



Kickoff Community Meeting
May 13, 2024

PLAN

WESTOVER

The City of Westover's New Comprehensive Plan Effort



TONIGHT'S MEETING AGENDA

01

WELCOME

Westover and RPCGB Project Team

02

WHAT IS A COMPREHENSIVE PLAN AND WHY IS IT NEEDED?

03

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

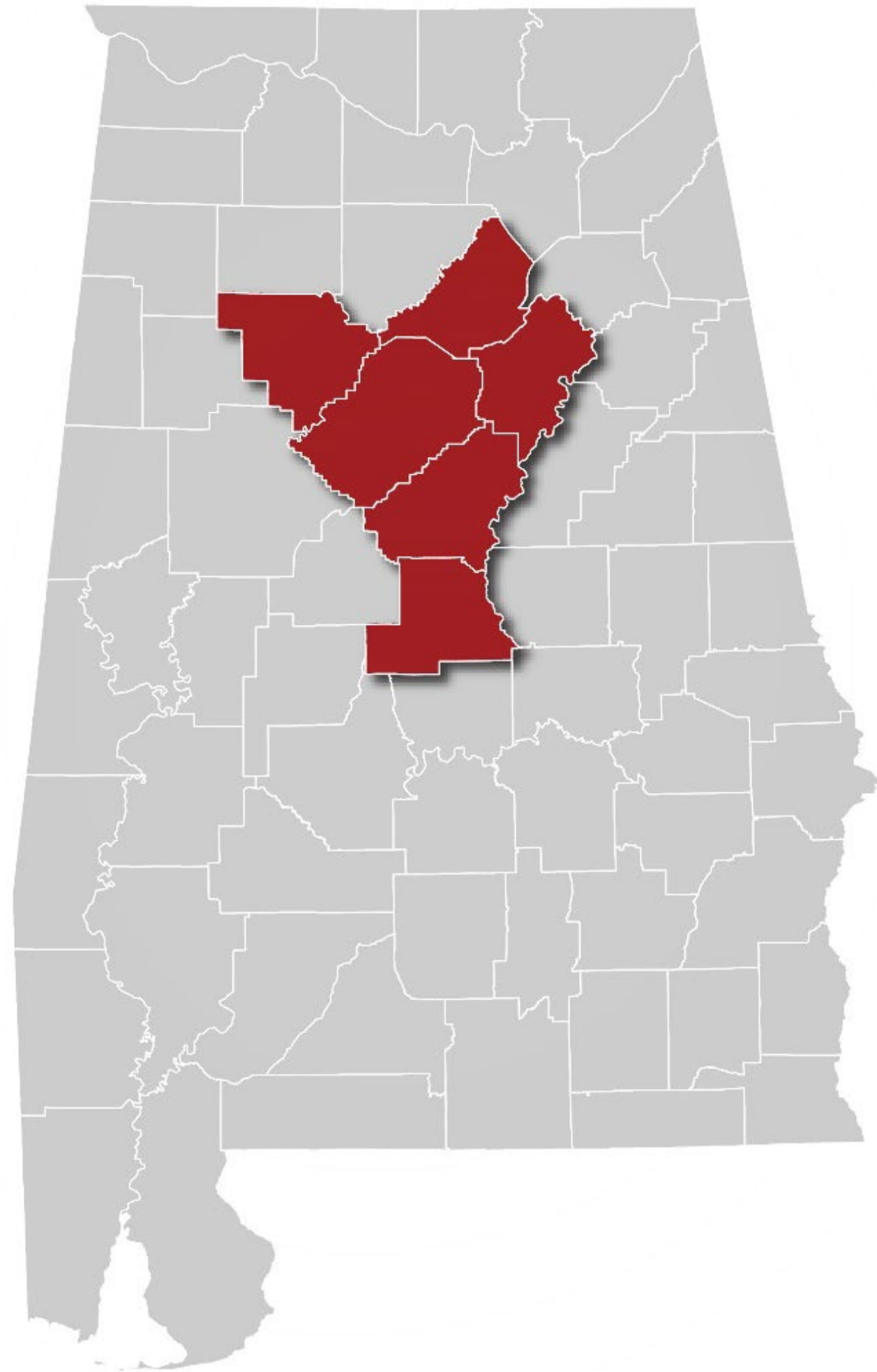
04

HIGHLIGHTS FROM THE EXISTING CONDITIONS AND TRENDS ANALYSIS

05

OVERVIEW OF FEEDBACK ACTIVITIES

Tell us your thoughts!

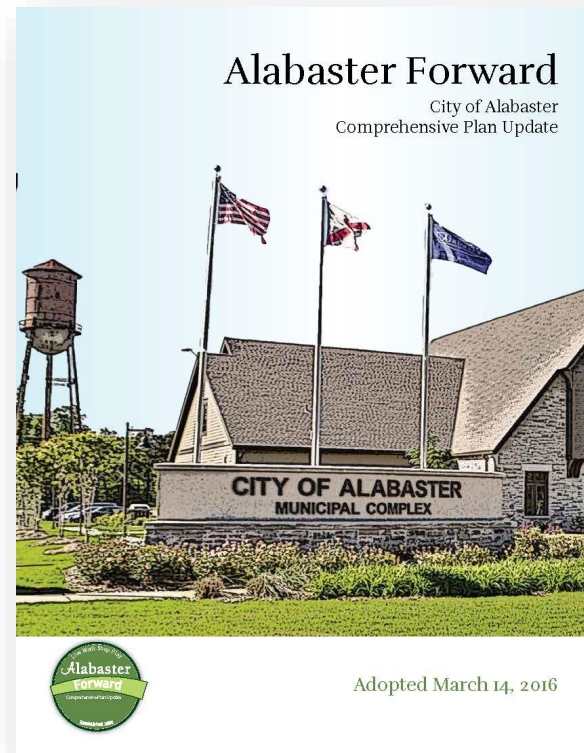


PLANNING PROJECT TEAM:

THE REGIONAL PLANNING COMMISSION OF GREATER BIRMINGHAM (RPCGB)

- **Part of the Alabama Association of Regional Councils (AARC) - 1 out of 12 regional councils in the state**
- **Authorized by the Alabama Legislature in the 1960s**
- **Eligible to work with any municipality in the 6-county region of central Alabama**
- **RPCGB's Building Communities Grant Program provides 80% of the project cost; City of Westover paid for 20% of the project cost (\$18,000) in February**

COMPREHENSIVE PLANS COMPLETED IN THE LAST 8 YEARS FOR MUNICIPALITIES IN SHELBY COUNTY INCLUDE:



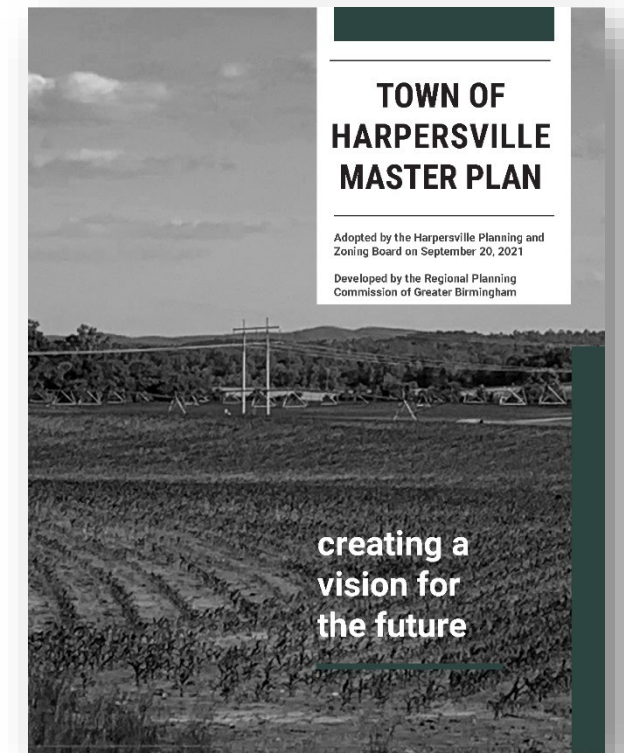
Alabaster



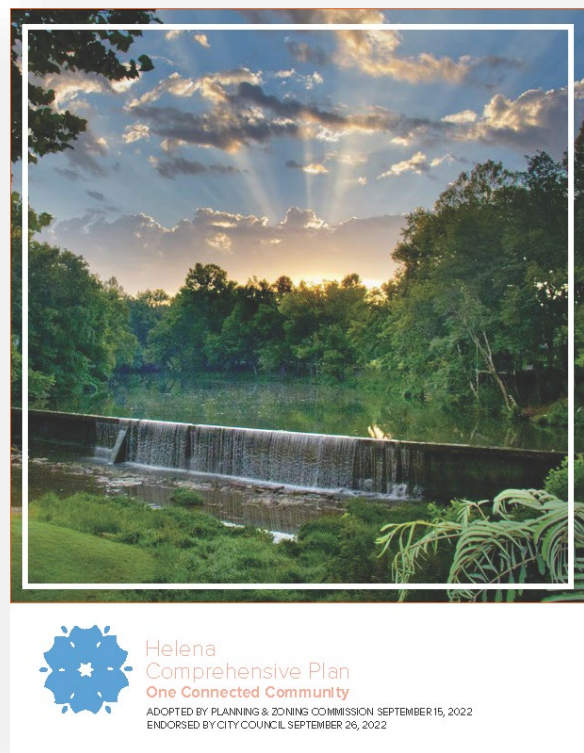
Calera



Chelsea



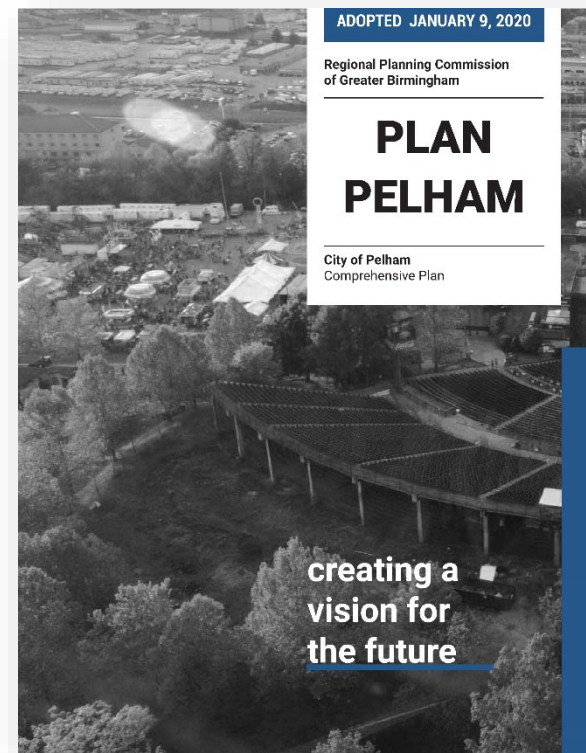
Harpersville



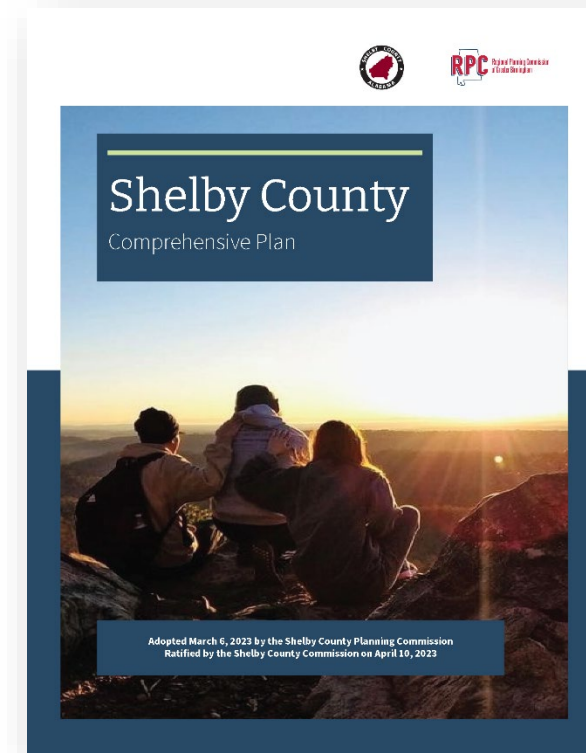
Helena



Montevallo




Pelham



Shelby County



Vincent

An aerial photograph of a landscape featuring a dense forest of trees in various shades of green and brown. On the right side, a multi-lane asphalt road runs vertically, with a few cars visible. The overall scene is captured from a high angle, looking down on the terrain.

WHAT IS A COMPREHENSIVE PLAN AND WHY IS IT NEEDED?

What is a Comprehensive Plan?

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



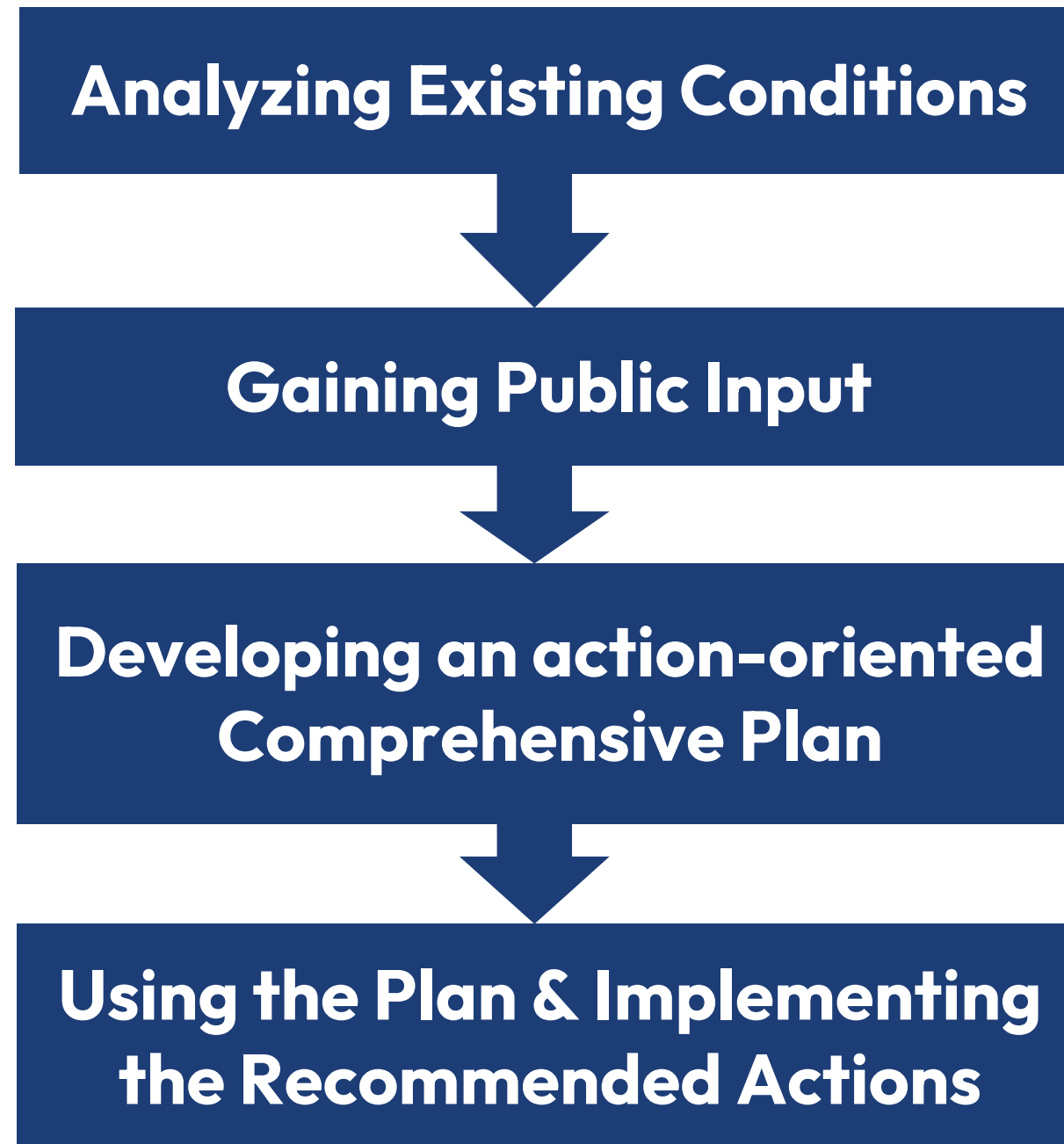
**Westover's current Comprehensive Plan is 20 years old...
community priorities and needs change over time**

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

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

The Comprehensive Plan process helps to answer:

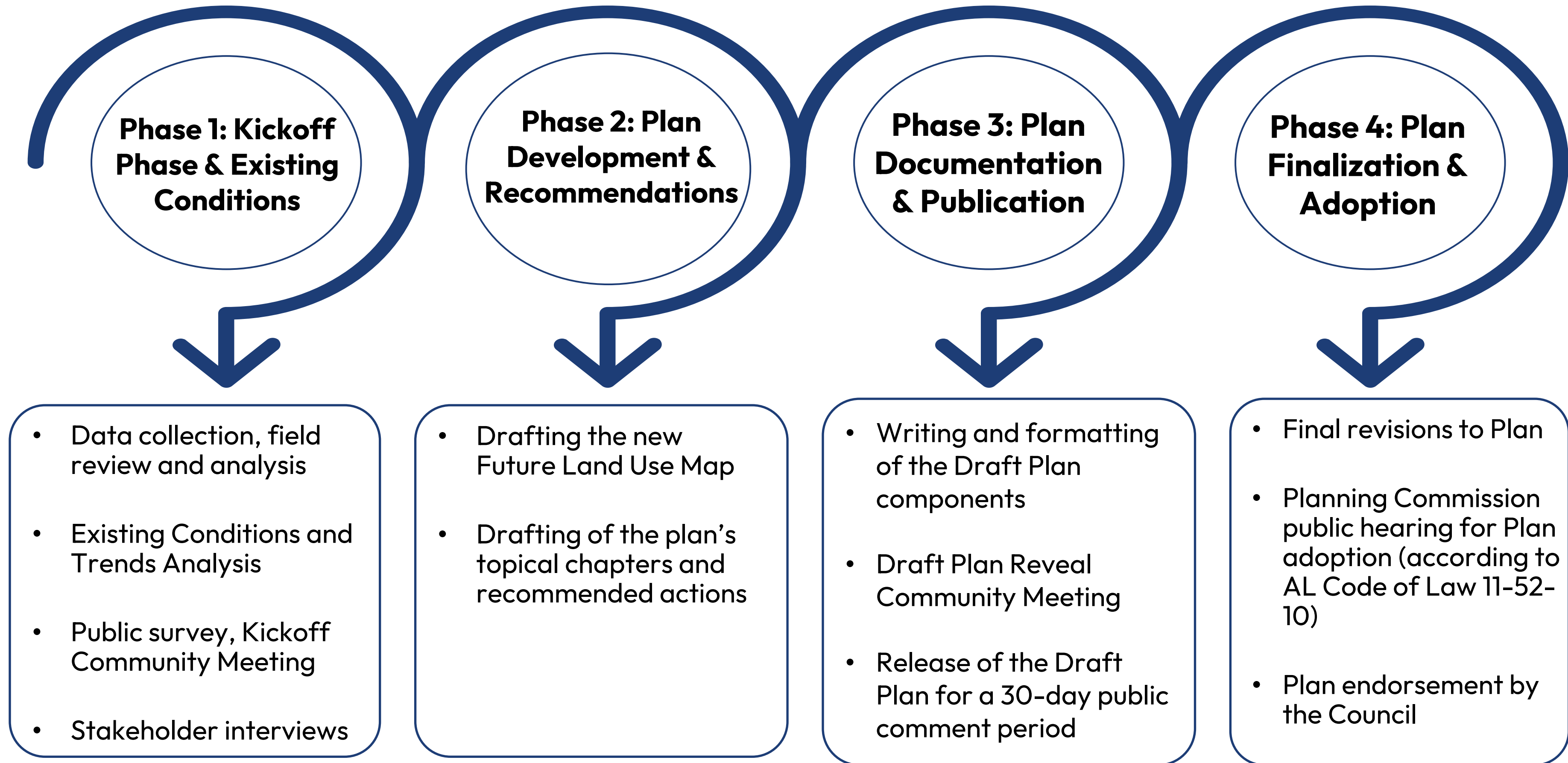
- 1 What is the state of Westover today?
- 2 What are the issues today and the vision for the future?
- 3 How will City achieve that vision for the future?
- 4 How will the City know it's achieving that vision?



THE PLANNING PROCESS

A photograph of a single-story white house with a dark grey roof and a prominent red brick chimney. The house features a central front door with a small arched window, flanked by windows with dark shutters. A concrete walkway leads to the front steps. A white garage door is visible on the right side. The scene is set against a blue sky with light clouds. The text 'THE PLANNING PROCESS' is overlaid in large, bold, white capital letters across the upper portion of the image.

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



A photograph of Westover City Hall, a single-story building with a green metal roof and light-colored siding. An American flag flies on a tall pole in front of the building. To the left, a sign reads "Westover City Hall". The foreground is a grassy area with some trees. The image has a blue tint and a semi-transparent dark overlay.

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

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



Making Montevallo

COMPREHENSIVE PLAN
ADOPTED JULY 16, 2020

PLAN ORGANIZATION

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

Table 1.2: Plan Organization

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

A list of recommend actions under each chapter...

Action 4

Explore the feasibility of constructing a dog park.

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

Action 5

Explore the feasibility of constructing a skate park.

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



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

Action 6

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

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

Action 7

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

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

Action 8

Incorporate interactive outdoor fitness stations into existing parks.

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

Action 9

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

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



Source: Salem Lutheran Church

Action 10

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

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



Source: Todays Parent Magazine

Action 11

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

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

Informational Callout Boxes

LOW IMPACT DEVELOPMENT [GREEN INFRASTRUCTURE]

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

Low Impact Development principals advocate:

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

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

Vegetation & Landscaping

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

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

Minimize Land Disturbance

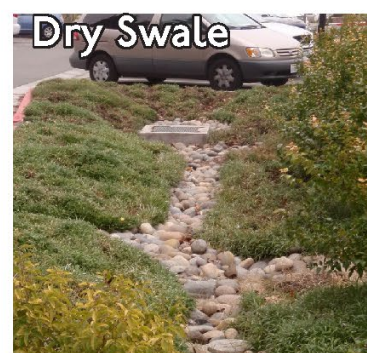
Minimizing land disturbance at a development site can help to reduce post-development site runoff pollutants and loads and can maintain existing groundwater recharge when applied to existing site design. Consider the following practices to minimize land disturbance:

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

Impervious Area Management

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

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

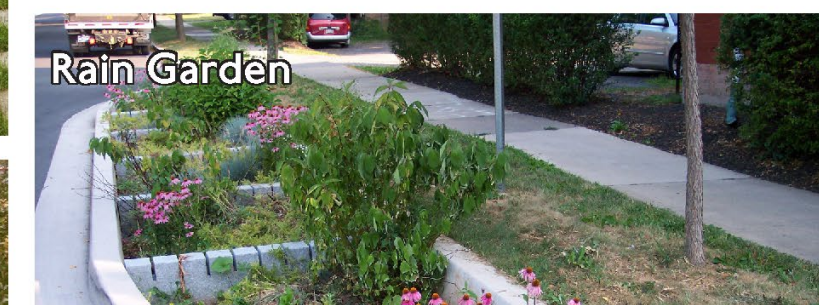


Bioswales:

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

Permeable Pavements:

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



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

Appendix: Public Involvement Summary

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

PLAN PELHAM

PARTICIPATION RATES

The following pages outline the results from each public outreach

Table 2.1: Participation Rates

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

WEB

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

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PLAN PELHAM

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

Challenge	Percentage
Lack of boutique retail and shopping	23%
Lack of pedestrian and bicycle connections	15%
Traffic and congestion	32%
Safety and security	2%
Lack of housing variety and prices	3%
General cleanliness	4%
No clear image and identity	21%

PLAN PELHAM

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

Strength	Percentage
Access to parks and recreation	25%
Housing affordability	29%
Strong business presence/ economic development opportunities	11%
Demographic diversity	12%
Workforce availability	4%
Pelham government (community services provided, tax rates, etc.)	19%

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Plan Overview

Plan Overview

Geographic Location

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

Background and Need

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

In 2002 a Master Land Use Plan was developed for Morris by the Jefferson County Department of Land Development, and within the last 19 years there have been no major updates to it, and therefore there are many portions of the plan that are outdated. The general rule of thumb is that citywide plans should be updated every ten years to reflect community changes and priorities through a public involvement process.

Purpose of the Master Plan

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

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

Planning in the State of Alabama is not compulsory, and there is no specific requirement on the frequency of Master Plan updates. However, it is strongly recommended that the of Morris's Planning and Zoning Board and the Council regularly review and update the Master Plan. This is especially true if the City is experiencing changes such as an annexation of land or a major land development decision has occurred, or the completion of another study that impacts the Plan. Frequent review and updates also will help safeguard the City from legal challenges and ensure that the Master Plan remains relevant and effective.



Imago Credit: RPCGB

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

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

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

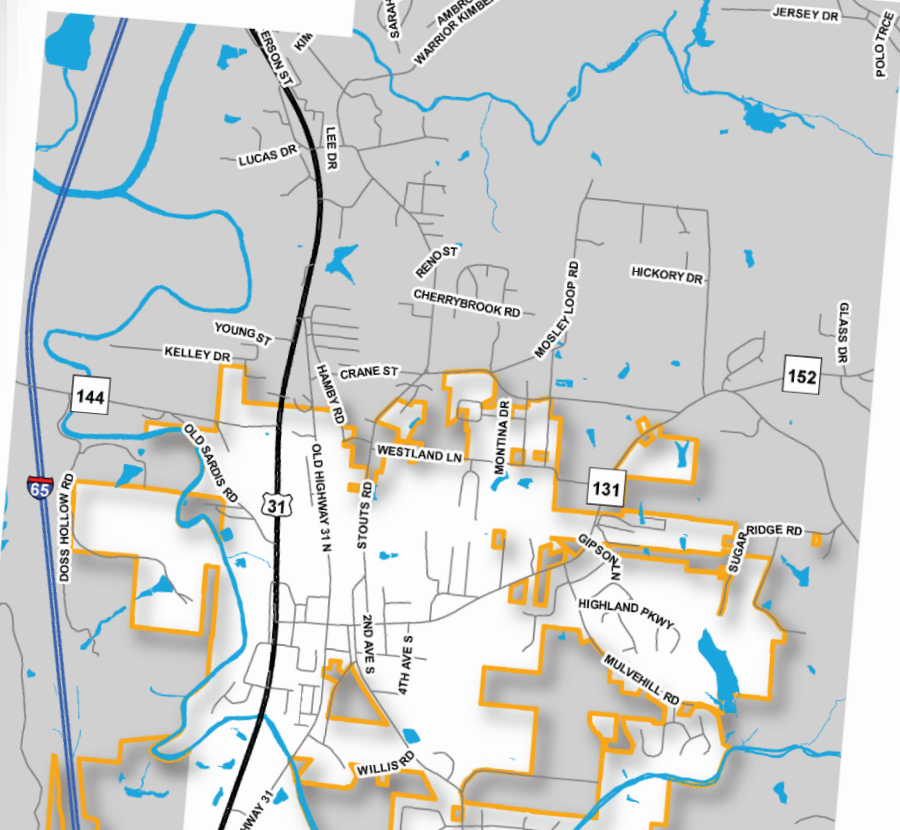
In short, the Master Plan neither changes the Zoning Ordinance, nor the zoning on any specific property. Instead, it guides the decisions of the Planning and Zoning Board and the City Council as they apply the Zoning Ordinance and make decisions about changes to zoning on individual properties. Changing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

Table 1.1: Master Plan vs. Zoning Ordinance

Master Plan (Guide)	Zoning Ordinance (Law)
Provides general policies, a policy guide. It is not legally binding.	Provides specific regulations, the law that...
Describes what...	

Figure 1.1: Morris City Limits Map

City Limits
Waterways

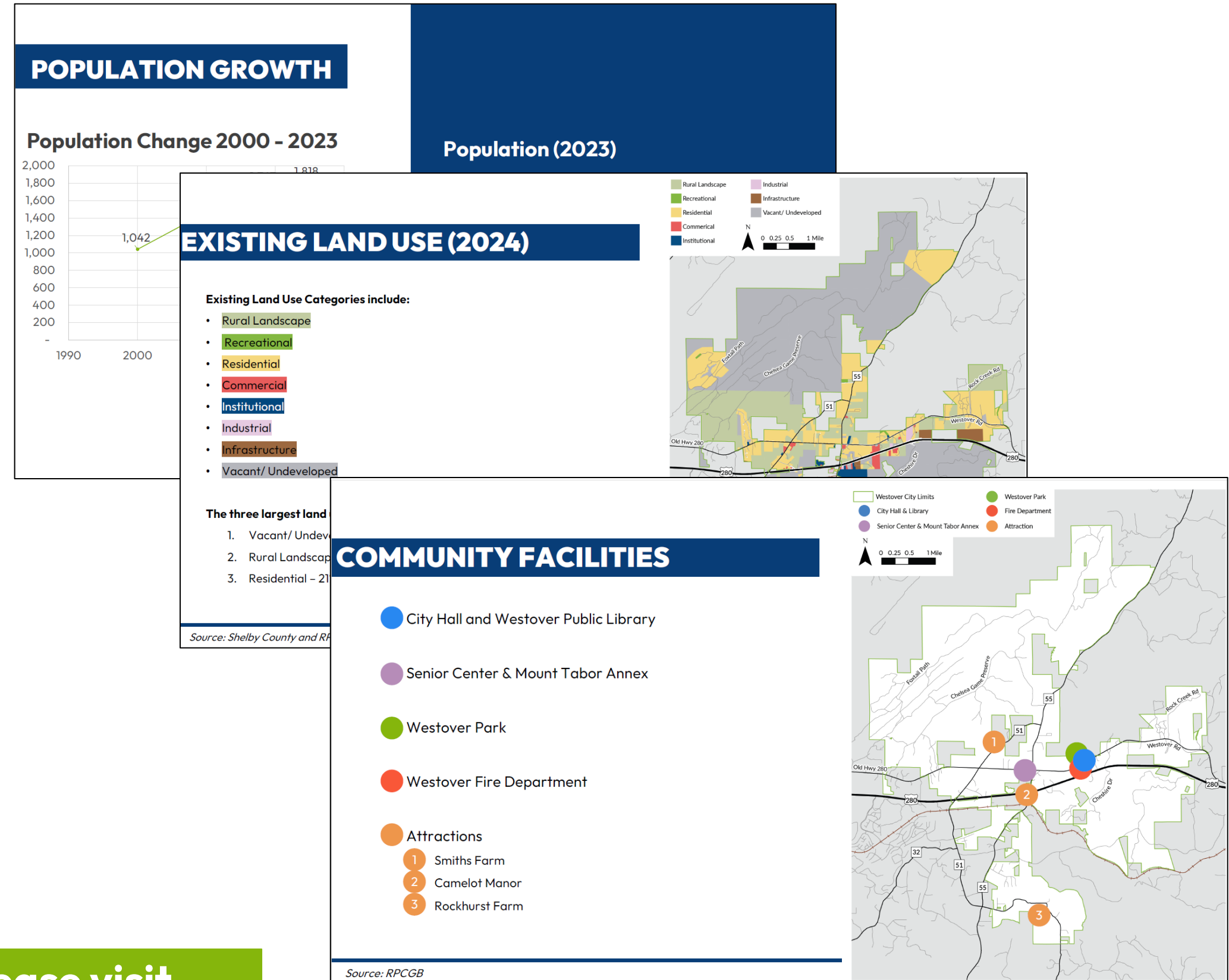


- Purpose of the Plan
- Relationship of the Comprehensive Plan to the Zoning Ordinance
- Planning Authority in Alabama under Code of Law
- Overview of the public involvement process

Westover Today (Existing Conditions)

Provides a snapshot of:

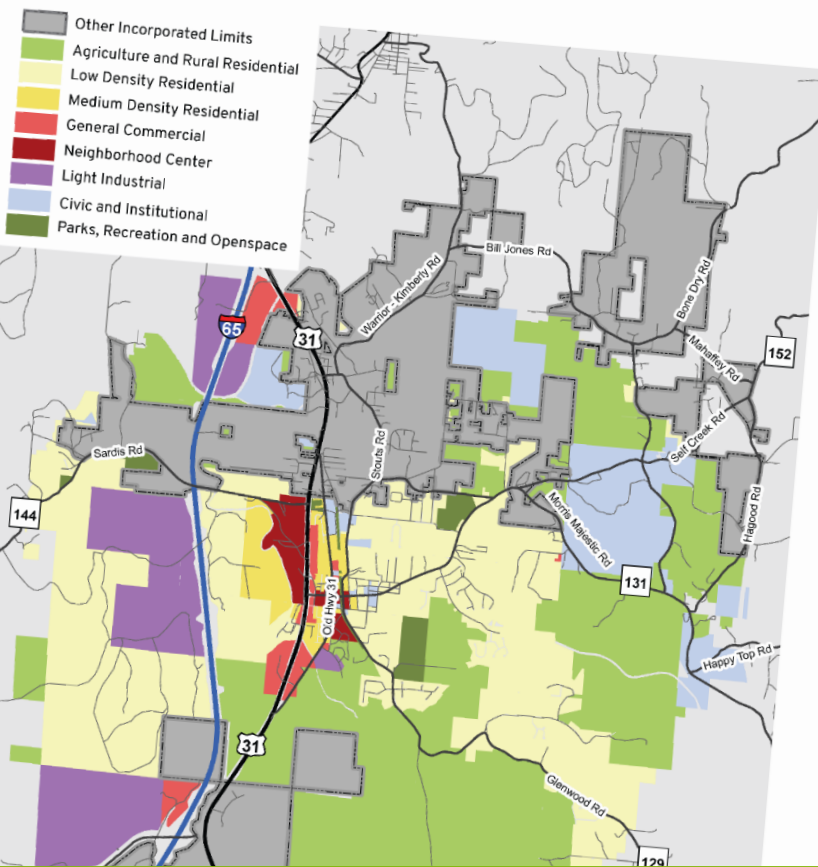
- Socio-demographics
- Housing trends
- Existing land use and zoning
- Inventory of community facilities and public services
- Natural and environmental resources and constraints
- Existing transportation and infrastructure facilities



To review the Westover Today slide deck, please visit www.PlanWestover.com

Future Land Use

Figure 4.1: Future Land Use Map



Neighborhood Center

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

Primary Land Uses

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

Secondary Land Uses

Residential uses

Related Zoning Districts

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

General Characteristics

- Intended to allow small-scale, mixed-use development
- Ideal location for various types of commercial, residential, civic and institutional infill development



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

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

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

Relationship Between the Future Land Use Map and Zoning

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

The designation of an area to a specific category on the Future Land Use Map does not mean that a specific zoning classification is recommended. Rather, a range of zoning classifications is recommended, as seen in Table 4.1.

- Future Land Use Map and categories
- Land use goals and recommended actions (such as planning for undeveloped land)
- Planning for future residential and commercial growth
- Annexation strategies to support municipal tax revenue

Mobility & Infrastructure

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

- Morris resident



Image Credit: City of Asheville

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

Goal #1

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



Action 1

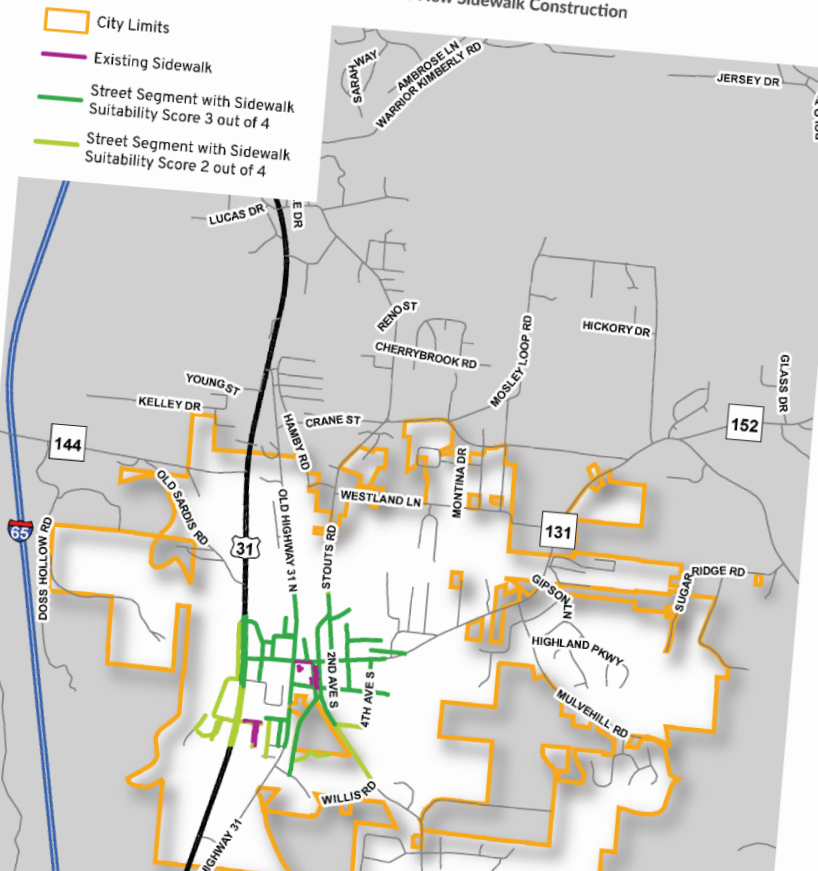
Expand pedestrian infrastructure to connect residents to the Downtown area and to other recreation and activity areas.

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

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

To further determine locations for additional sidewalk construction, this Plan also created a sidewalk suitability analysis that identified locations with the highest potential demand for pedestrian activity based on several indicators associated with a demand for walking. Appropriate walking

Figure 5.1: Recommended Roadway Segments for New Sidewalk Construction



Action 5

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

During the public involvement process associated with this Plan, Morris residents expressed concern about the speed of traffic in their neighborhoods. It is recommended that the City establish a formal traffic calming policy. Traffic calming refers to the use of primarily physical measures to make streets safer by causing motorists to slow down. Measures can include roundabouts, median islands, speed tables, chicanes, and other design features that force drivers to drive more cautiously (see the traffic calming callout box on **page 113** for more information).

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

Such a policy could include:

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

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

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

Roadway Jurisdiction

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

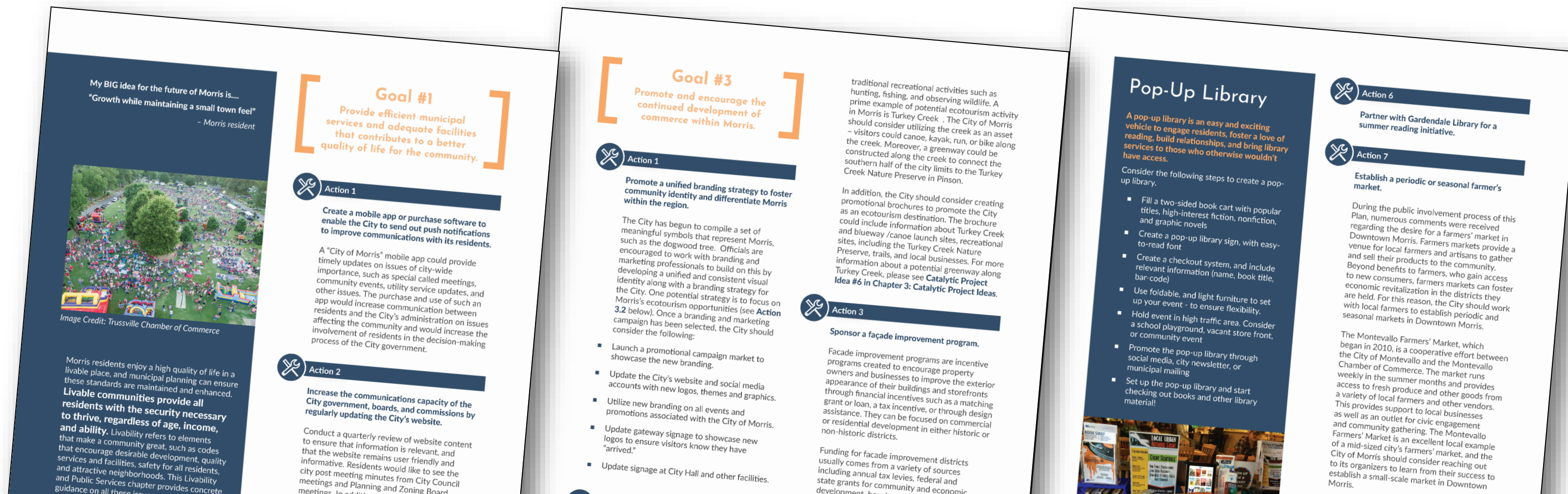


U.S. Highways: U.S. Highway 31 runs north-south through the City of Morris. The Alabama Department of Transportation (ALDOT) has authority over "U.S." routes and highways. Visit the ALDOT website at <https://www.dot.state.al.us/reportaconcern.html> or call 334-353-6535 to report a concern along this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

County Roads: The City of Morris has jurisdiction over all county roads within the city limits.

- **Multi-modal project recommendations – sidewalks, trails, etc.**
- **Ways to enhance connectivity to and between neighborhoods**
- **Infrastructure expansion and repairs**

Livability & Public Services



- Strategies to align municipal infrastructure and growth
- Suggested modifications to municipal codes and regulations
- Recommended improvements to existing community facilities and public services
- Strategies to improve code enforcement efforts

Recreation & Green Systems

My BIG idea for the future of Morris is...
"Accessibility for kids, parents, disabled citizens to walk and enjoy more parks and nature areas"

- Morris resident



Image Credit: Turkey Creek Nature Preserve

A high quality of life depends on access to parks, sports, and family-friendly places to enjoy nature. Morris is blessed with scenic rural views and access to Turkey Creek, and the creation of additional green spaces can promote mental and physical health and stimulate social cohesion among residents. One of Morris's greatest assets is its natural landscape, which can be preserved and enhanced alongside thoughtful development.

Goal #1 Expand and enhance recreational opportunities for residents.



Action 1

Develop a Parks and Recreation Master Plan.

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

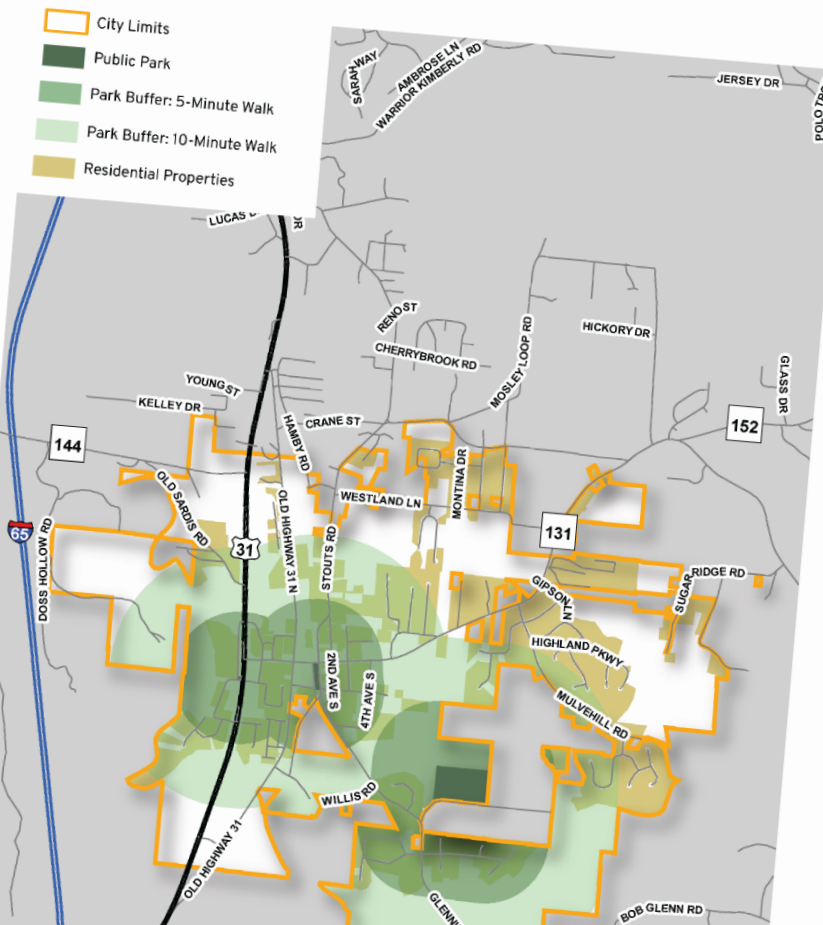
A Parks and Recreation Master Plan would help the City prioritize improvements and expansions to existing parks and would help the City identify areas for new parks. Specific recommendations, such as park expansion, can more easily be prioritized once a vision and high-level goals for the City's parks system has been established. This type of plan would provide a framework for orderly and consistent planning, acquisition, development and administration of the City's parks and recreational resources, programs and facilities.



Action 2

Address upgrades needed at Morris Town Park and plan for its expansion.

Figure 8.1: Existing Access to Parks in Morris



Action 3

Continue to improve stormwater management throughout Morris.

Morris faces challenges with stormwater management, and intermittent flooding has been noted downtown and in some newer subdivisions. Most streets in Morris are served by open drainage ditches and some culverts, and there is no citywide storm drain or curb and gutter system. In the short term, the City is encouraged to continue supporting the Streets Department. During this plan's public involvement phase, municipal staff noted that the following improvements would help with stormwater management

- Drainage ditch maintenance
- Culvert maintenance
- Pipe replacement

In the long term, it is recommended that any communitywide or area plans that may call for streetscaping improvements or redevelopment, such as a Downtown Master Plan, consider the feasibility of retrofitting a curb and gutter system.



Action 4

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

Streams flowing to the Turkey Creek are an important asset to Morris and should be protected as such. New development presents a high risk to water quality, habitat, and overall stream health due to the increase in pollutants and stormwater that are byproducts of new development.

As such, the City should...

to streams. Vegetation helps to slow runoff velocity, creates diffuse flow, and reduces non-point source (NPS) pollution before it enters streams. In addition to filtering pollutants, riparian buffers help to stabilize stream banks and provide food and shelter to wildlife. Furthermore, the City could utilize the riparian buffer to create additional greenspaces, such as educational classrooms, pocket parks and future trail expansions.

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



Action 5

Create a system of Simple Green Streets.

Some of Morris' streets are prone to flooding due to a combination of topography, development patterns, and type of stormwater infrastructure. A system of green streets, such as "simple green streets," can help address some of these issues. A green street is a natural stormwater management approach that uses plants and soil to slow, filter and cleanse stormwater from streets. Traditional stormwater management directs runoff into pipes. Green streets manage stormwater at its source, where rain falls. Benefits of green streets include:

- Protecting water quality in rivers and streams by removing up to 90% of pollutants
- Replenishing groundwater supplies, absorbing carbon and improving the air quality and neighborhood aesthetics
- Providing green connections between parks and open space
- Improving pedestrian and bicycle safety by calming traffic

- List of improvements desired at Westover Park
- Recommendations to expand and enhance recreational amenities
- Recommendations for better stormwater management and areas appropriate for green infrastructure

Implementation Chapter & Matrix

Implementation

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

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

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

Implementation Matrix Table

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

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

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

Implementation Partners

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

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

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

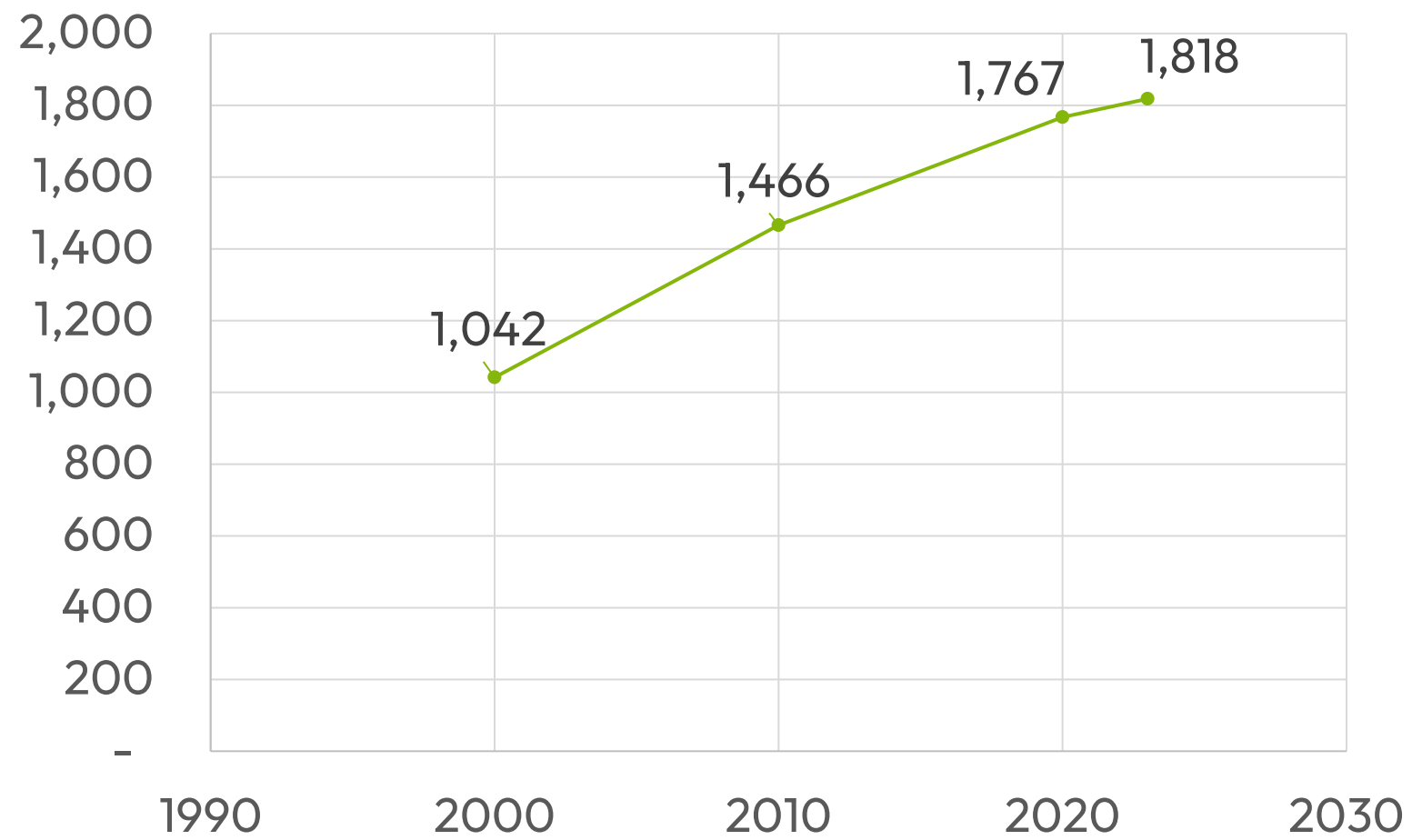
- Recommended actions and related page numbers
- Public priority for implementation (low, medium or high)
- Potential timeframe for implementation (on-going, short-term or long-term)
- List of potential lead partners

A photograph of a church building and a cemetery. The church is a white, single-story building with a red roof and a steeple, partially obscured by trees. In the foreground, there is a paved area with scattered leaves. To the right, a cemetery is visible with several headstones and a large sign that reads "JESUS IS LORD OVER WESTOVER". The sky is blue with some clouds.

HIGHLIGHTS FROM THE EXISTING CONDITIONS & TRENDS REPORT

POPULATION GROWTH

Population Change 2000 - 2023



Population (2023)



2023 Population: **1,818**

+24% since 2010

+74% since 2000

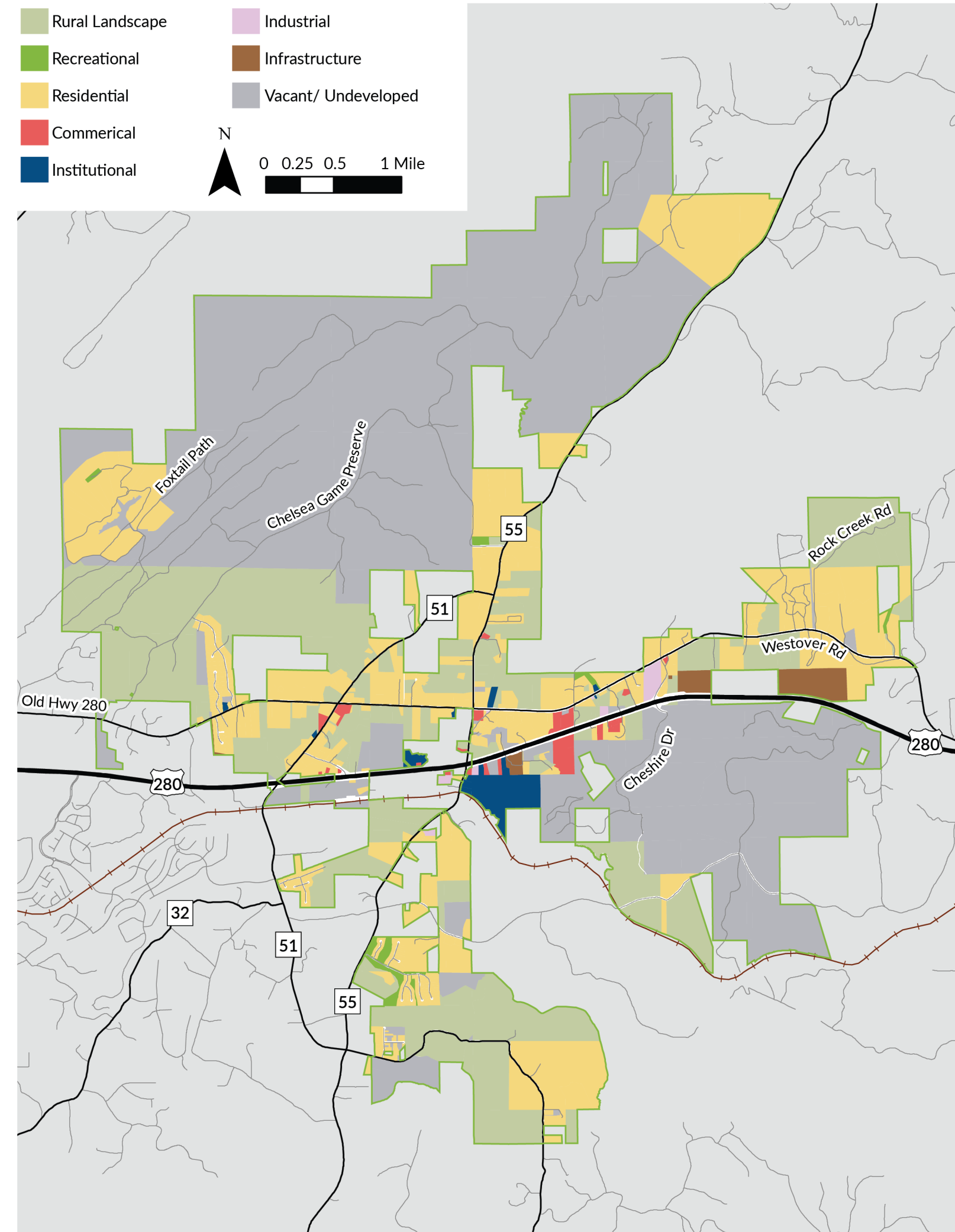
EXISTING LAND USE (2024)

Existing Land Use Categories include:

- Rural Landscape
- Recreational
- Residential
- Commercial
- Institutional
- Industrial
- Infrastructure
- Vacant/ Undeveloped

The three largest land use categories include:

1. Vacant/ Undeveloped - 53%
2. Rural Landscape - 23%
3. Residential - 21%



HOUSING UNITS & OCCUPANCY (2023)



Housing Units

Total units: **708**

34% increase since 2000



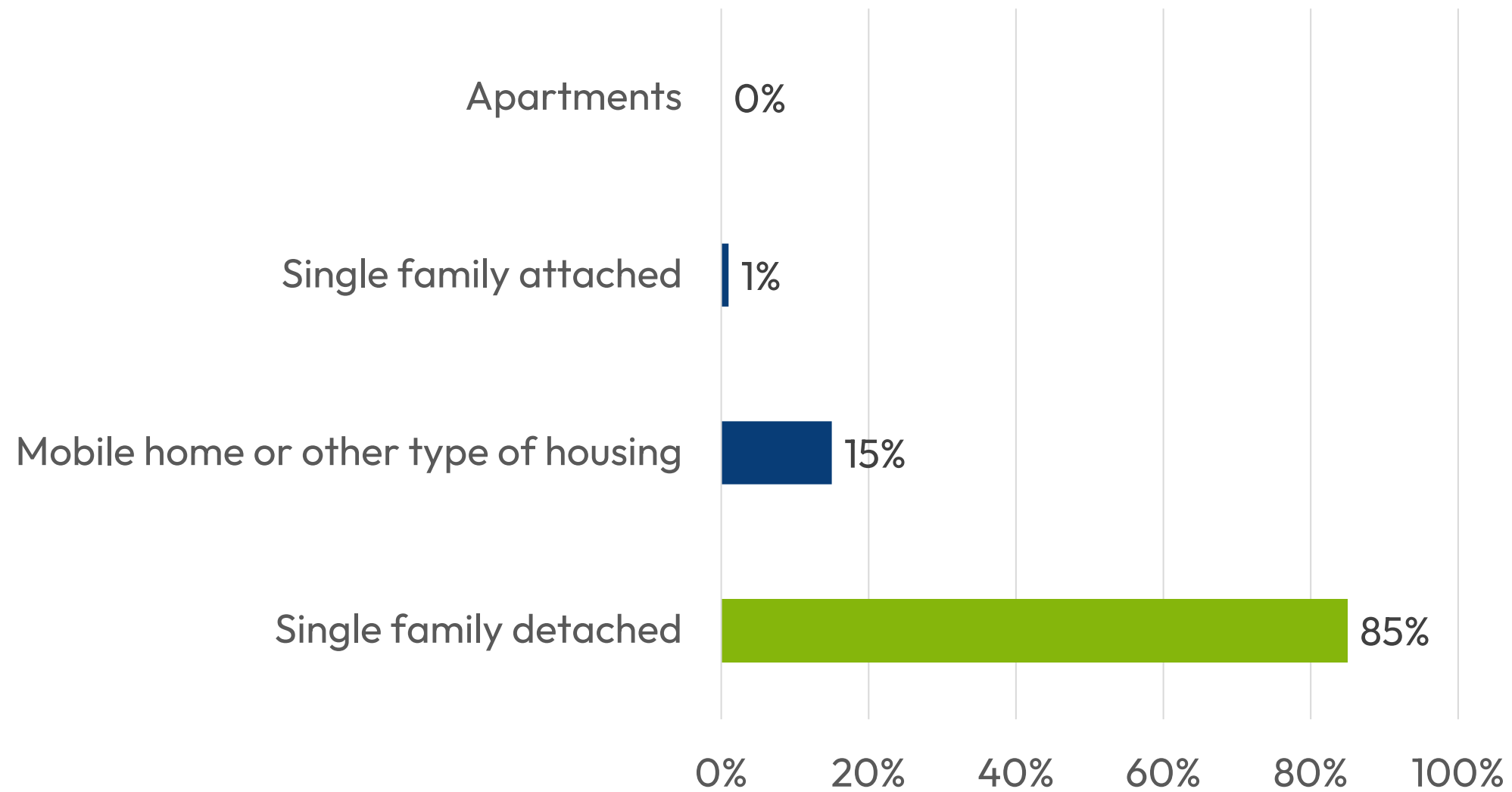
Housing Occupancy

Owner Occupied Units: **84%**

Renter Occupied Units: **11%**

Vacant Housing Units: **5%**

HOUSING UNITS BY TYPE (2023)



Source: U.S. Census and ESRI Commur

HOUSING AGE & VALUE (2023)

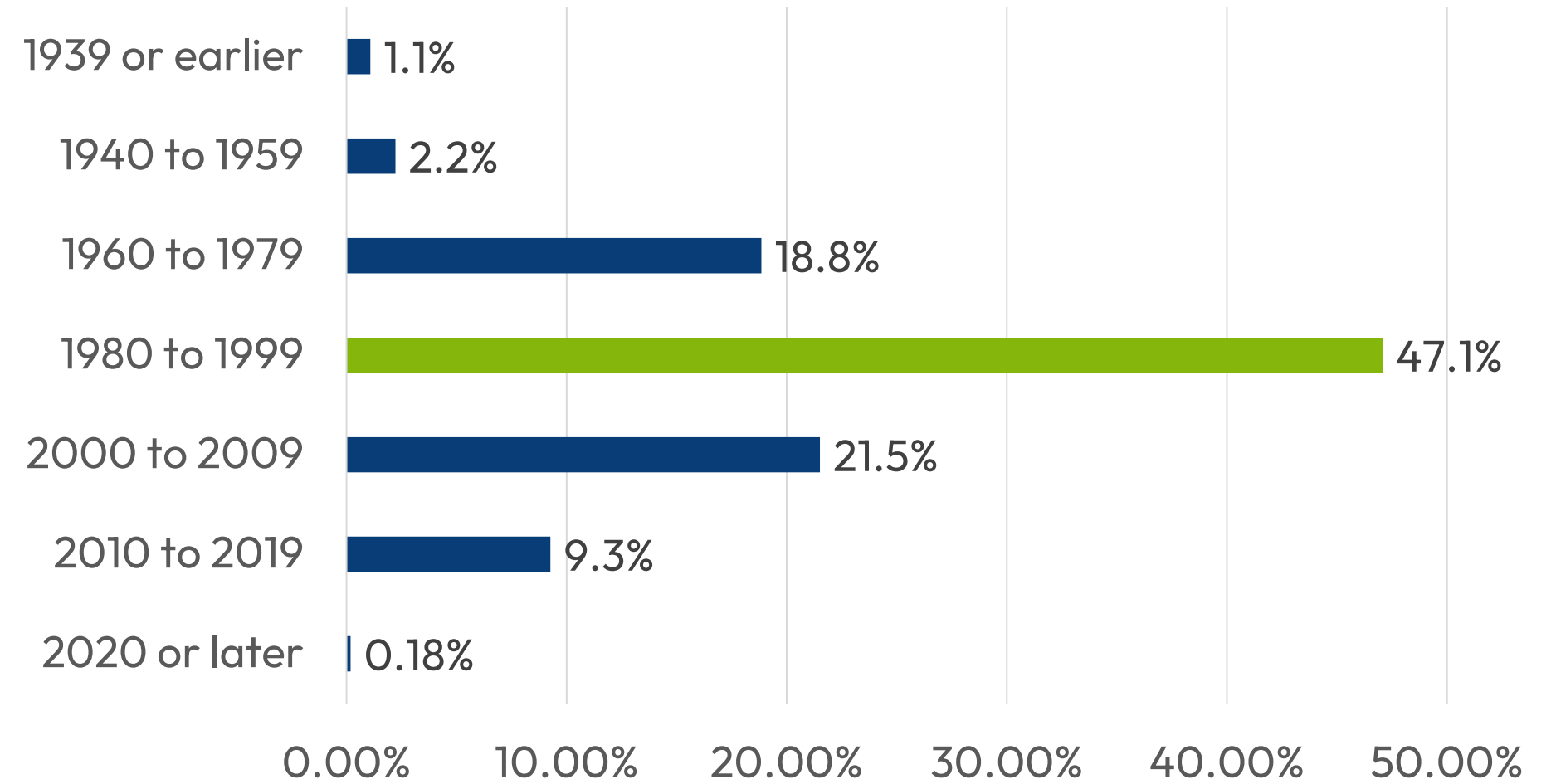


Median Home Value (2023)

Westover: \$315,417

Shelby County: \$293,973

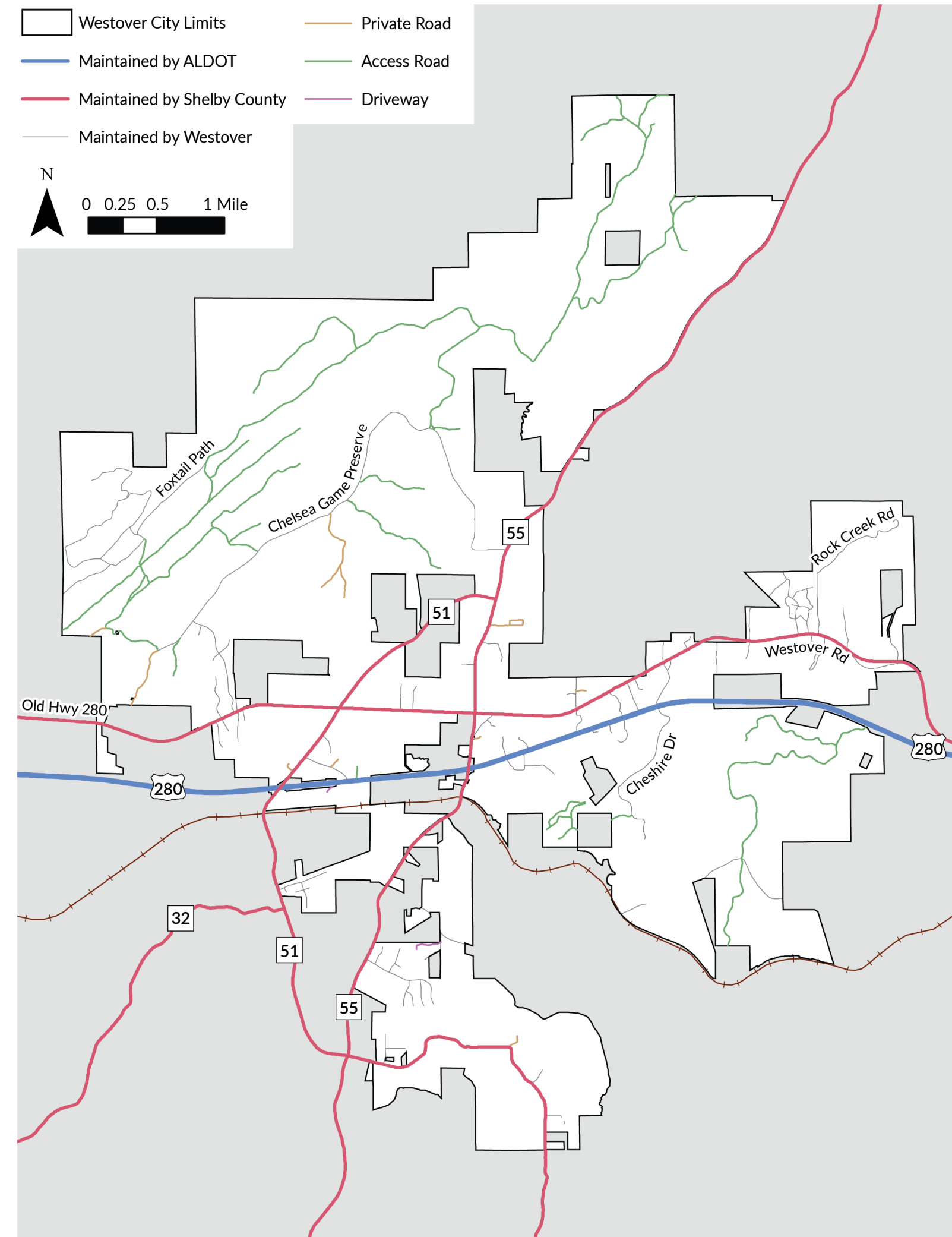
Owner-Occupied Homes by Year Built (2023)



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

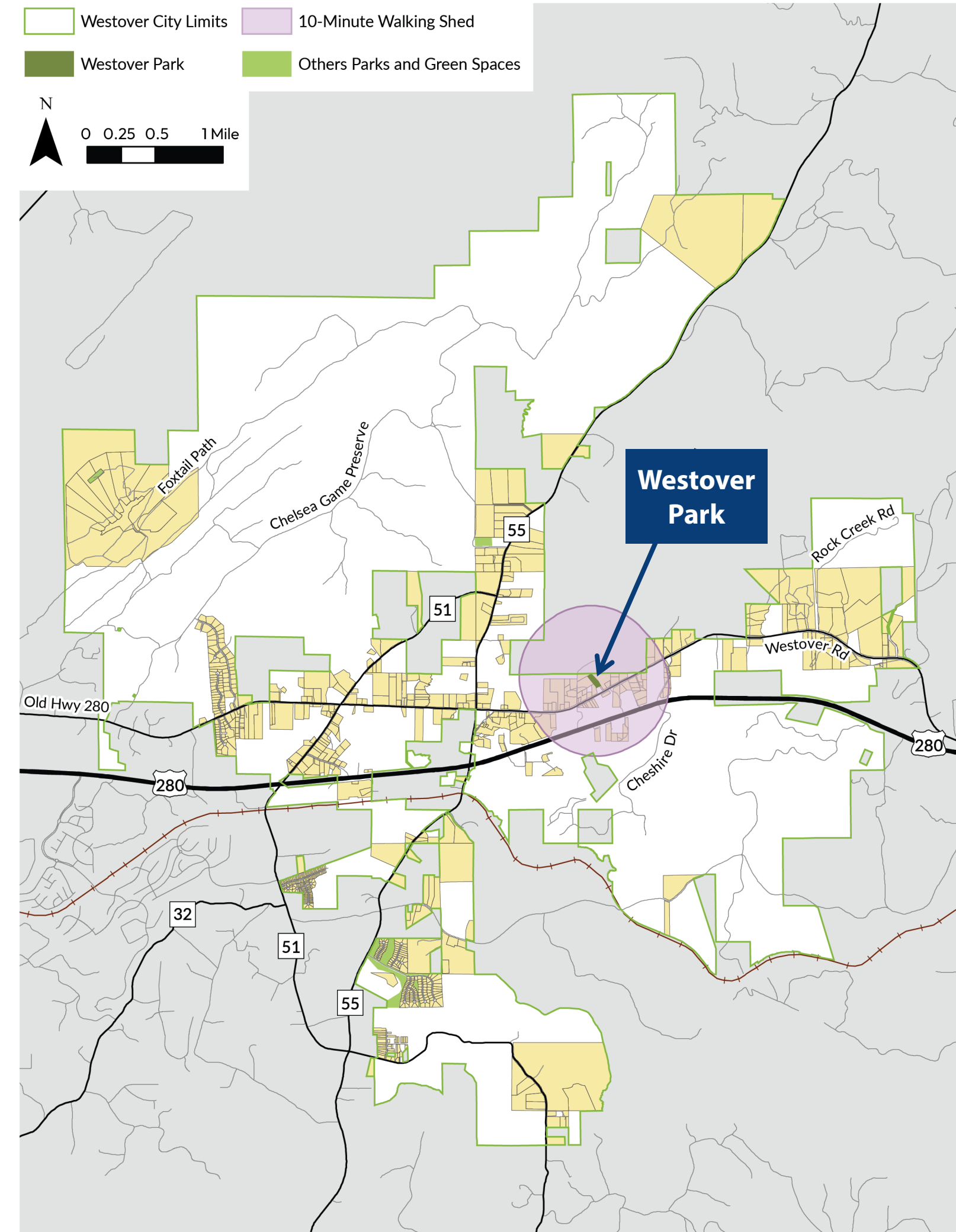
ROADWAY MAINTENANCE

- There are **69 total miles** of roadway within Westover.
- US and state highways are maintained by ALDOT, while Shelby County maintains county roads.
 - ALDOT roads within Westover: **4 miles**
 - Shelby County roads within Westover: **11 miles**
- **27 miles** of private roads, access roads, and mapped driveways also exist within Westover.
- This leaves Westover with approximately **27 miles** of roadway that the municipality is responsible to maintain.



PARK ACCESS

- A park being located a “walkable” distance from home may be defined as a half-mile, which equates to a 10-minute walk. Homes within this distance are in the park’s “walking shed.”
- Today, only 68 of 826 residential parcels (8%) are within this 10-minute walking shed.
- Walkability includes not just distance, but the ability to walk safely. This typically requires sidewalks or pedestrian paths.



TONIGHT'S FEEDBACK ACTIVITIES



Issues and Opportunities Feedback Activity

ECONOMIC DEVELOPMENT

ELEMENTS	WHAT'S WORKING?	WHAT'S NOT WORKING?	WHAT'S NEEDED?
----------	-----------------	---------------------	----------------

QUALITY OF LIFE

ELEMENTS	WHAT'S WORKING?	WHAT'S NOT WORKING?	WHAT'S NEEDED?
----------	-----------------	---------------------	----------------

COMMUNITY DEVELOPMENT

ELEMENTS	WHAT'S WORKING?	WHAT'S NOT WORKING?	WHAT'S NEEDED?
----------	-----------------	---------------------	----------------

TRANSPORTATION & INFRASTRUCTURE

ELEMENTS	WHAT'S WORKING?	WHAT'S NOT WORKING?	WHAT'S NEEDED?
Mobility Options (Where are sidewalks, paths, and bicycle facilities needed?)			
Street Maintenance (Note areas where improvements are needed, bad pavement conditions, etc.)			
Other Traffic Issues (Please be specific)			
Speeding Areas & Other Traffic Issues			
Utilities & Internet Access			

1 What's working?

2 What's not working?

3 What's needed?

Map Your Ideas

Instructions

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



This is an asset



There is an issue here



There is an opportunity here



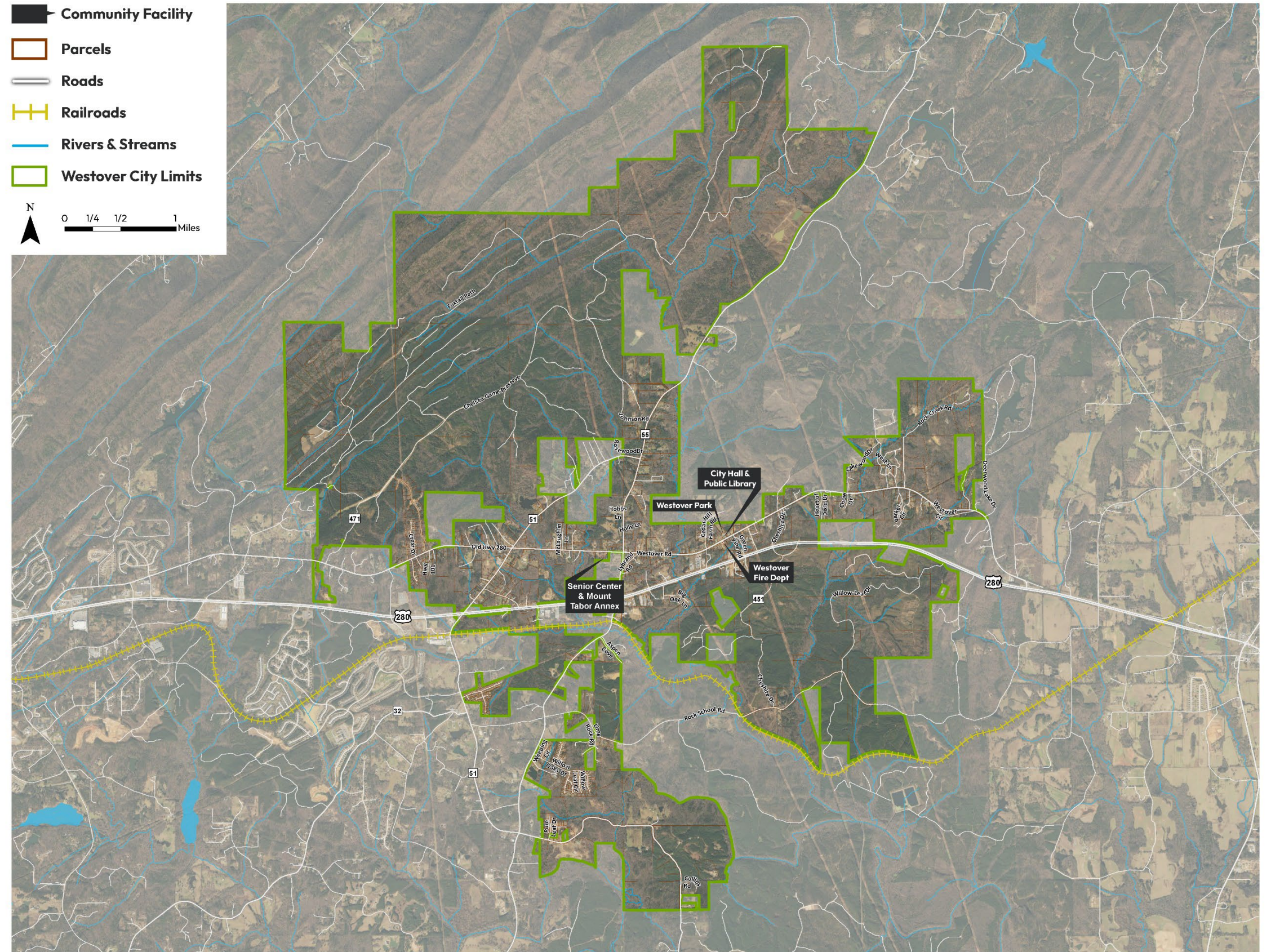
This needs improvement

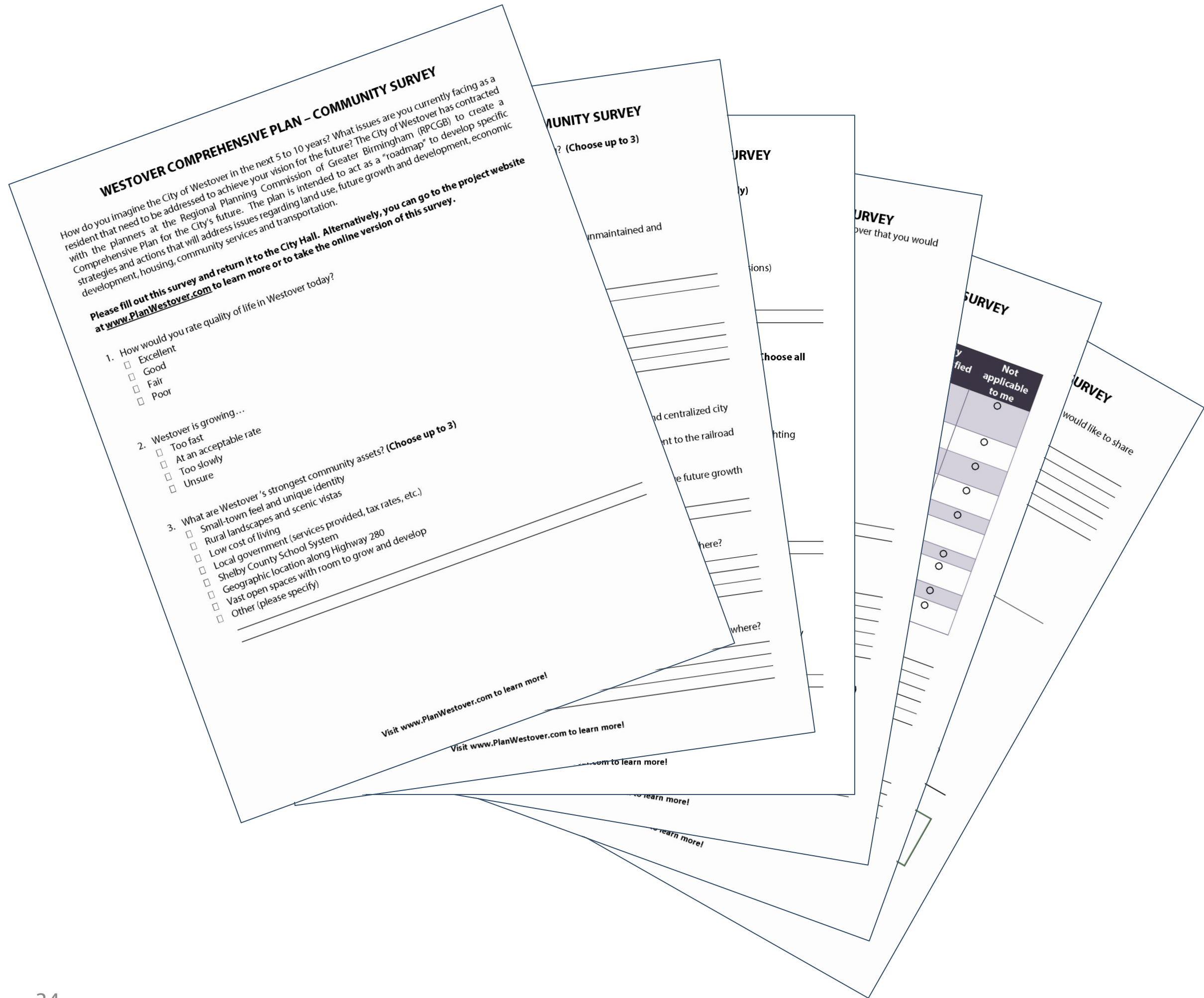


Other comment (please explain comment on the neighboring sheet). Select any color dot other than the ones listed above.

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

N
0 1/4 1/2 1 Miles





Take the
Community
Survey

19

Respondents thus far

JOIN US ON MAY 13, 2024 AT 5:30PM TO LEARN MORE ABOUT THE COMPREHENSIVE PLAN!



Plan Westover
COMPREHENSIVE PLAN

LEARN MORE ABOUT PLAN WESTOVER

Join us for a Community Meeting

THE CITY OF WESTOVER'S NEW COMPREHENSIVE PLAN

**Monday
May 13**

6:00 pm to 7:00 pm
Mount Tabor Annex
4419 Old Highway 280

Drop in anytime between 6pm & 7:00pm

There will be a presentation at 6pm followed by interactive table activities

Scan the code to take the survey!



Westover is creating a new Comprehensive Plan to shape the city's future growth, development, public services, and infrastructure. We want to hear from you! Join us on May 13th at 6:00 pm to share your vision for Westover's future.

For more information visit: www.PlanWestover.com

You are invited to a Community Meeting for the Westover Comprehensive Plan! The Comprehensive Plan is YOUR vision for the future of Westover, and we need your input. Join us on Monday, May 13th for a Kickoff Community Meeting where you can share your thoughts and ideas for the future of Westover. At the meeting, you will have an opportunity to give input via several interactive stations and speak directly with the planning team. We hope to see you there! **Click the buttons below to download the meeting details and to learn more!**

[CLICK HERE TO DOWNLOAD THE MEETING DETAILS](#)

[CLICK HERE TO DOWNLOAD THE PROJECT FACT SHEET](#)

ABOUT THE PLAN

What is a comprehensive plan? Why is it important to me? [View the study area map.](#)

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



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