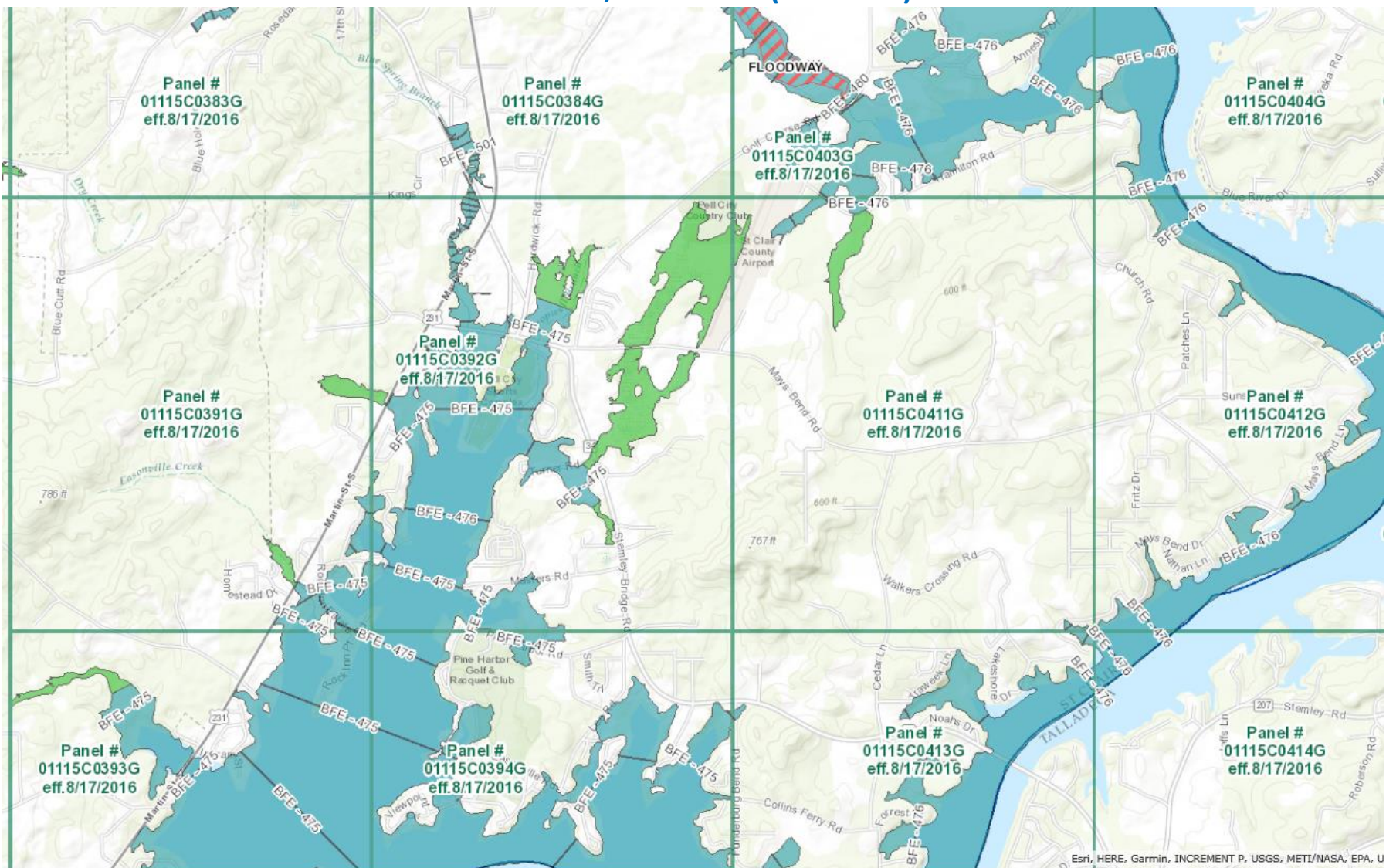
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FIRM MAP PELL CITY, ALABAMA (NORTH)



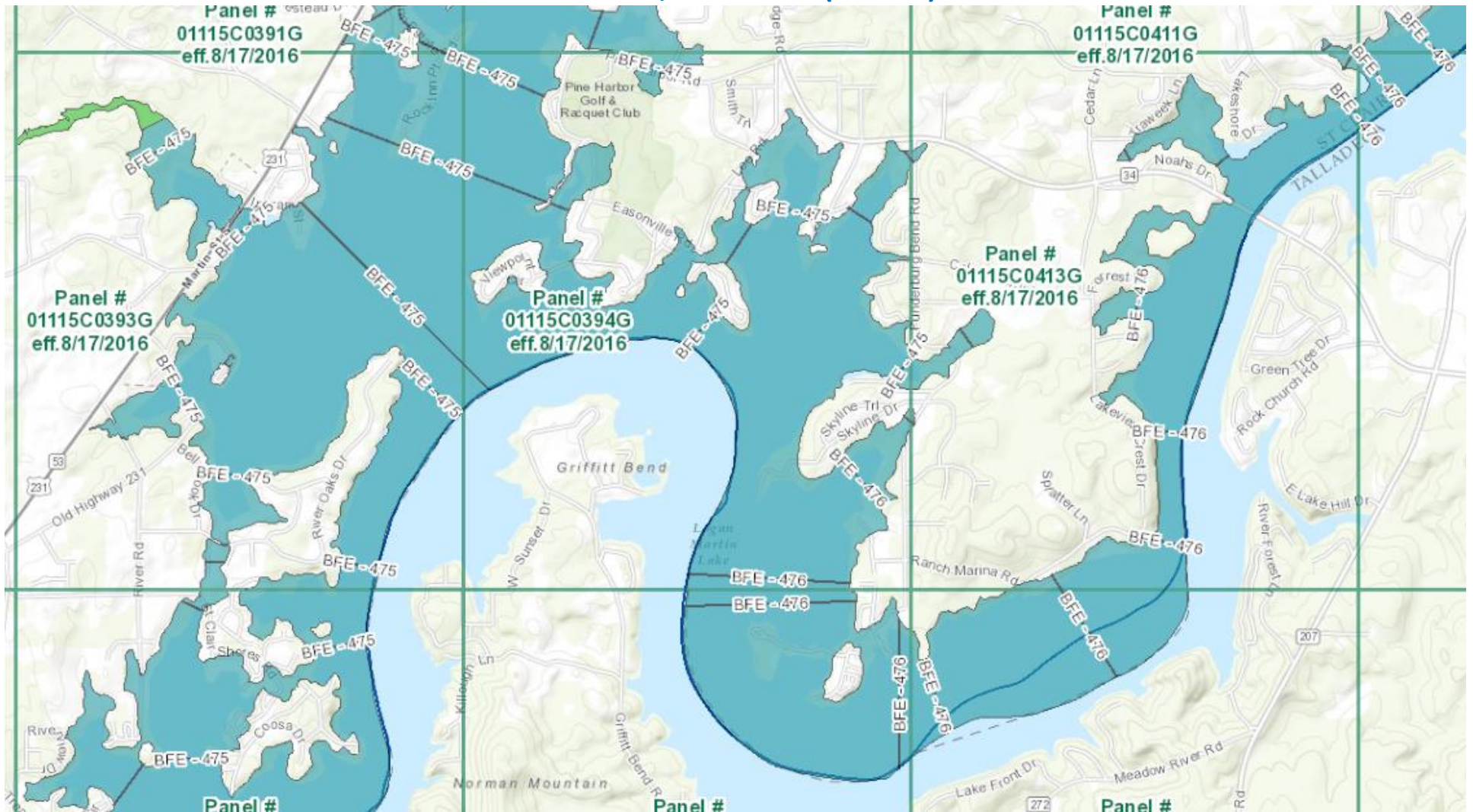
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FIRM MAP PELL CITY, ALABAMA (CENTRAL)



Note: See Legend on Page B-4

FIRM MAP PELL CITY, ALABAMA (SOUTH)



Note: See Legend on Page B-4

Legend

Flood Data St. Clair

FIRM Data ([click here](#))

Base Flood Elev



FIRM Panel #



Floodway



FLOODWAY

Flood Hazard Area



A - No BFE



AE - Yes BFE



AREA NOT INCLUDED



SX- Shaded X

County Boundary



Definition/Description

Flood hazard areas identified on the Flood Insurance Rate Map are identified as a Special Flood Hazard Area (SFHA). SFHA are defined as the area that will be inundated by the flood event having a 1-percent chance of being equaled or exceeded in any given year. The 1-percent annual chance flood is also referred to as the base flood or 100-year flood. SFHAs are labeled as Zone A, Zone AO, Zone AH, Zones A1-A30, Zone AE, Zone A99, Zone AR, Zone AR/AE, Zone AR/AO, Zone AR/A1-A30, Zone AR/A, Zone V, Zone VE, and Zones V1-V30. Moderate flood hazard areas, labeled Zone B or Zone X (shaded) are also shown on the FIRM, and are the areas between the limits of the base flood and the 0.2-percent-annual-chance (or 500-year) flood. The areas of minimal flood hazard, which are the areas outside the SFHA and higher than the elevation of the 0.2-percent-annual-chance flood, are labeled Zone C or Zone X (unshaded).

Source:

DFIRM Flood Map St. Clair County - ArcGIS

www.arcgis.com/home/item.html?id=b1db2ce89a5747eca264c075a62873ff ▼

This Map is for determining approximate areas for Flood Hazards. ... City,Pell City Alabama,rain,St Clair Alabama,St Clair County Alabama,St Clair GIS,St. Clair ...

C.
TRAFFIC COUNTER
REFERENCE MAPS

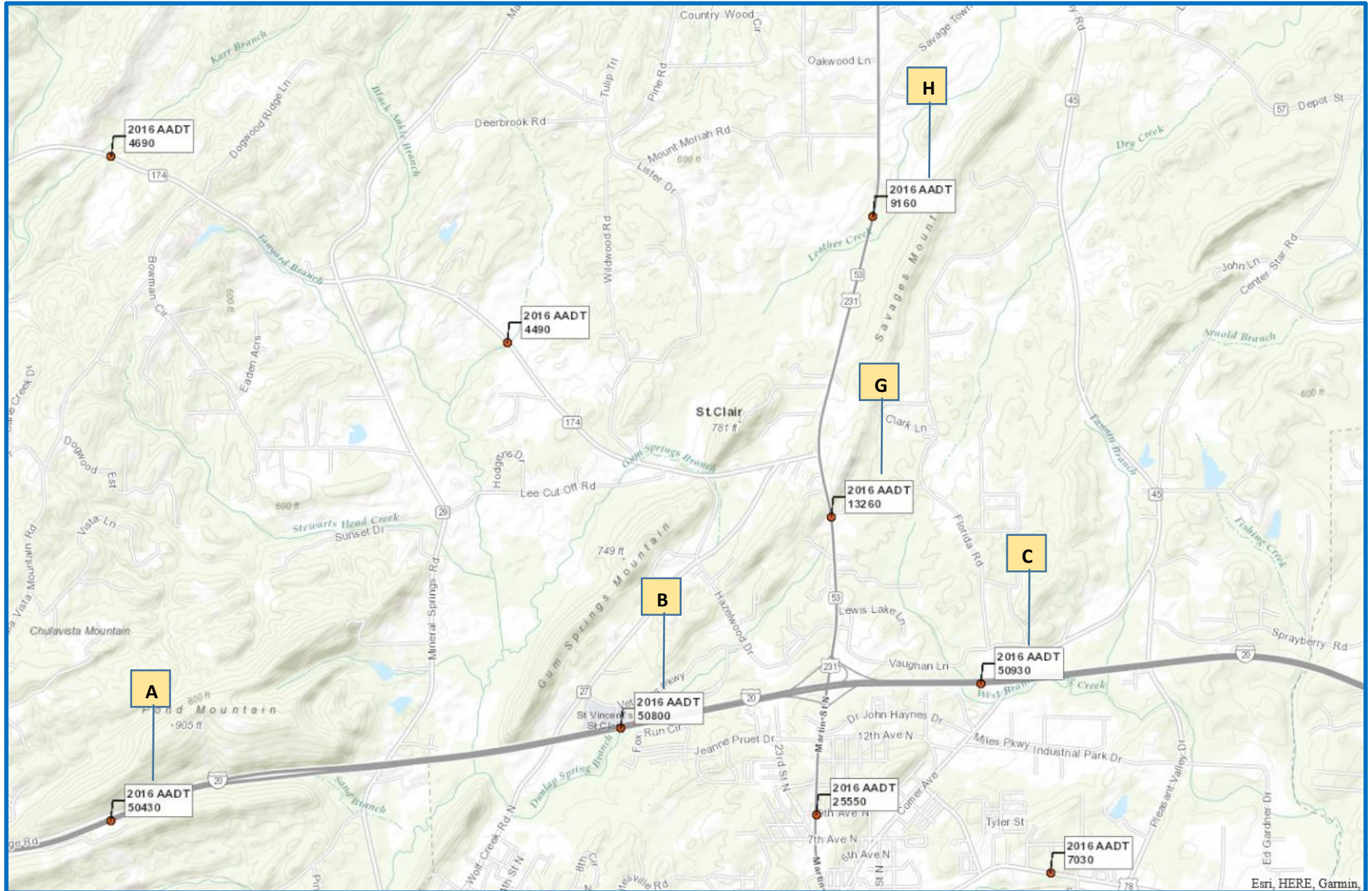
(I-20 & 231 North)

Cogswell Avenue & 231 South (78 to Mays Bend Road)

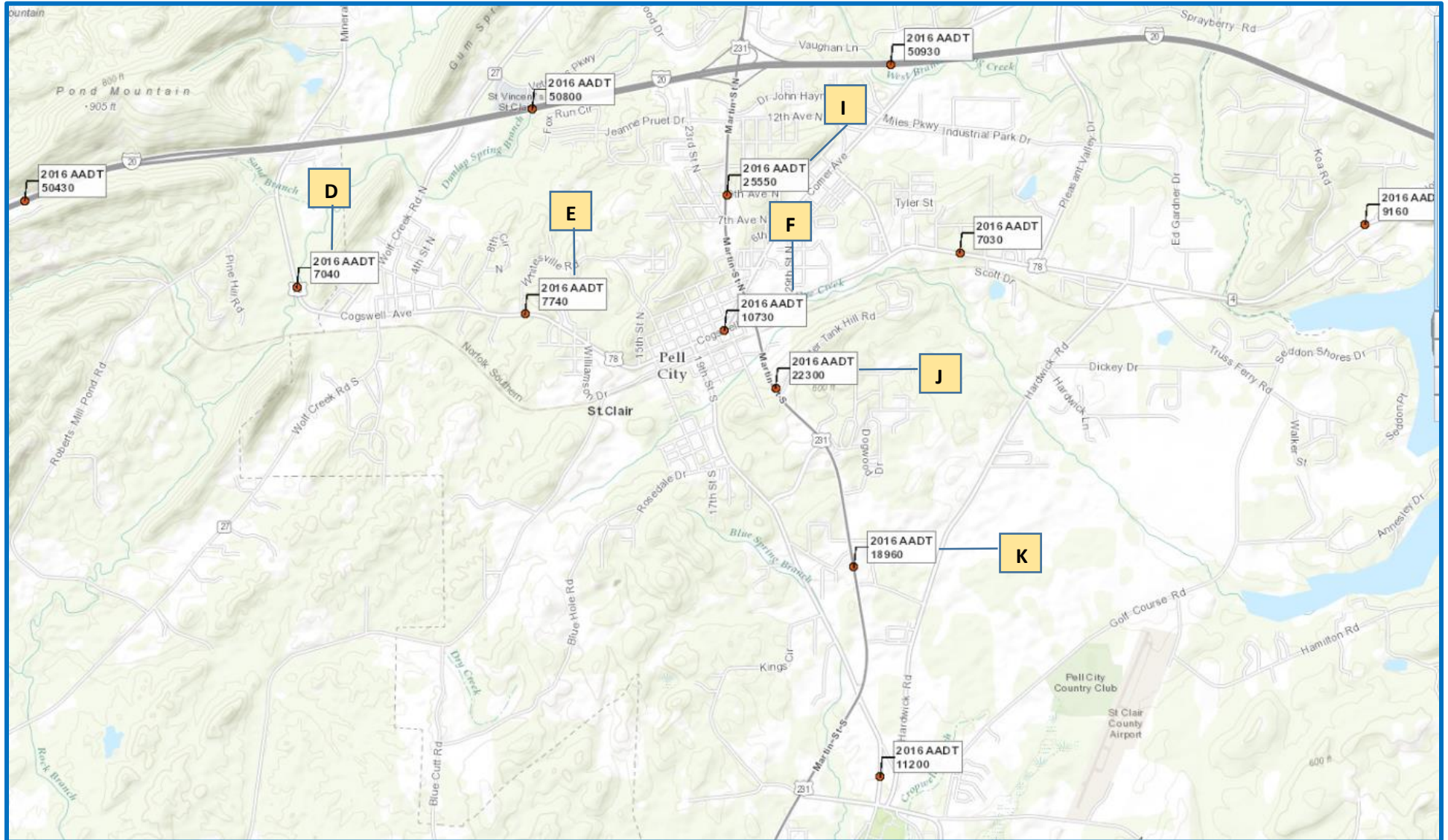
231 South (Mays Bend Road to Easonville Road)

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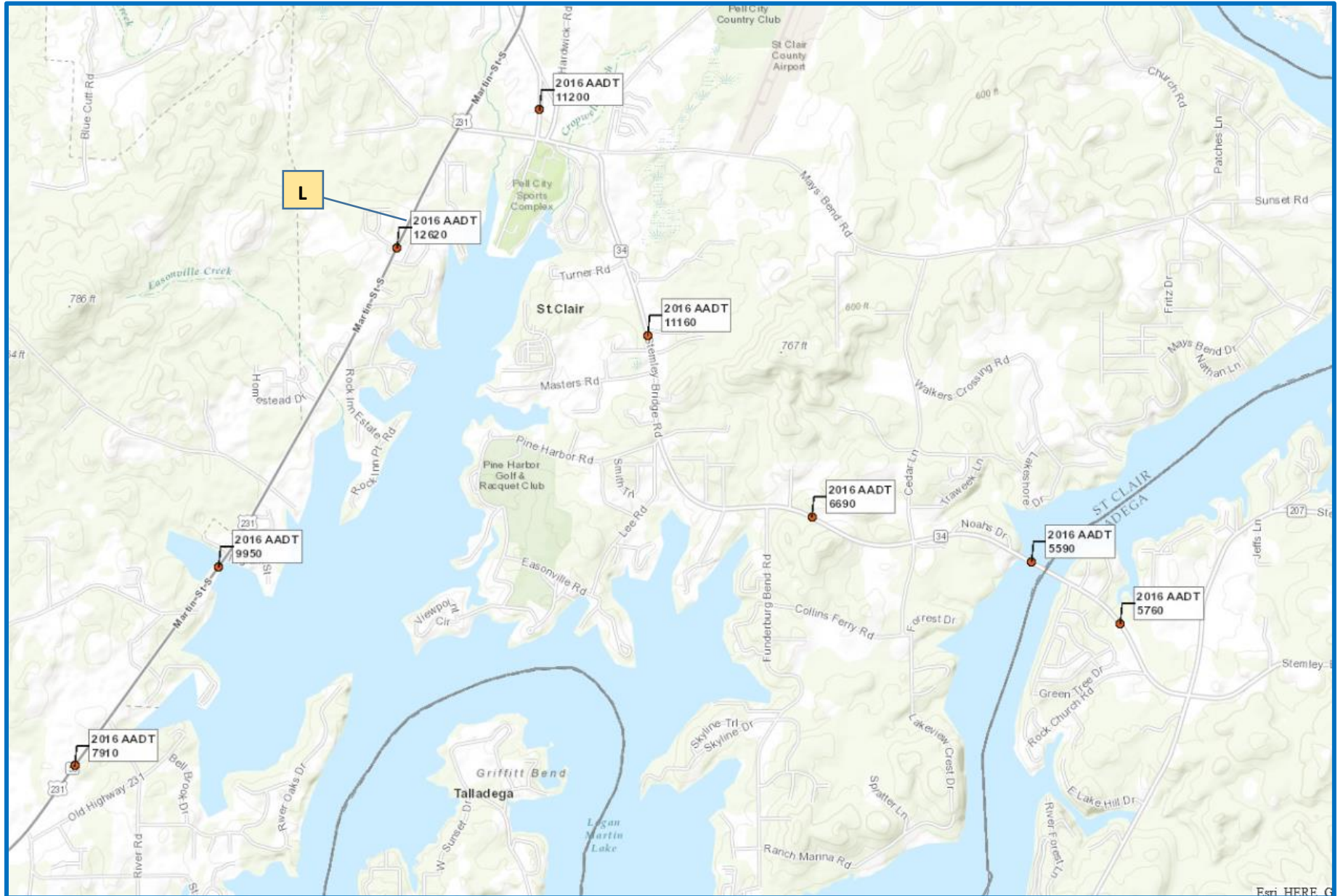
2016 ALDOT TRAFFIC COUNT LOCATIONS
(I-20 & 231 North)
As Referenced in Tables 17 & 18 – Pell City Comprehensive Plan



2016 ALDOT TRAFFIC COUNT LOCATIONS
Cogswell Avenue & 231 South (78 to Mays Bend Road)
As Referenced in Tables 17 & 18 – Pell City Comprehensive Plan



2016 ALDOT TRAFFIC COUNT LOCATIONS
231 South (Mays Bend Road to Easonville Road)
As Referenced in Table 18 – Pell City Comprehensive Plan



D.
***COMPLETE STREETS FOR
RURAL COMMUNITIES***

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Smart Growth America
Making Neighborhoods Great Together



**National Complete
Streets Coalition**

BENEFITS OF COMPLETE STREETS

Complete Streets Work in Rural Communities

By planning, designing, and constructing Complete Streets, communities of all sizes - whether rural hamlets, small towns, or booming metropolises - are able to provide the quality access to jobs, health care, shops, and schools their residents deserve, while also achieving greater economic, environmental, and public health benefits. A Complete Streets approach can provide a more effective and balanced transportation system for the nearly 49 million Americans who live in rural areas and small towns.



Photos: Dan Burden, Walkable and Livable Communities Institute

Dangerous, incomplete roads

Residents of small towns are more likely to be hurt or killed on the transportation system than those in urban areas. In 2006, 23 percent of the U.S. population lived in rural areas, yet 56 percent of all traffic fatalities occurred in rural areas.¹ Higher driving speeds on rural roads and arterials are more likely to cause fatalities: 68 percent of fatal crashes on rural roads occurred when the posted speed limit was 55 mph or higher.²

Rural communities and small towns tend to have higher concentrations of older adults and low-income citizens,³ two populations that are less likely to own cars or drive. Without safer roads, those with limited transportation options have little choice: travel along high-speed roadways with few pedestrian accommodations or stay home. In limiting mobility to automobiles alone, these citizens risk isolation from community and the economy.

Improve access

Access to jobs, groceries, healthcare, education, and other destinations is just as vital in rural communities as in suburban or urban areas. More than 1.6 million rural households do not have access to a car.⁴ Public transportation, social service van pools, carpooling, and ridesharing services to reach healthcare, employment, and other resources can be a lifeline in rural areas, especially for older adults, people with disabilities, and low-income households.⁵ 60 percent of rural areas have public transportation service, and demand for more options is growing: rural and small urban public transportation systems experienced a 20 percent rise in ridership from 2002 to 2005.⁶ And, just as in urban areas, public transportation trips usually begin and end as walking trips.

Creating safe walking, bicycling, and public transportation options for rural residents builds a more livable, accessible community for people of all ages, abilities, and income levels.

Healthy choices for children

Children need safe roads to reach school and activities. Children who live in rural areas are at greater risk for obesity and related disease than children from other areas: children in rural areas are more likely to be overweight or obese than those in urban areas.⁷ Providing safe opportunities for walking and biking to and from school is a key strategy to keep kids active and healthy.⁸ Roads that are accommodating of children and other vulnerable users will be safer for everyone.

Sensitive to rural contexts

Complete Streets will look different in rural communities than they do in more urban counterparts. For example, roads surrounded by agricultural use may be “complete” by simply providing wide shoulders to allow safe bicycling and walking and providing connections to regional trail and public transportation networks. Low-speed roads with on-street parking, well-marked crossings, and sidewalks with accessible curb cuts lining one side of the street may best meet the needs of a residential street.



Trinity Highway runs through Willow Creek, a community of approximately 2,000 nestled in northern California's Six Rivers National Forest. *Photo: Dan Burden, Walkable and Livable Communities Institute*

Powering Main Street

Complete Streets are important in helping town centers and Main Streets thrive, too, by improving street connectivity and allowing everyone, whether on foot, bike, or public transportation, to reach community focal points. Many smaller communities do not control their Main Streets; often, the state Department of Transportation does. Construction or widening of Main Streets that function as state highways takes its toll on pedestrian safety⁹ and can have a negative impact on small-town economies. In these cases, Complete Streets policies at the local level help communicate the community's vision, and policies at the state level ensure safe, accessible, and attractive streets. Creating Complete Streets can facilitate reinvestment and economic development in the heart of a small town.

Rural communities want Complete Streets

The need for Complete Streets in rural areas and small towns is clear because so many of them have adopted policies. Ulster County, in the far reaches of the New York City metropolitan area, is home to a large state forest preserve as well as communities of varying sizes, like Kingston (pop. 23,000) and Woodstock (pop. 6,200). Its 2009 resolution will create Complete Streets in each of these different contexts. An ordinance in Sedro-Woolley, Washington ensures bicycling and walking are safe, convenient options for its 10,000 residents. De Soto, Missouri's 7,000 residents will benefit from a 2008 ordinance requiring a Complete Streets approach. And the city of Manistique in Michigan's Upper Peninsula recognizes how Complete Streets "support economic growth and community stability by providing accessible and efficient connections between home, school, work, recreation and retail destinations" for its 3,500 residents.

Learn more at www.smartgrowthamerica.org/completestreets.

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 - 2 Ibid; Federal Highway Administration. (2004). *Pedestrian Safety on Rural Highways*. Retrieved from: <http://www.walkinginfo.org/library/details.cfm?id=2104>
 - 3 Department of Agriculture Economic Research Service: using data from the U.S. Census Bureau's 2010 Current Population Survey, March Supplement. (2010). *Rural Poverty and Wellbeing*. Retrieved from: <http://www.ers.usda.gov/Briefing/IncomePovertyWelfare/PovertyDemographics.htm>
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 - 7 South Carolina Rural Research Center. (2007). *Overweight and Physical Inactivity among Rural Children Aged 10-17: A National and State Portrait*.
 8. Maine Rural Health Research Center. (2008). *Active Living for Rural Youth*. Retrieved from: <http://muskie.usm.maine.edu/ihp/ruralhealth>
 - 9 National Cooperative Highway Research Program (2007). *Best Practices to Enhance the Transportation-Land Use Connection in the Rural United States*. Twaddell, H., & Emerine, D. Retrieved from: http://onlinepubs.trb.org/onlinepubs/nchrp/nchrp_rpt_582a.pdf