



PHENIX CITY

Alabama

13TH/14TH STREET CORRIDOR PLAN

# Existing Conditions



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## CPLN 5060/6060

Transportation Planning

Spring 2022

# **CPLN 6060**

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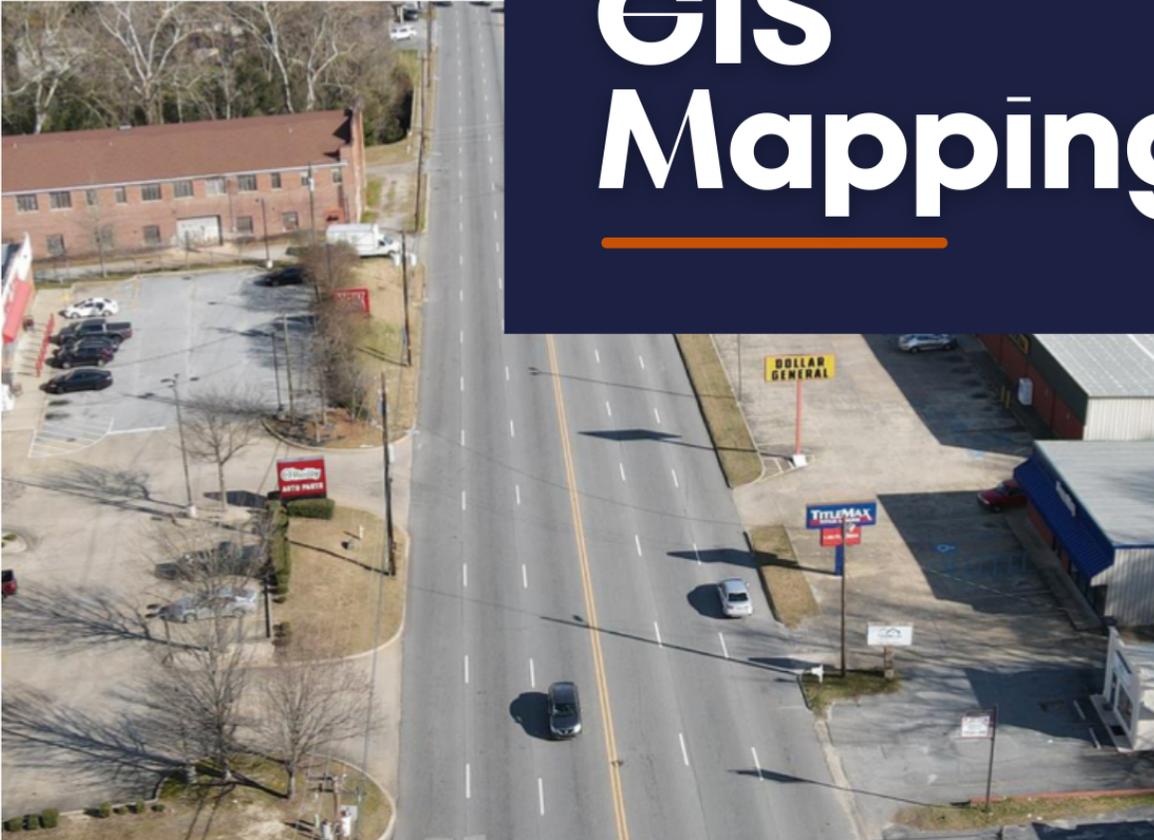


PHENIX CITY

Alabama

13TH/14TH STREET CORRIDOR PLAN

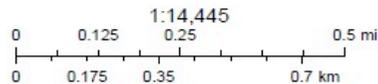
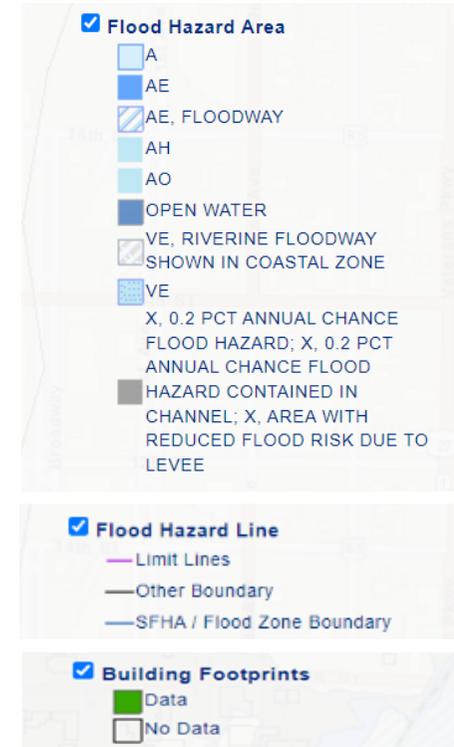
# EIS Mapping



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**Kebokile Nyathi and Ehsan Hammadeen**

## Phenix City Flood Zone Map



### Special Flood Hazard Areas Issues

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 equalled or exceeded in any given year (High-Risk Areas). The 1-percent annual chance flood is also referred to as the base flood or 100-year flood.

- They are shown on the flood maps as zones beginning with the letters 'A' or 'V.'
- There is at least a 1 in 4 chance of flooding during a 30-year mortgage in high-risk areas.
- SFHAs are labelled 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.

Issues for Phenix City: Future Development (sidewalks and construction), human life.

### *Current Land Use*



- Legend**
- Agricultural
  - Commercial
  - Forest
  - Industrial
  - Institutional
  - Medical
  - Residential
  - Undeveloped
  - Utility
  - Vacant



### *Future Land Use*



- Legend**
- Mixed-Use Centers
  - Gateway
  - Commercial Mixed Use Corridor
  - Mixed Use Corridor
  - Residential Mixed Use Corridor
  - Traditional Neighborhood District
  - Suburban Residential Neighborhood
  - Special / Industrial Development District



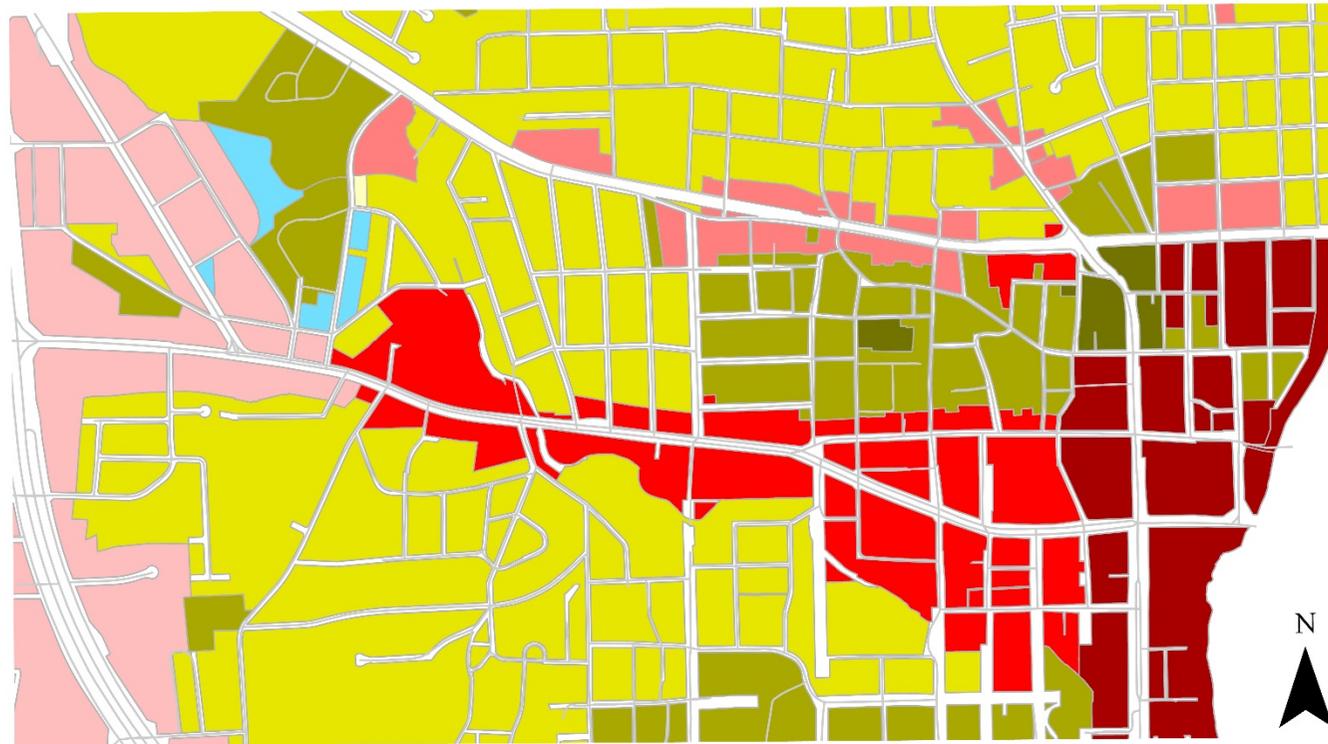
### *Current Land Use Issues*

The 13<sup>th</sup>/14<sup>th</sup> Street corridor has two main landuses: Commercial and Residential. these distinct land uses is a barrier to development because it does not allow other land uses in the area. The comprehensive plan of 2014 emphasises the expansion and fluidity of land uses along the corridor to Commercial Mixed Use.

Source: Phenix City Comprehensive Plan 2014

**Current Zoning Issues**

**Phenix City Zoning**



0 0.1 0.2 0.4 Miles

Legend		
— Streets	<span style="display:inline-block; width:10px; height:10px; background-color:darkred;"></span> C-1	<span style="display:inline-block; width:10px; height:10px; background-color:orange;"></span> PRD
<b>Zoning</b>	<span style="display:inline-block; width:10px; height:10px; background-color:red;"></span> C-2	<span style="display:inline-block; width:10px; height:10px; background-color:yellow;"></span> R-1
<b>ZoningCode</b>	<span style="display:inline-block; width:10px; height:10px; background-color:lightcoral;"></span> C-3	<span style="display:inline-block; width:10px; height:10px; background-color:yellowgreen;"></span> R-1B
<span style="display:inline-block; width:10px; height:10px; background-color:lightpink;"></span>	<span style="display:inline-block; width:10px; height:10px; background-color:pink;"></span> C-4	<span style="display:inline-block; width:10px; height:10px; background-color:yellow;"></span> R-2
<span style="display:inline-block; width:10px; height:10px; background-color:darkgreen;"></span> A-1	<span style="display:inline-block; width:10px; height:10px; background-color:purple;"></span> M-1	<span style="display:inline-block; width:10px; height:10px; background-color:olive;"></span> R-3
<span style="display:inline-block; width:10px; height:10px; background-color:darkolivegreen;"></span> A/0	<span style="display:inline-block; width:10px; height:10px; background-color:blue;"></span> M-2	<span style="display:inline-block; width:10px; height:10px; background-color:gray;"></span> <all other values>
	<span style="display:inline-block; width:10px; height:10px; background-color:lightblue;"></span> MED	

The 13th/14th Street corridor has two main zones: Commercial and Residential. These distinct zones are a barrier to development because they are rigid and do not allow other uses in the zone. To better accommodate the corridor’s development, mixed-use zoning should be adopted.

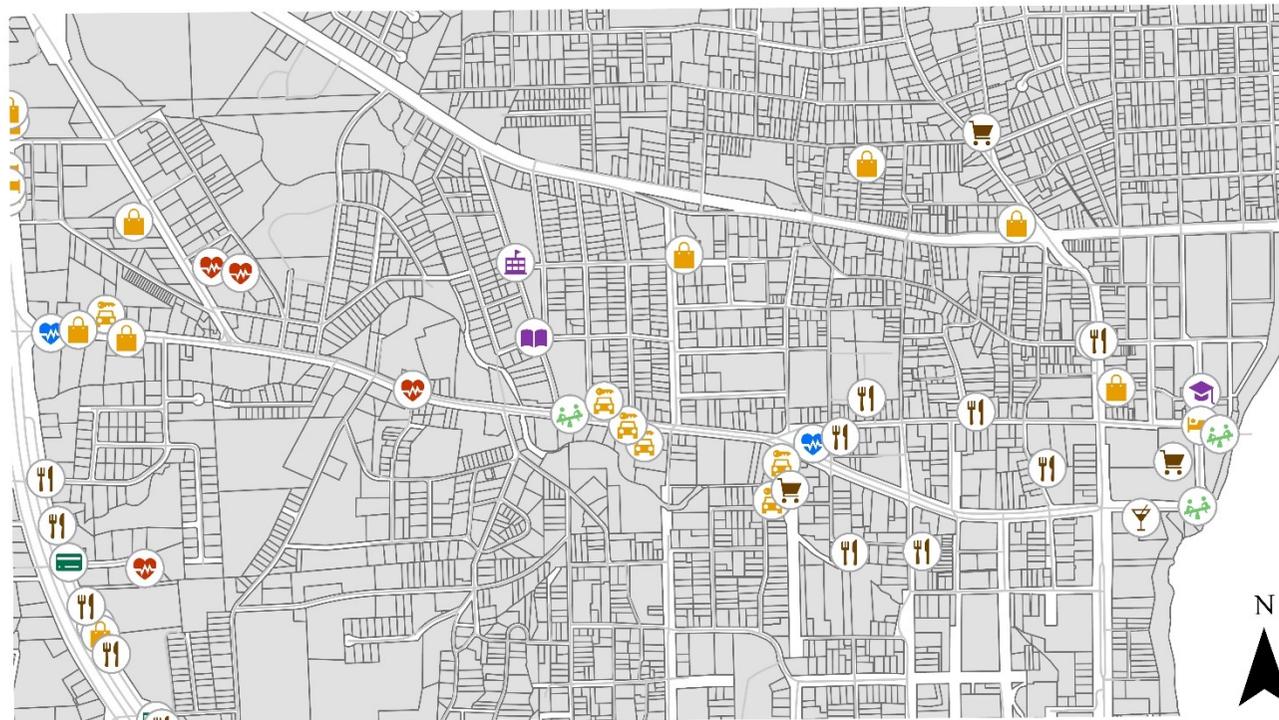
Source: Phenix City Comprehensive Plan 2014

- General Purpose Zoning Districts:
- R-1: Low Density Residential District (Includes R-1A and R-1B)
  - R-2: Medium Density Residential District
  - R-3: High Density Residential District
  - RC: Residential Conservation District
  - A-1: Low Density Residential and General Agricultural District
  - A-O: Apartment and Office District
  - C-1: Core Commercial District
  - C-2: General Commercial District
  - C-3: Neighborhood Commercial District
  - C-4: Highway Commercial District
  - M-1: General Manufacturing District
  - M-2: Heavy Manufacturing District
  - MED: Medical District

- Special Purpose Zoning Districts and Designations
- C-O: Highway Corridor Overlay District
  - H-P: Historic Preservation Overlay District
  - MHP: Manufactured Home Park
  - PD: Planned Development

## Key Destinations Issues

### Phenix City Key Destinations



0 0.1 0.2 0.4 Miles

#### Legend

Destinations	
DESTINATION_TYPE	
Auto	Grocery
Bank	Health
Bar	Hotel
	Library
	Park
	Pharmacy
	Recreation
	Restaurant
	School
	Shopping Centre
	Store
	University
	<all other values>
	Streets
	Parcels

The 13<sup>th</sup>/14<sup>th</sup> street Corridor has many key destinations. There are a diverse variety of stores along the corridor; however, there is a lack of destinations that encourage healthier lifestyles and local economic growth.

- There is a lack of fresh grocery stores which is an issue towards the community's health. Most of the food options along the corridor are fast food franchises which do not encourage healthier eating. Similarly, there are few recreational destinations that encourage outdoor activities.
- There are multiple franchise-based businesses along the corridor which do not encourage the local economy as their dollars leave the area. These franchise-based businesses could be reduced or capped to promote local business owners to drive the economy.
- There is a lack of cultural and arts based attractions such as museum, theatres and art galleries which can be used to explore local talent, tell the story of Phenix City and bring in local revenue.

**Land Utilisation and Building  
Footprints Issues**

**Phenix City Building Footprints**



0 0.1 0.2 0.4 Miles

**Legend**

- Building\_Footprints
- Streets
- Parcels

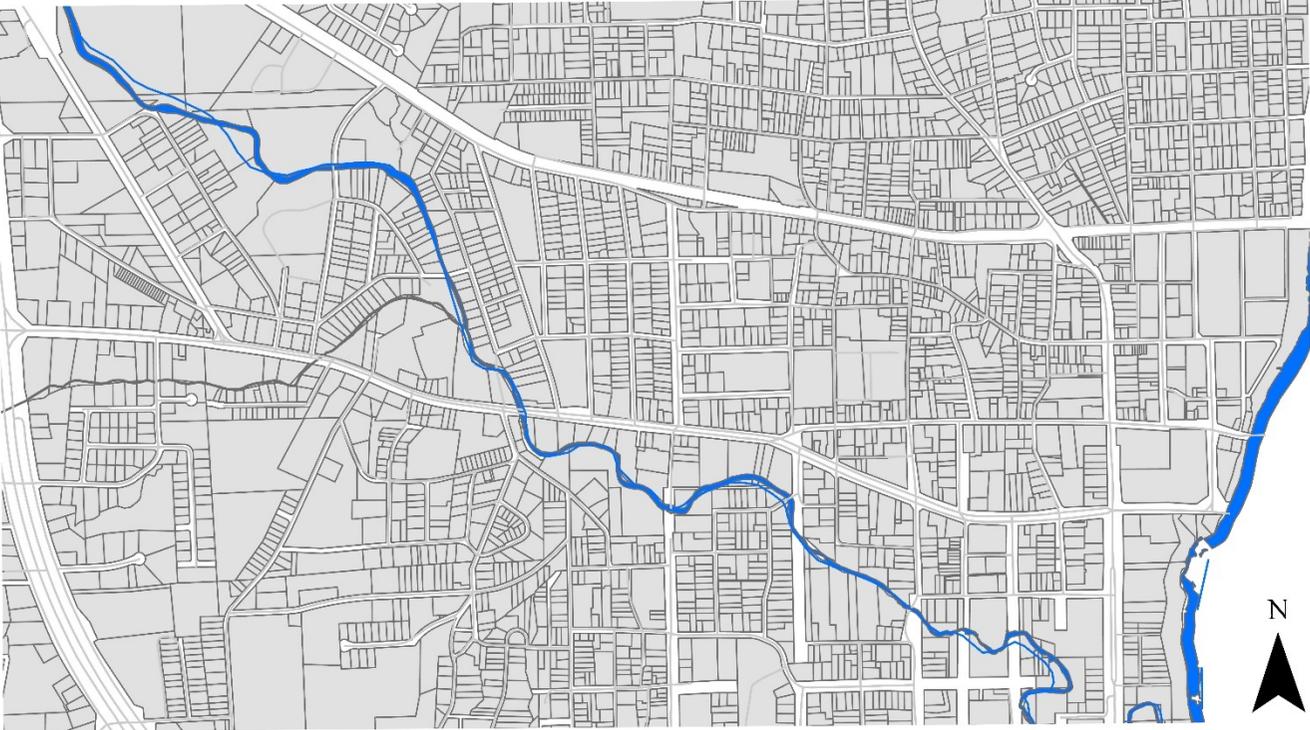
Phenix City does not have many vacant parcels along the 13<sup>th</sup>/14<sup>th</sup> street corridor. The main issue is the utilisation of the parcels which can be addressed by the corridor's redevelopment. Many parcels have a built structure that takes up a smaller percentage of the lot which could be used to bring in revenue to the city. Similarly, the type of businesses along the corridor plays a role in the underutilisation of the corridor. For example, the multiple car lots in the areas pose an economic threat to the viability of the corridor by taking up prime real estate along the corridor.

- As per Phenix City Zoning Ordinance there is a maximum Building Area. The Max per zoning allocation is as follows: C-1 is none, C-2 is 75%, C-3 is 35% and C-4 is 25%. By adding a minimum building area will encourage better lot utilisation
- Similarly, the maximum structure height could be raised to maximise the utilization of the buildings. This could house more smaller businesses which drive local economies. The Max structure heights as follows: C-1 is 145ft, C-2 is 125ft, C-3 is 35ft and C-4 is 65ft.

*Waterbody Issues*

**Phenix City Waterbodies**

The creeks that feed the Chattahoochee River can be at a risk of flooding and affect the built up areas surrounding it. Similarly, the structures along the river could be at risk of flood damage.

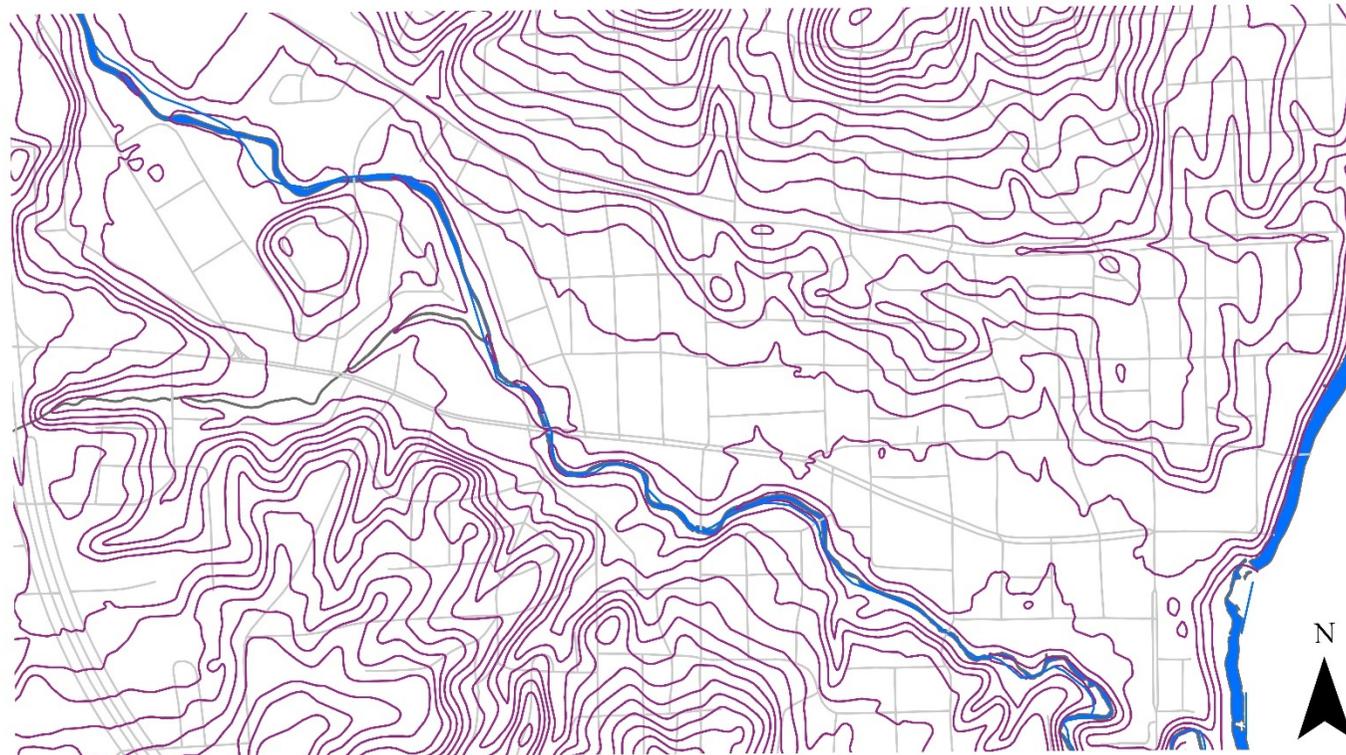


0 0.1 0.2 0.4 Miles

**Legend**

-  Waterbodies
-  Streets
-  Lakes
-  Parcels

## Phenix City Waterbodies and Elevation



0 0.1 0.2 0.4 Miles

### Legend

- Waterbodies
- Streets
- Elevation\_Contours
- Lakes

### Waterbodies and Elevation Issues

The further apart the contour lines are, the more gentle the slope. The closer the contour line, the steeper the slope. Along the 13<sup>th</sup>/24<sup>th</sup> corridor, the elevation is relatively gentle; however, the lands along the river and south of the creek are steeper. This could be an issue when redeveloping the connectivity of the sideroads. For example, constructing ADA compliant sidewalks on a steep landscape is a safety risk and noncompliant to ADA requirements. This will hamper accessibility to the corridor to those that who are on wheelchairs or mothers who use strollers.

## Phenix City Street Connectivity



0 0.1 0.2 0.4 Miles

### Legend

- Building\_Footprints
- Streets
- Parcels

### Connectivity Issues

The corridor has multiple feeder streets which is good. The east side of the corridor (closer to the Chattahoochee River) has more feeder streets than the west side of the corridor. This lack of connectivity may be due to the Interstate that runs perpendicular to the corridor.



## *Greenways*



### **Phenix City Riverwalk**

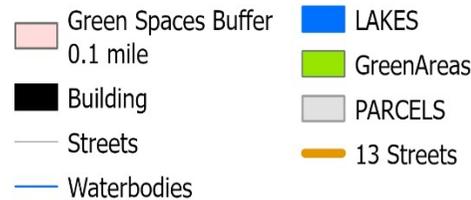
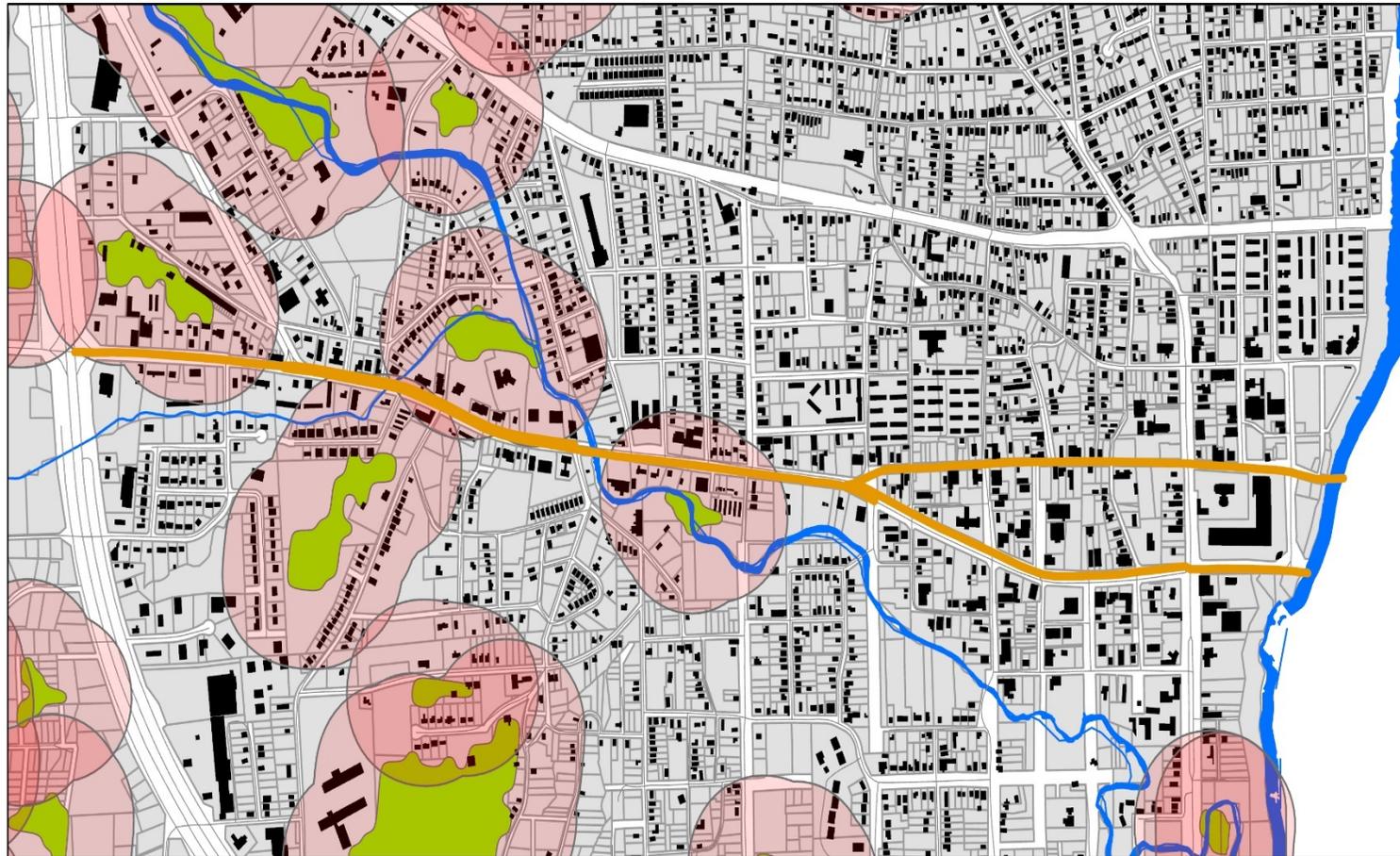
One of Phenix City's treasures is their 1.21-mile riverwalk Trail along the western bank of the Chattahoochee River. With only one trail, it reduces the variety in the area and accessibility to the community who do not live near the river. The expansion of the trail the addition of a new trails along the creek could be a solution to the lack of trails along the corridor.

# Open Spaces in Phenix City

## Open Spaces Issues

There are no significant open green spaces along the east side of the corridor. This is a big issue because these spaces provide residents and corridor several benefits. For instance, such spaces enhance residents' physical and mental health. With respect to economic development, green spaces encourage and promote tourism which attracts investors thus strengthening the city's economy through offering job opportunities and reducing unemployment. In terms of the social impact, green spaces boost social life and social interactions between residents which encourages to spending more time outside and reducing social isolation.

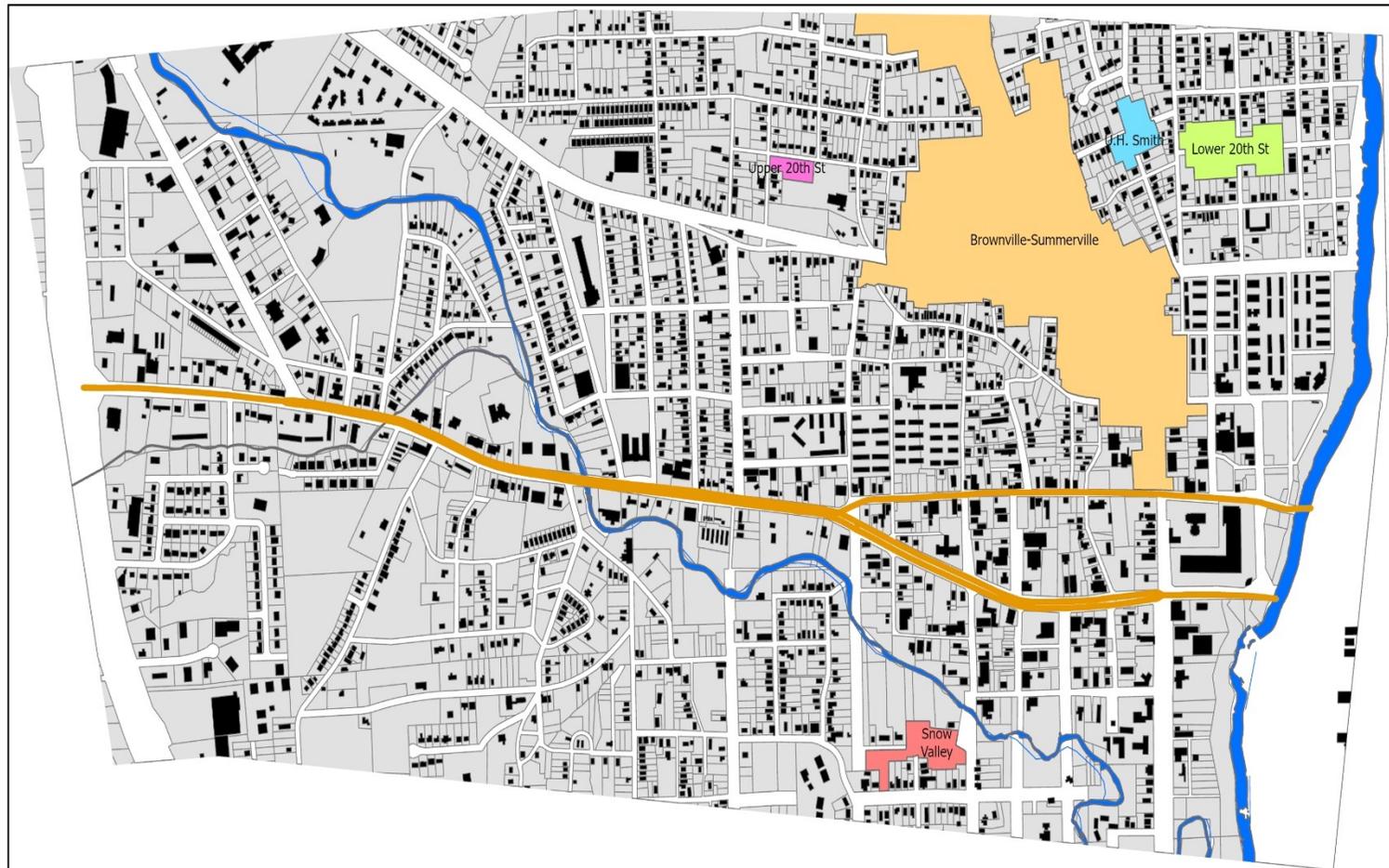
- Open spaces in the city with buffer 0.1 mile show how people who live along the corridor can't walk or go there because it's so far from the eastern part of the corridor.



Historic Districts Issues

# Historic Districts in Phenix City

The 13<sup>th</sup>/14<sup>th</sup> street Corridor has no historic districts, which represents an issue because Phenix City has a rich history. 13<sup>th</sup> street does not have any historic places to reflect the colourful history attributed to the corridor. It is important the corridor has historic places like museums to attract visitors and help them appreciate the rich the history of the city.

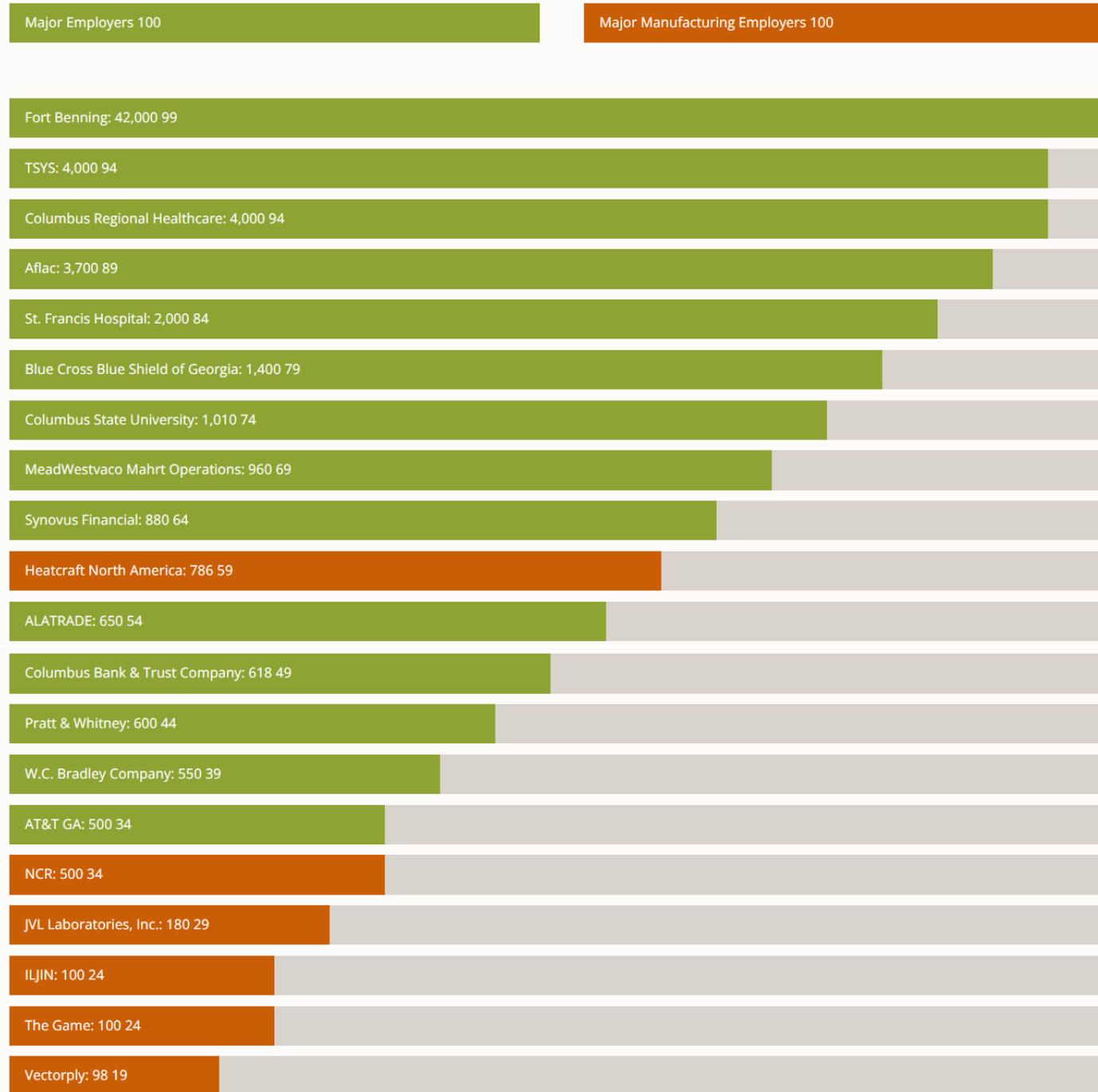


0 0.15 0.3 0.6 Miles

- |                           |                     |
|---------------------------|---------------------|
| Lakes                     | U.H. Smith          |
| City_waterbodies          | Upper 20th St       |
| <b>Historic Districts</b> |                     |
| Brownville-Summerville    | Buildings_footprint |
| Lower 20th St             | parcels             |
| Snow Valley               | street_boundary     |
|                           | 13 street           |



## Top Regional Employers

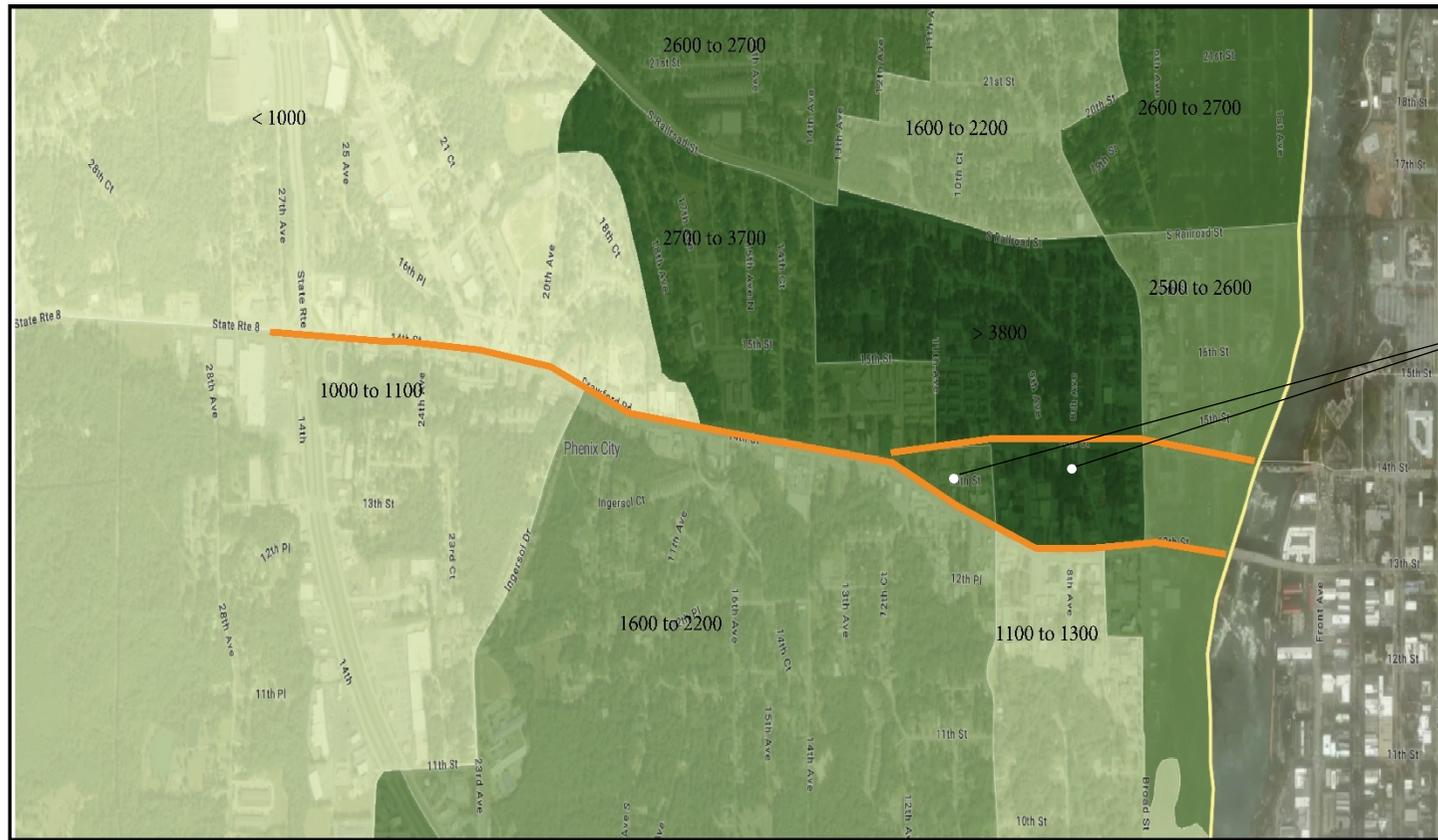


### Location of Job Issues Cont.

The image across shows the top regional employers that Phenix city residents are employed by. The top eleven employers are depicted on the 'Location of Job in Phenix Map'.

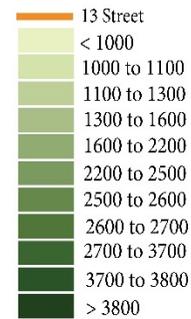
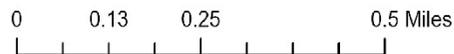
Source: Major Employers (Phenix City, Alabama website)

# Population Density in Phenix City

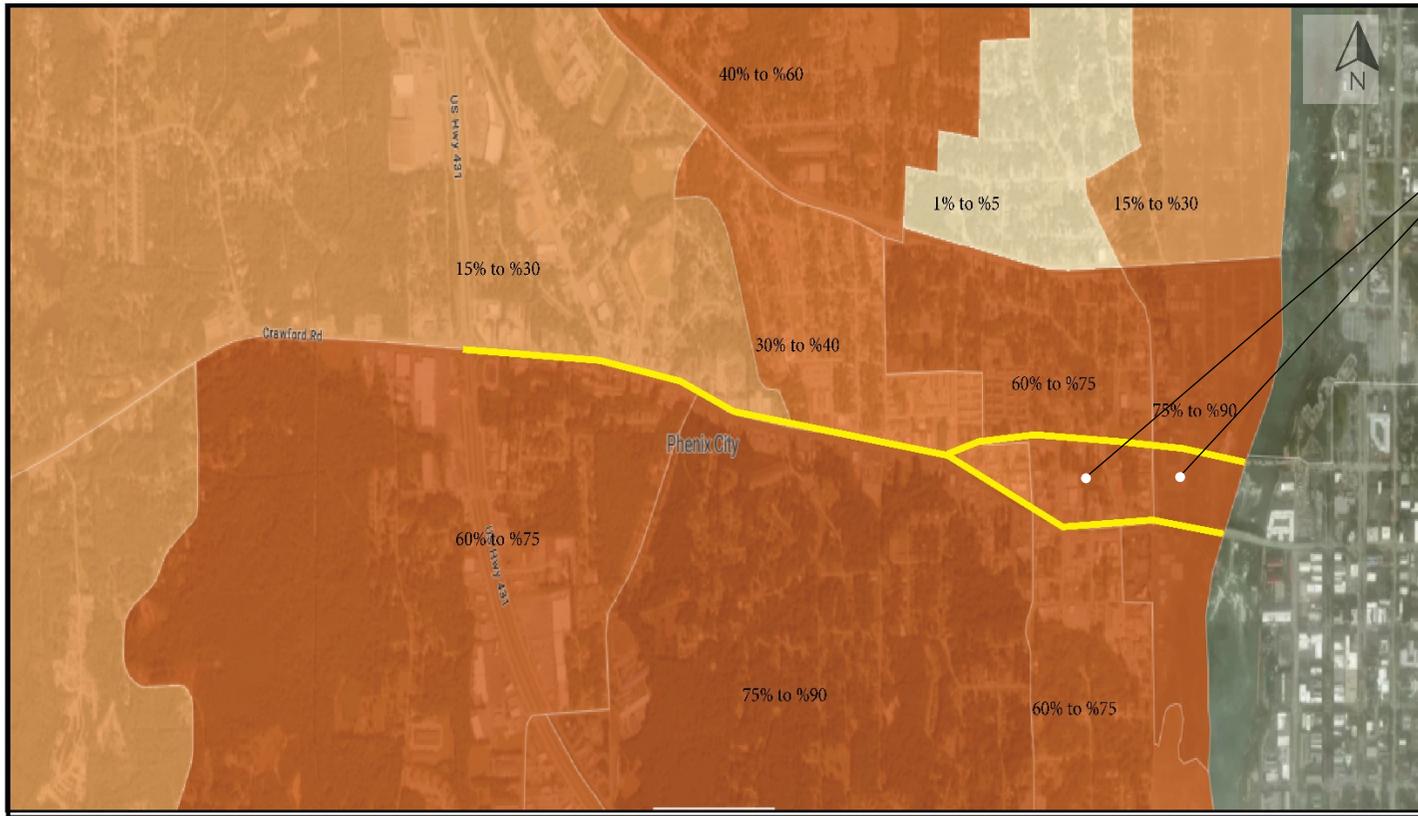


## Population Density

- The western part of the Corridor is less populated than the east.
- The densest parts of the Corridor. This may be due to the concentration of businesses, amenities, and services on the western side of the corridor where money is being generated.



# Black Population in Phenix City

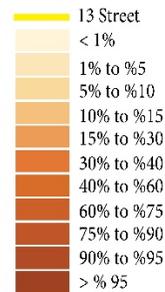


## Black Population Density

- The Corridor’s African American population is distributed throughout the city; however, most African Americans are concentrated along the eastern part of the corridor.
- In the block groups where the percentage of African American/Black inhabitants reside is high, the percentage of Caucasian/White inhabitants is low. This suggests low levels of diversity and racial mixing.
- The most populous race along the corridor is African American/Black.

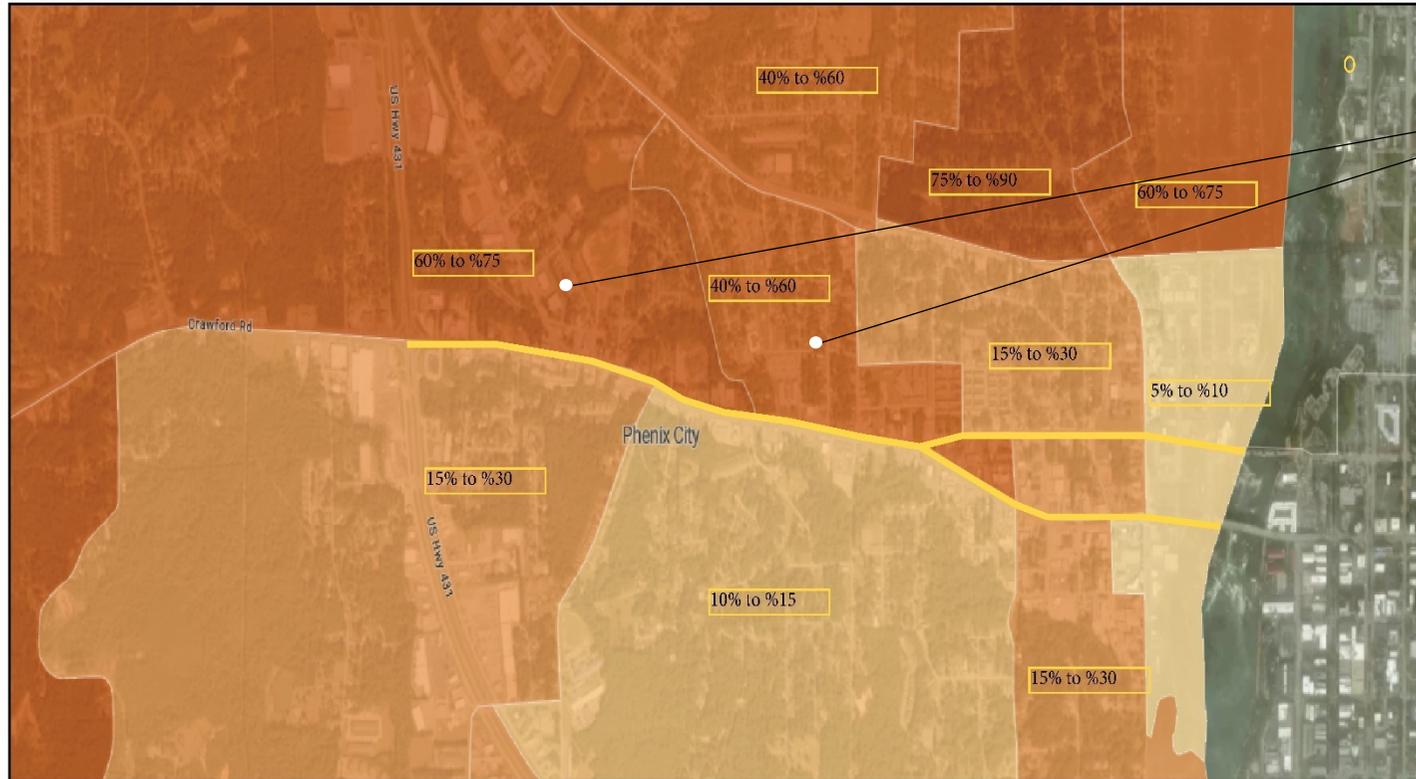


0 0.13 0.25 0.5 Miles



# White Population Density in Phenix City

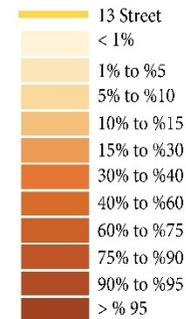
## White Population Density



- Areas of higher white/Caucasian inhabitants is concentrated on the north-western part of the corridor.
- The second most populous race along the corridor is White/Caucasian.
- In the block groups where the percentage of White/Caucasian inhabitants reside is high, the percentage of African Americans/Black inhabitants is low. This suggests low levels of diversity and racial mixing.



0 0.13 0.25 0.5 Miles



# Median Household Income in Phenix City



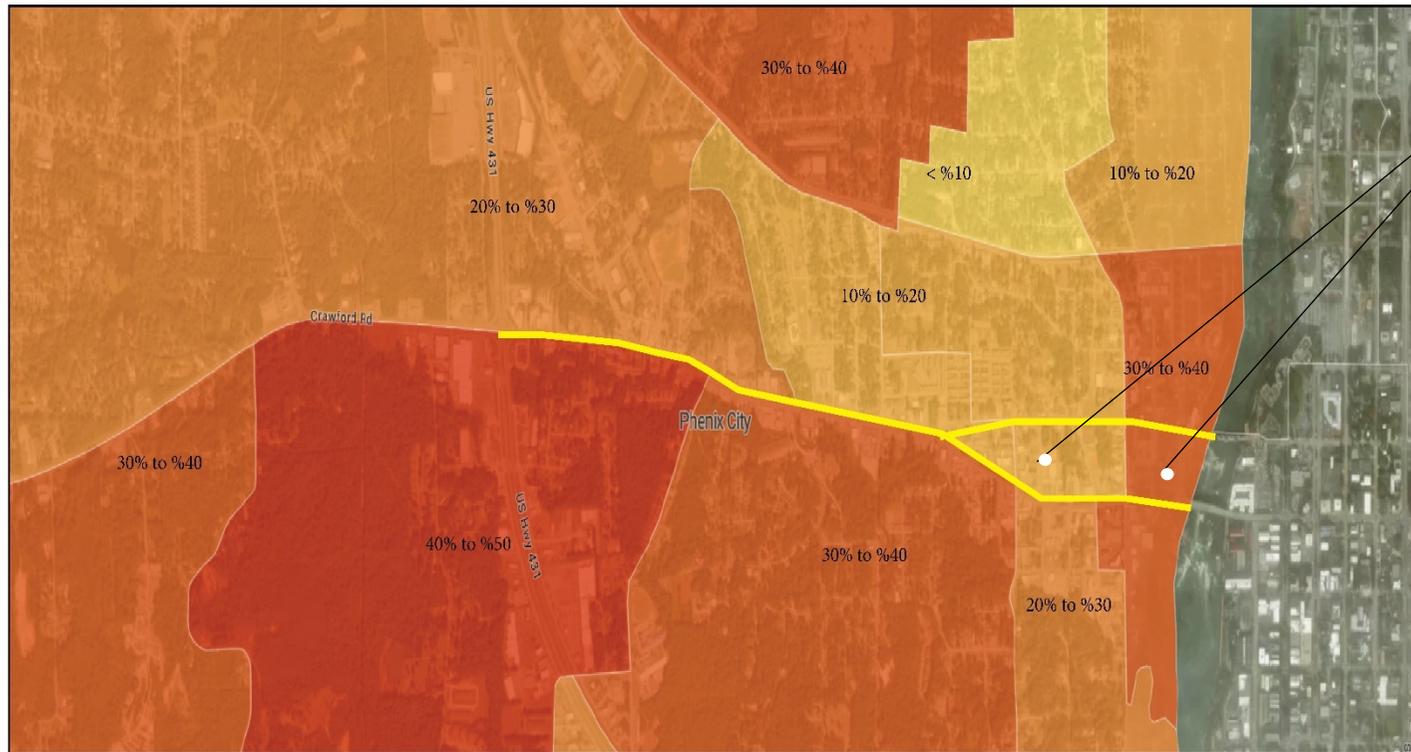
0 0.13 0.25 0.5 Miles



## Median Households

- The average median household income along the corridor is considerably low with a high of less than \$50,000 a year.
- These areas show one of the lowest median household incomes.
- It is important to note that the lowest household median income value of \$17,000 is found in a commercial zone and public housing sites.

# Female Household in Phenix City

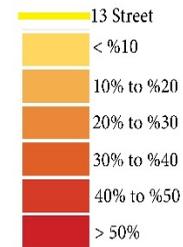


## Female Households

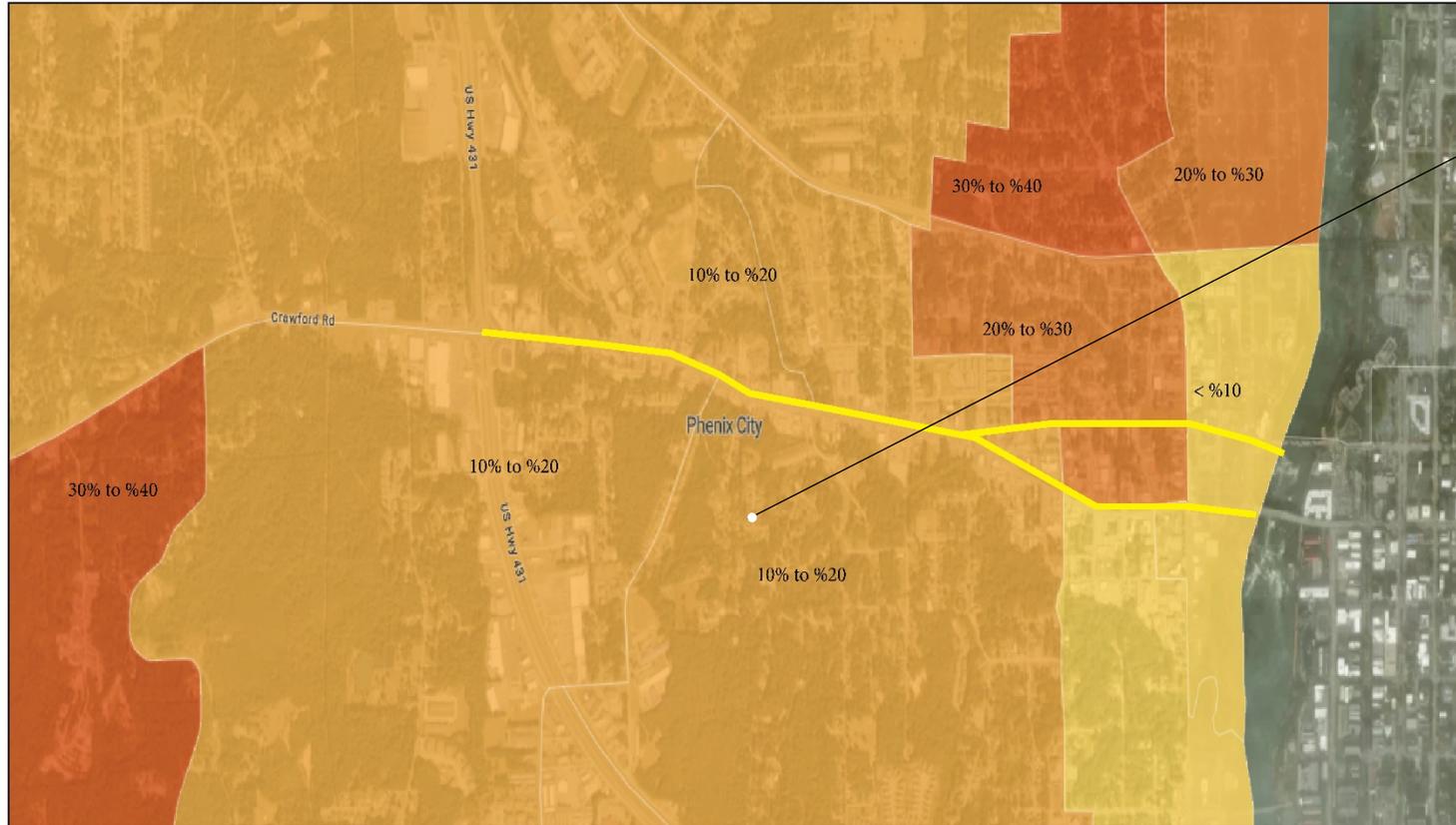
- There is significant population of female-headed households along the corridor.
- There are more female-headed households as compared to male-headed households.



0 0.13 0.25 0.5 Miles



# Male Households in Phenix City

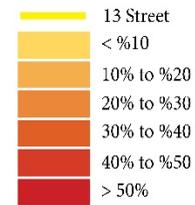


## Male Households

- There is a large number of block groups along the corridor that are male-headed households.
- This may be due to the low employment opportunities along the corridor.



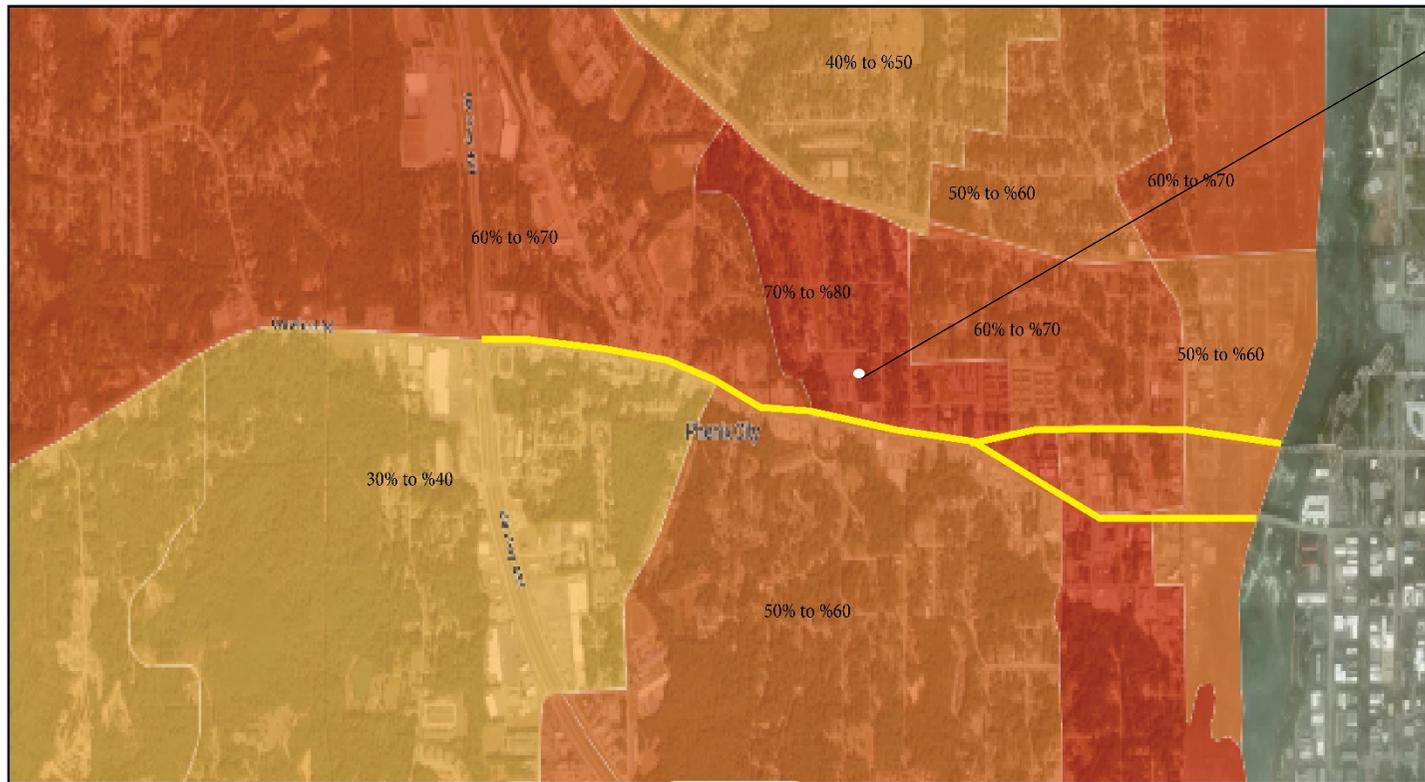
0 0.13 0.25 0.5 Miles



# Family Household in Phenix City

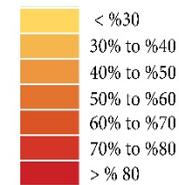
## Family Households

There multiple pockets of higher family households along the corridor.

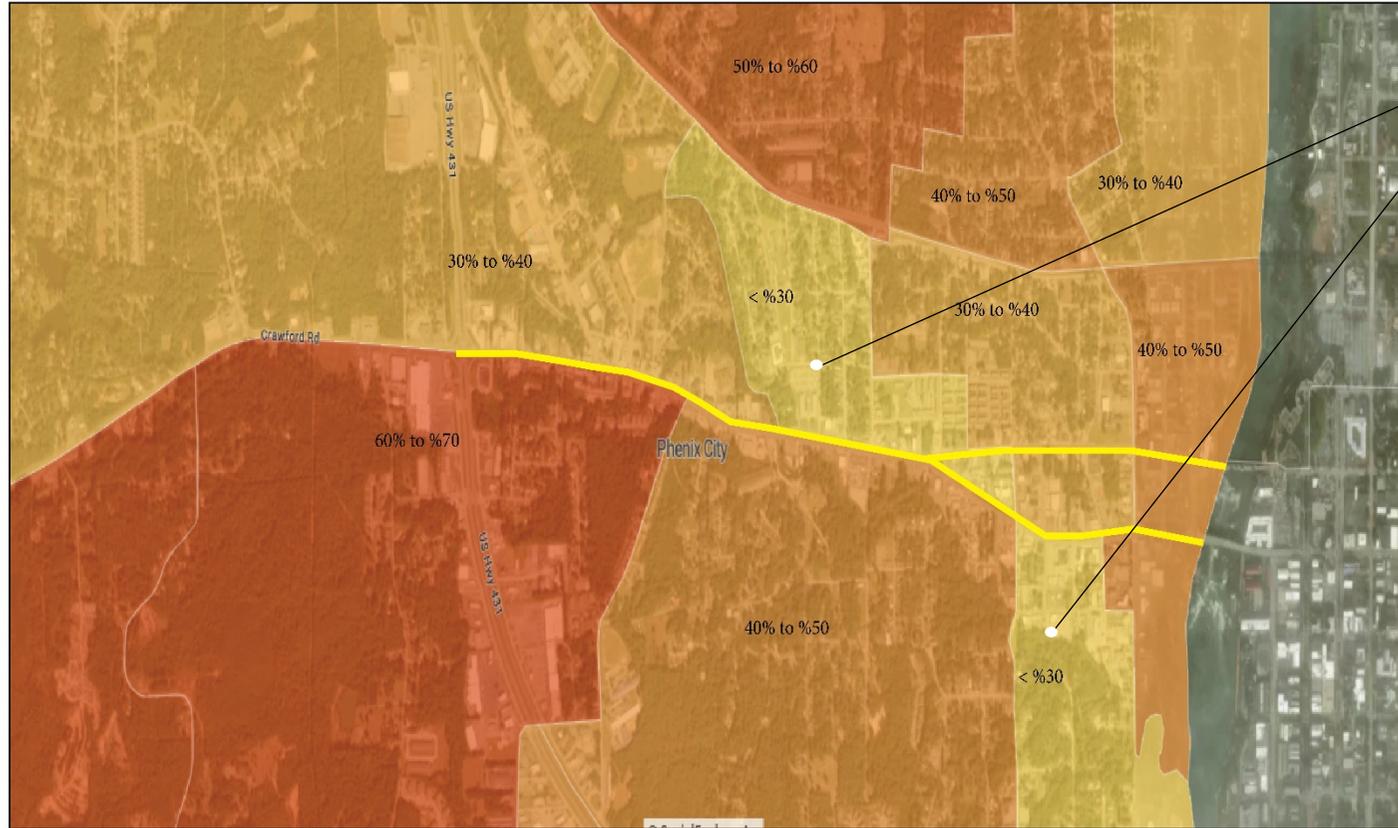


0 0.13 0.25 0.5 Miles

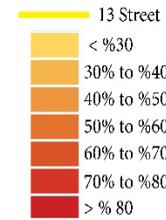
13 Street



# Non-Family Households in Phenix City



0 0.13 0.25 0.5 Miles



## Non-Family Households

- There are pockets of low non-family household population along the corridor.
- This may be due to the type of zoning along the corridor. This hinders the corridor's economic potential as apartments that cater to non-family households could bring in more revenue and increase the racial and age diversity.

## **References**

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PHENIX CITY

Alabama

13TH/14TH STREET CORRIDOR PLAN

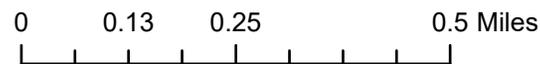
# Transportation Analysis



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**Jonathan Demirci and Christopher Rush**

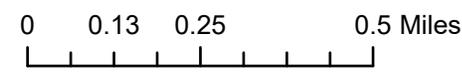
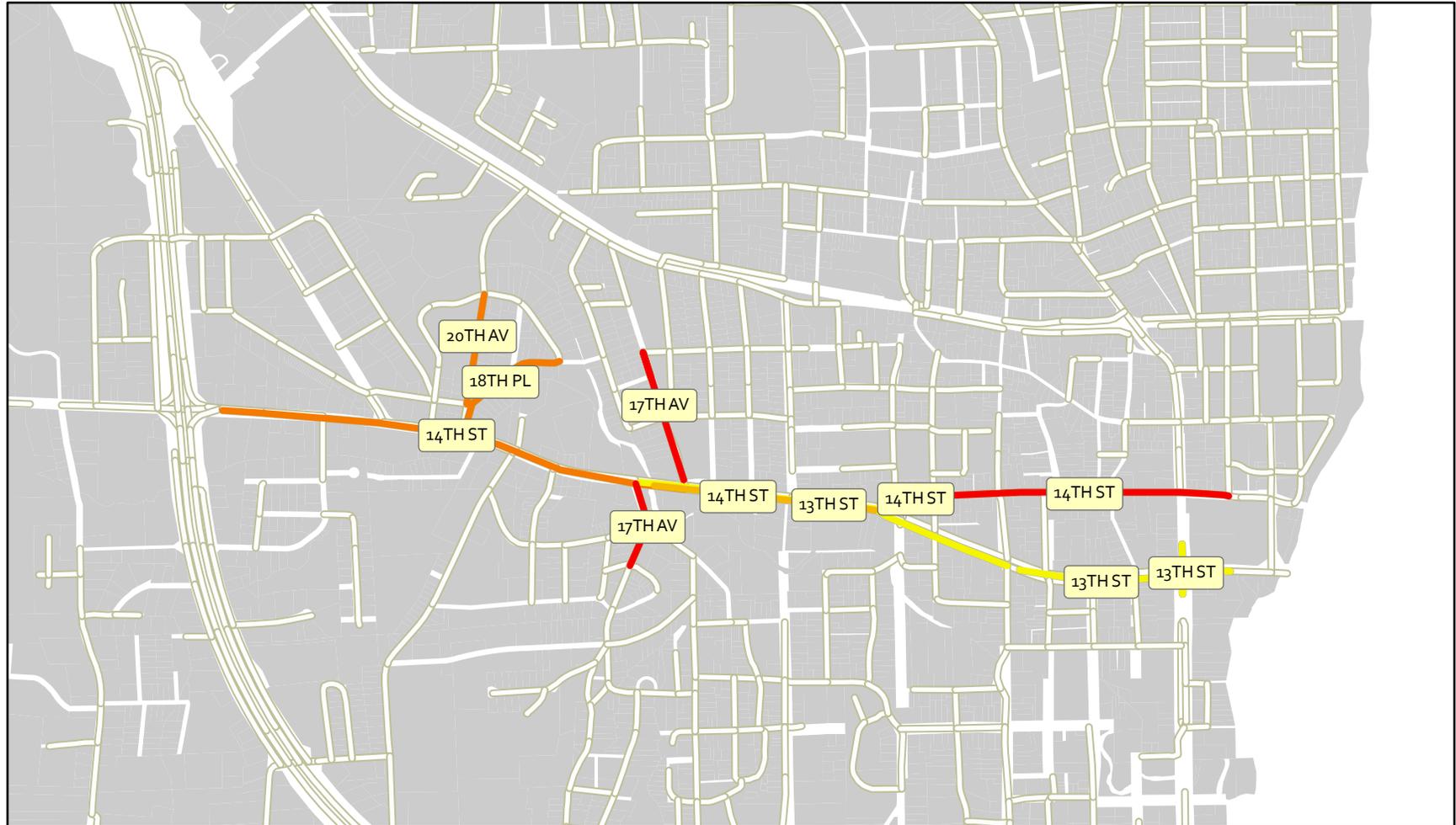
# Alabama Traffic Data For Phenix City 2020



- STREET\_CENTERLINES inside the City limits
- PARCELS selection inside City Limits
- AADT**
- 0-10,000
- 10,001-20,000
- Greater than 10,001

The AADT highest point is along 13th and 14th streets with the main traffic flow heading into Columbus, Ga. While the secondary roads that flow into 13th and 14th streets are under 5,000 AADT with the expectation being Opelika Road and Broad Street (intersection into Columbus). According to Alabama Traffic Data, the peak hours for the AM hours, along 13th Street and 14th Street, are 11:00 am to 12:00 pm, while the peak PM hours are from 3 pm to 5 pm.

# Phenix City Alabama: Percent Change from 2018 to 2020 for AADT



STREET\_CENTERLINES inside the City limits  
 PARCELS selection inside City Limits

## AADT

### Percent

- Greater than 3% Decrease
- 0% to 3% Decrease
- No Change
- 1% to 3% Increase
- Greater than 3% Increase

This map illustrates the percent change from 2018 to 2020. 14th Street and 17th Avenue has seen the greatest increase in AADT\*.

\*Annual average daily traffic (AADT) is a measure used primarily in transportation planning, transportation engineering and retail location selection. Traditionally, it is the total volume of vehicle traffic of a highway or road for a year divided by 365 days. AADT is a simple, but useful, measurement of how busy the road is. Traditionally, it is the total volume of vehicle traffic of a highway or road for a year divided by 365 days. AADT is a simple, but useful, measurement of how busy the road is.

The chart below shows the peak AM hours and PM hours along with the volume of traffic for 14<sup>th</sup> Street and 13<sup>th</sup> Street.

Street Name	Peak AM Hours	Peak AM Volume	Peak AM Volume	Peak PM Hours	Peak PM Volume	Peak PM Percentage	County ID
14 <sup>th</sup> Street	11am-12pm	1,384	4.07%	12pm-1pm	1,412	4.16%	Russell 46
Opelika Rd.	11am-12pm	723	4.16%	4pm-5pm	820	4.72%	Russell 55
14 <sup>th</sup> Street	11am-12pm	1,533	3.50%	4pm-5pm	1,812	4.17%	Russell 47
20 <sup>th</sup> Ave.	11am-12pm	81	3.39%	1pm-2pm	110	4.61%	Russell 201
14 <sup>th</sup> Street	11am-12pm	1,516	3.49%	3pm-4pm	1,859	4.28%	Russell 48
14 <sup>th</sup> Street	11am-12pm	1,487	3.48%	3pm-4pm	1,842	4.31%	Russell 49
17 <sup>th</sup> Ave.	11am-12pm	173	2.98%	6pm-7pm	271	4.66%	Russell 1358
17 <sup>th</sup> Ave.	11am-12pm	130	4.03%	4pm-5pm	141	4.37%	Russell 151
14 <sup>th</sup> Street	7am-8am	1,538	3.85%	4pm-5pm	1,701	4.25%	Russell 50
13 <sup>th</sup> Street	11am-12pm	1,402	4.01%	12pm-1pm	1,464	4.19%	Russell 51 and 53
Broad St.	11am-12pm	773	3.50%	4pm-5pm	977	4.42%	Russell 74
Broad St.	11am-12pm	1,256	3.28%	3pm-4pm	1,780	4.65%	Russell 23
14 <sup>th</sup> Street	11am-12pm	404	4.21%	3pm-4pm	479	5.00%	Russell 72

### **14<sup>th</sup> Street: Lack of Pedestrian and Bicycle Facilities**

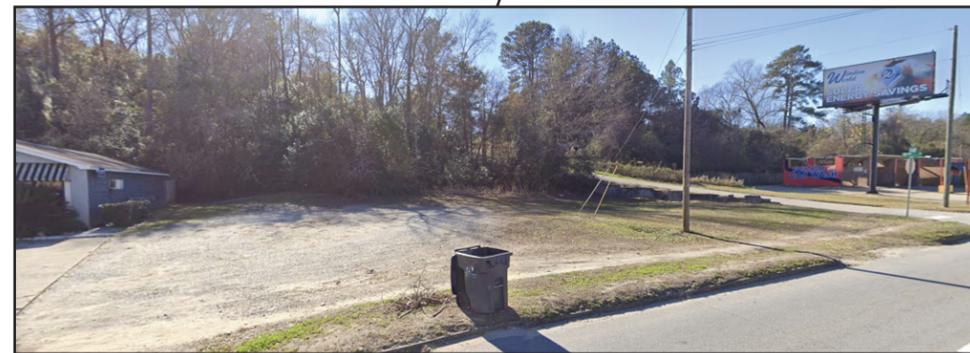
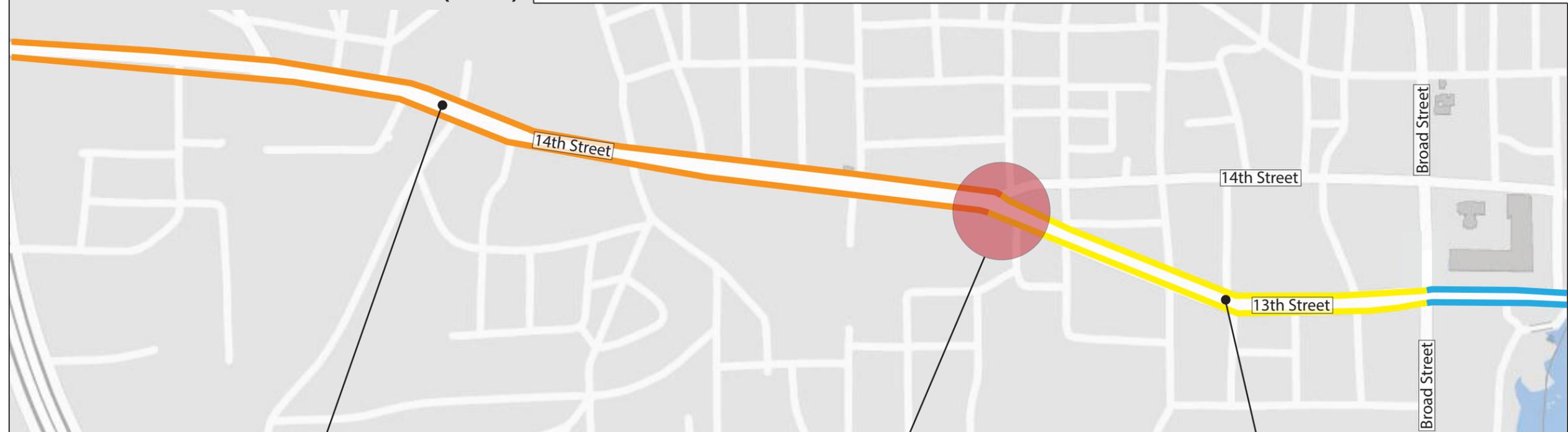
Ben Edmonds, JW Edmonds, Russel Woods, Wind Ridge, and New Hope are the main subdivision along 14<sup>th</sup> Street. Four of the six subdivisions have no access to pedestrian facilities, while the other two subdivisions, New Hope and JW Edmonds, have access to sidewalks. However, the sidewalks LOS are ranked D. Pedestrian facilities and bicycle facilities would be difficult to establish because the Average Annual Daily Traffic (AADT) is 21,205. Thus, alternatives need to be established to connect the subdivisions with the rest of the city. However, if Phenix City continues to use 14<sup>th</sup> Street for bus routes, the city needs to build pedestrian

facilities because it is necessary and proper to ensure the safety of Phenix City residents and visitors.

**TABLE 1 Bicycle and Pedestrian Level-of-Service Performance-Measure Point System**

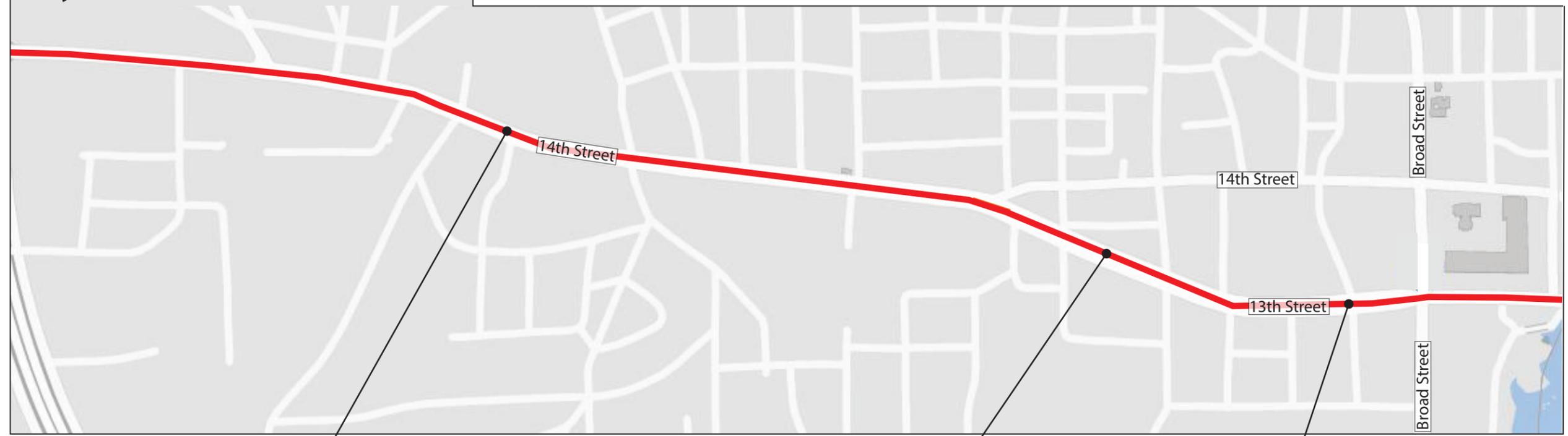
BICYCLE			PEDESTRIAN		
CATEGORY	CRITERION	POINTS	CATEGORY	CRITERION	POINTS
BICYCLE FACILITY PROVIDED (Max Value = 10)	Outside Lane 3.66m (12')	0	PEDESTRIAN FACILITY PROVIDED (Max Value = 10)	Not Continuous or Non-existent	0
	Outside Lane >3.66m-4.27m (>12'-14')	5		Continuous on One Side	4
	Outside Lane >4.27m (>14')	6		Continuous on Both Sides	6
	Off-Street / Parallel Alternative Facility	4		Min. 1.53m (5') Wide & Barrier Free	2
			Sidewalk Width >1.53m (5')	1	
			Off-Street / Parallel Alternative Facility	1	
CONFLICTS (Max Value = 4)	Driveways & Sidestreets	1	CONFLICTS (Max Value = 4)	Driveways & Sidestreets	1
	Barrier Free	0.5		Ped Signal Delay 40 Sec. or Less	0.5
	No On-Street Parking	1		Reduced Turn Conflict Implementation	0.5
	Medians Present	0.5		Crossing Width 18.3m (60') or Less	0.5
	Unrestricted Sight Distance Intersection Implementation	0.5		Posted Speed	0.5
			Medians Present	1	
SPEED DIFFERENTIAL (Max Value = 2)	>48 KPH (>30 MPH)	0	AMENITIES (Max Value = 2)	Buffer Not Less Than 1m (3.5')	1
	40-48 KPH (25-30 MPH)	1		Benches or Pedestrian Scale Lighting	0.5
	24-32 KPH (15-20 MPH)	2		Shade Trees	0.5
MOTOR VEHICLE LOS (Max Value = 2)	LOS = E, F, OR 6 or More Travel Lanes	0	MOTOR VEHICLE LOS (Max Value = 2)	LOS = E, F, OR 6 or More Travel Lanes	0
	LOS = D and < 6 Travel Lanes	1		LOS = D and < 6 Travel Lanes	1
	LOS = A, B, C, and < 6 Travel Lanes	2		LOS = A, B, C, and < 6 Travel Lanes	2
MAINTENANCE (Max Value = 2)	Major or Frequent Problems	-1	MAINTENANCE (Max Value = 2)	Major or Frequent Problems	-1
	Minor or Infrequent Problems	0		Minor or Infrequent Problems	0
	No Problems	2		No Problems	2
TDM / MULTI-MODAL (Max Value = 1)	No Support	0	TDM / MULTI-MODAL (Max Value = 1)	No Support	0
	Support Exists	1		Support Exists	1
CALCULATIONS	Segment Score <sup>1</sup>	21	CALCULATIONS	Segment Score <sup>1</sup>	21
	Segment Weight <sup>2</sup>	1		Segment Weight <sup>2</sup>	1
	Adjusted Segment Score <sup>3</sup>	21		Adjusted Segment Score <sup>3</sup>	21
	Corridor Score <sup>4</sup>	21 = LOS A		Corridor Score <sup>4</sup>	21 = LOS A

# Pedestrian Level of Service (LOS)



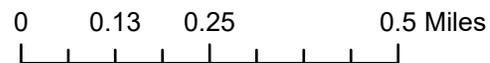
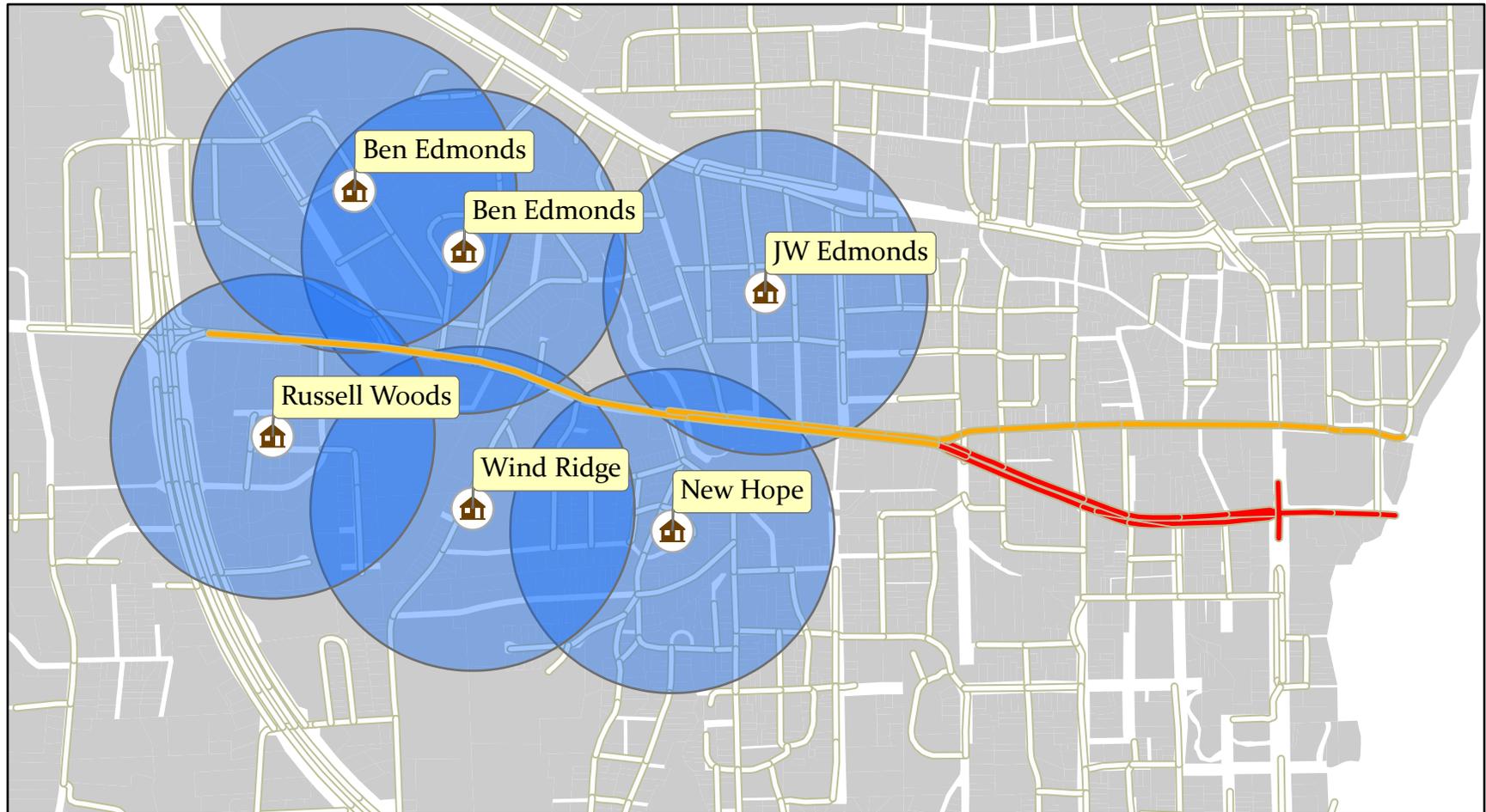
LOS A	Green
LOS B	Blue
LOS C	Yellow
LOS D	Orange
LOS E	Red
LOS F	Black

# Bicycle Level of Service (LOS)



LOS A	
LOS B	
LOS C	
LOS D	
LOS E	
LOS F	

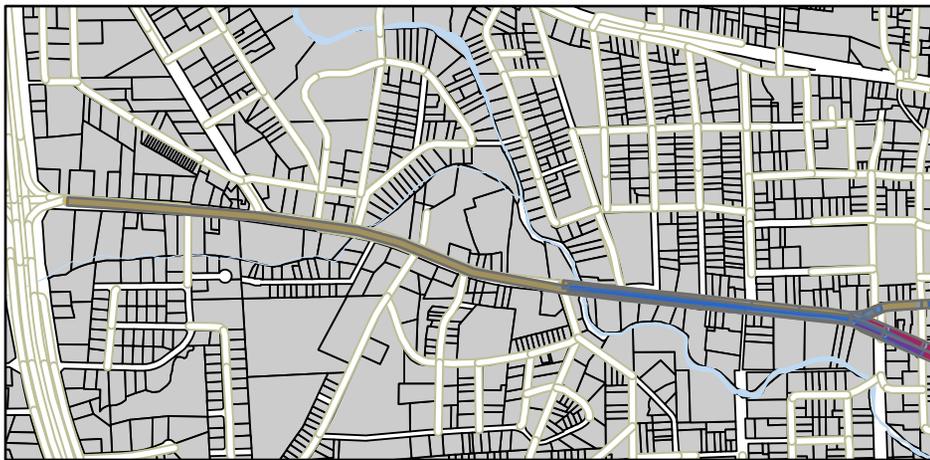
# Subdivision Walking Distance



-  SUBDIVISIONS along 13th and 14th Street
-  Buffer for Subdivisions along 13th and 14th street
-  STREET\_CENTERLINES inside the City limits
-  PARCELS selection inside City Limits
-  PHENIX\_CITY\_LIMITS
-  13th Street
-  14th Street

This map illustrates the pedestrian walking distance of 0.25 mile for people living in the subdivision along 14th Street.

# Right-of-Way: For Phenix City



- 13th Street Right-of-Way
- 14th Street Right-of-Way
- 14th Street
- 13th Street
- STREET\_CENTERLINES inside the City limits
- LAKES
- PARCELS

This map illustrates the right-of-way for Phenix City.

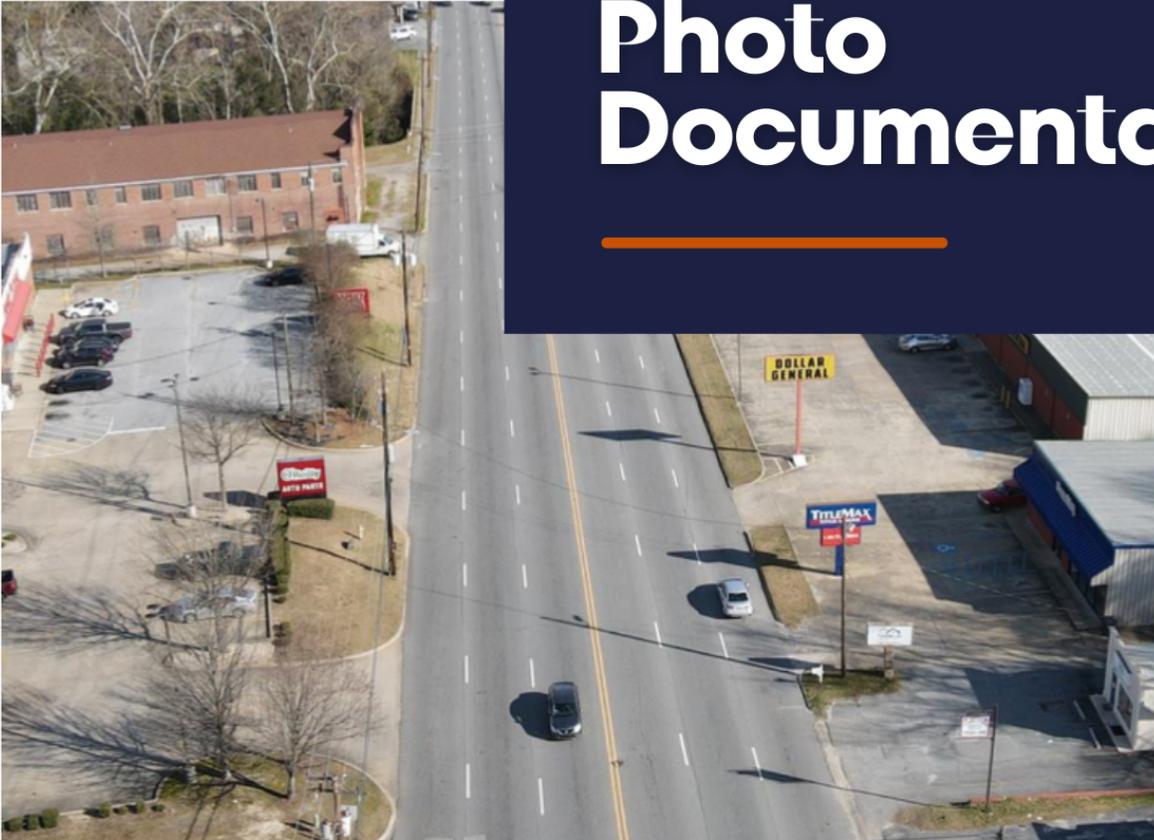


PHENIX CITY

Alabama

13TH/14TH STREET CORRIDOR PLAN

# Photo Documentation

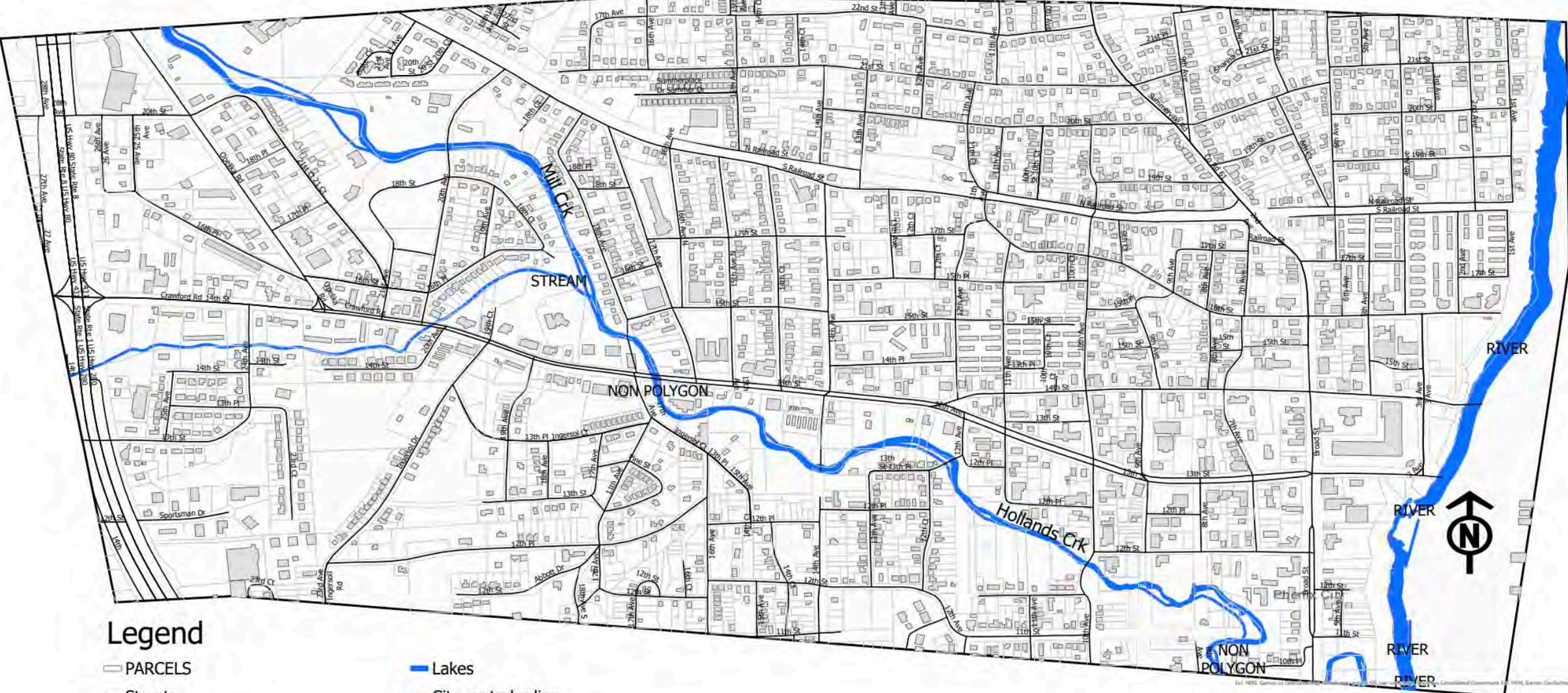


AUBURN  
UNIVERSITY

Ashley Daniels and Spencer Herring

# Existing Conditions of the 13<sup>th</sup> Street Corridor Phenix City, AL

Ashley Daniels and Spencer Herring



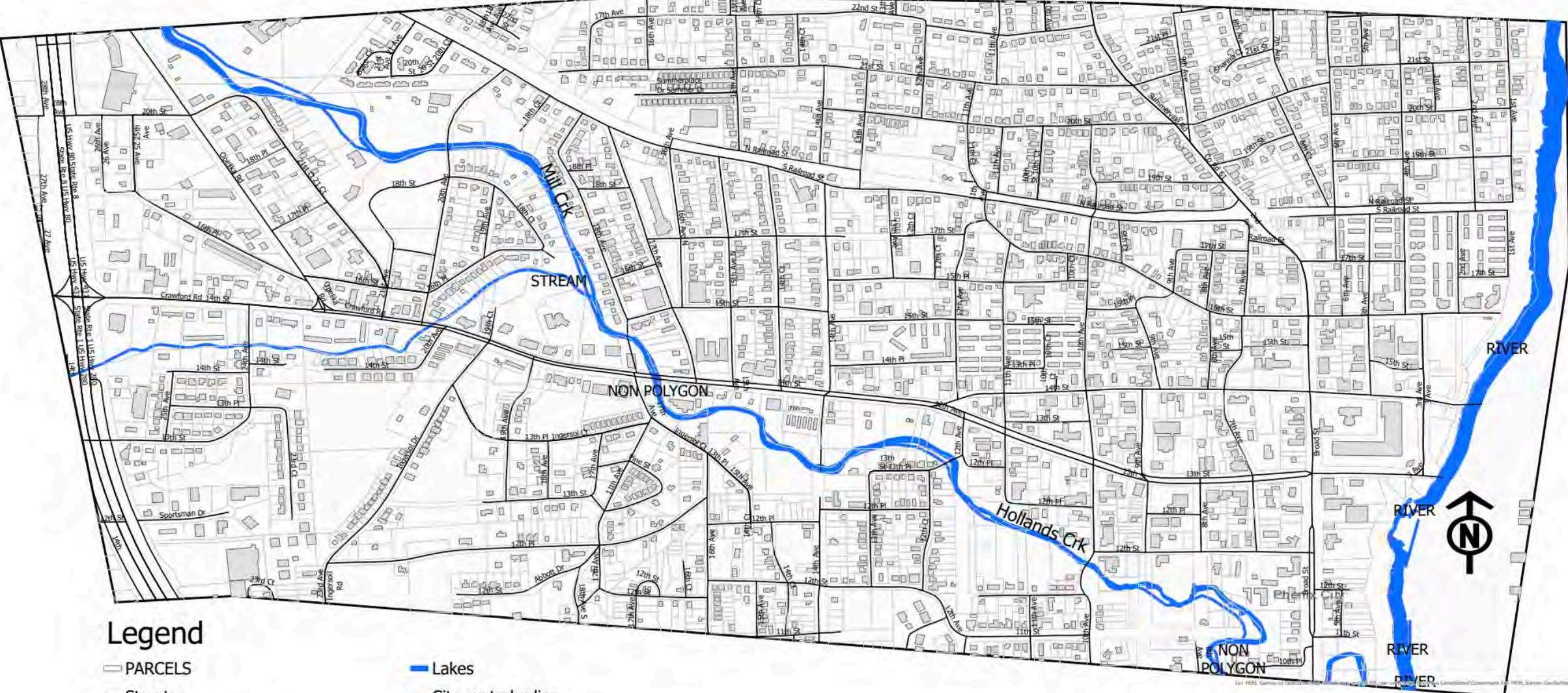
### Legend

-  PARCELS
-  Streets
-  Buildings\_footprint
-  Lakes
-  City\_waterbodies
-  Project\_area\_boundary



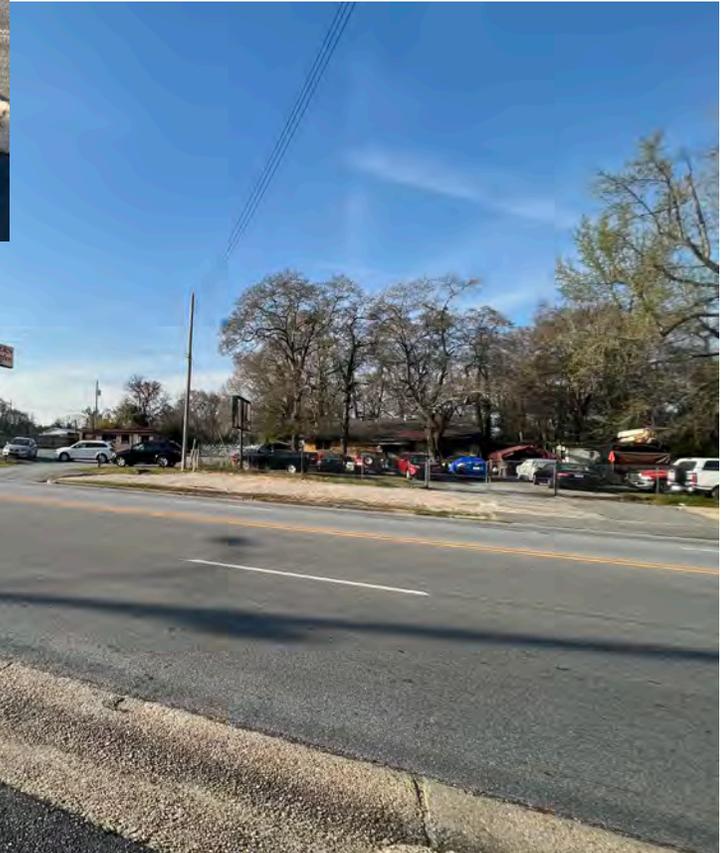
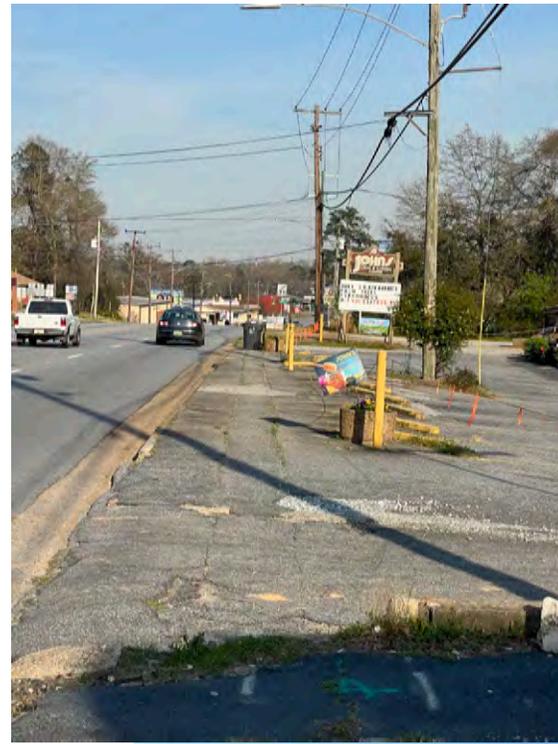
- Close to the 280 intersection
- Speed limit is 35 mph (only sign until 20<sup>th</sup> Ave)
- No sidewalks, crosswalks, or bike lanes
- Man-made paths
- Conflict points at the driveways at Walgreens, GooGoo Car Wash, and the office in between them
- 6 lanes next to Walgreens and 4 lanes next to GooGoo
- Signage for the businesses, a church, and a no littering sign





### Legend

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- Streets
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- Project\_area\_boundary

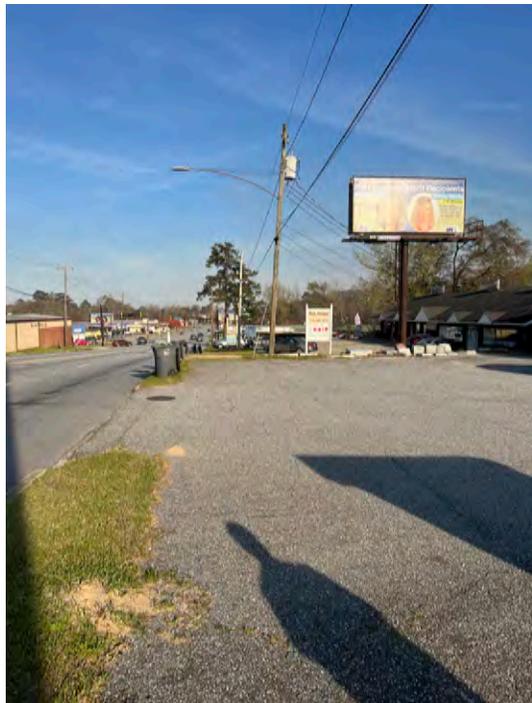
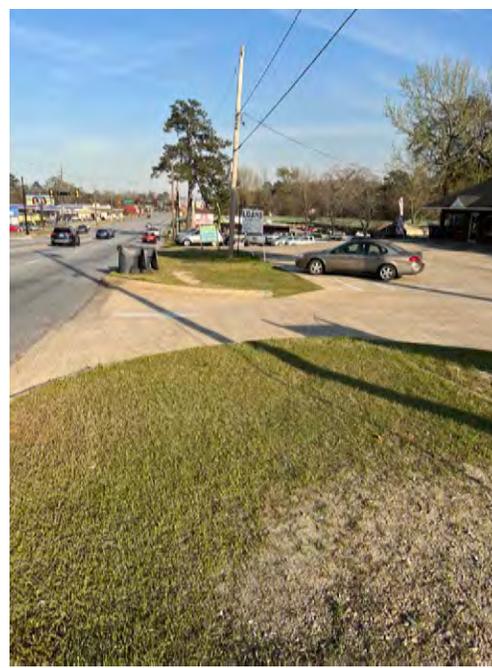


- Speed limit is 35 mph
- 4 lanes of traffic
- Several continuous driveways in poor condition - presents many conflict points for pedestrians
- No true sidewalks, crosswalks, or bike lanes
- Poor curb conditions
- Land use is commercial
- No roadway signage, but signs for the pharmacy and garden center

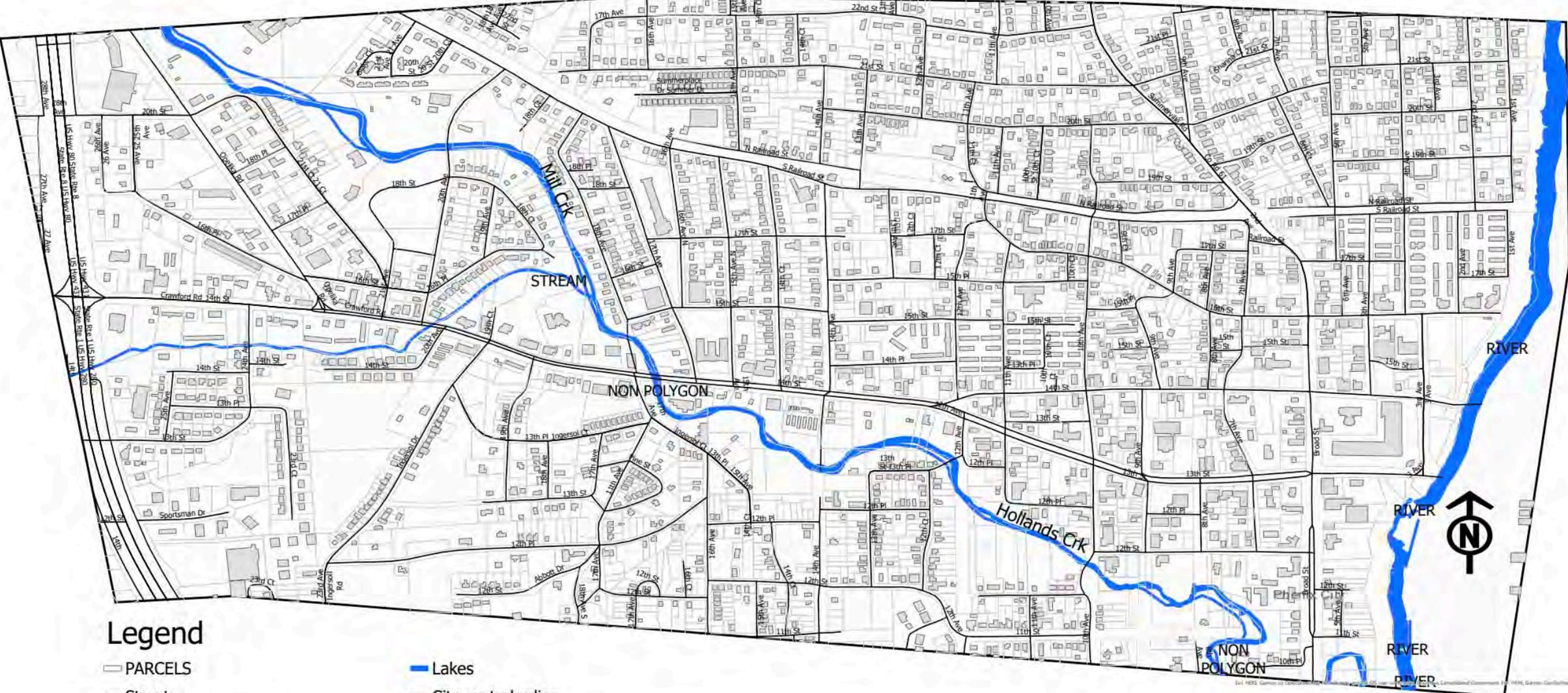


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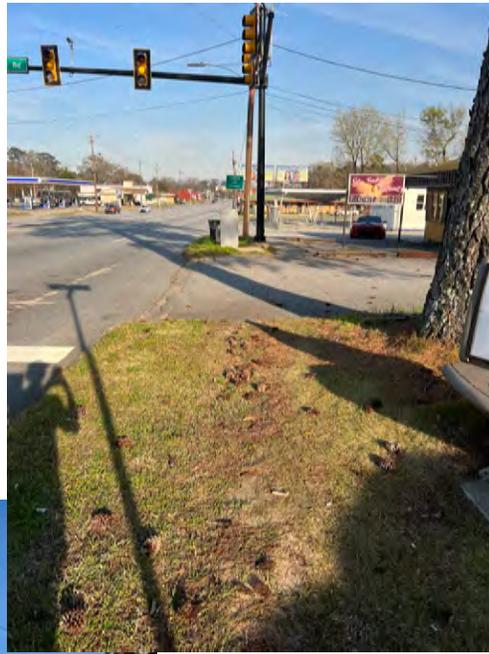
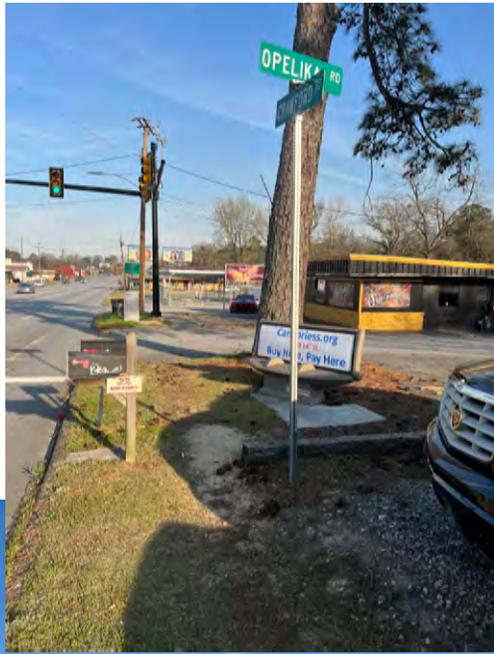


- Speed limit is 35 mph
- 4 lanes of traffic
- No sidewalks, but man-made paths
- No crosswalks or bike lanes
- Pedestrian conflict points at the continuous driveways
- Poor curb conditions
- Land use is commercial with a hair salon, barbershop, and car dealership
- No roadway signage

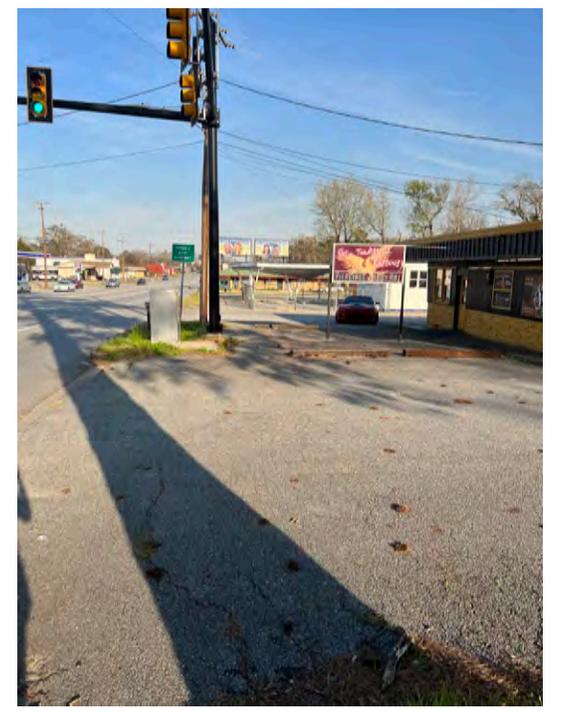
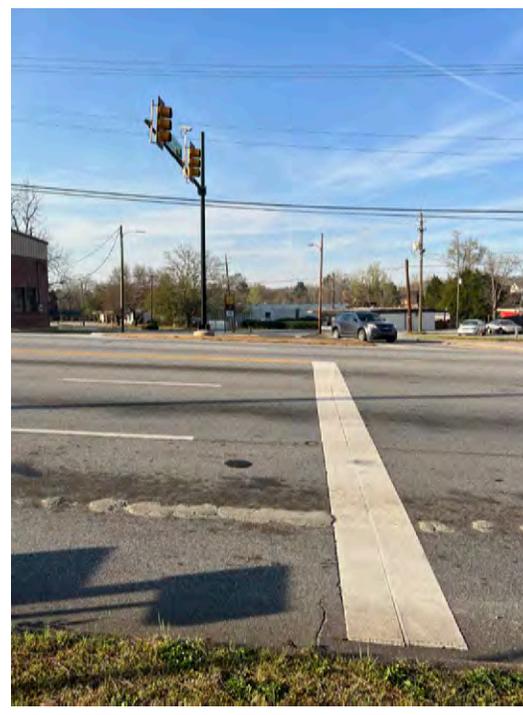


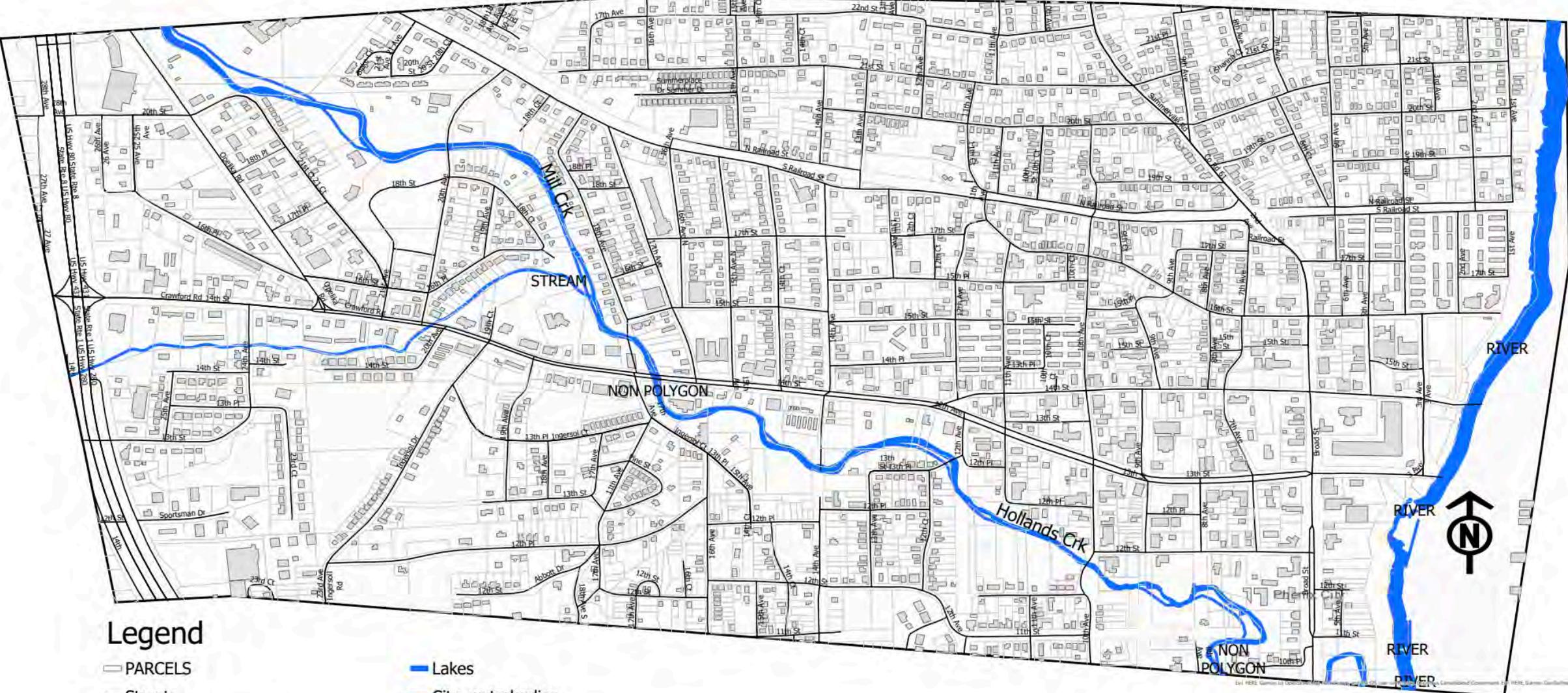
### Legend

-  PARCELS
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- Speed limit is 35 mph
- Road expands to 5 lanes at the intersection
- No sidewalks, crosswalks, or bike lanes
- Man-made paths with a bench
- No roadway signage, but signage for businesses
- Continuous driveway right at the intersection is main conflict point for pedestrians
- Land use is commercial





### Legend

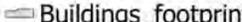
-  PARCELS
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- Speed limit is 35 mph
- 6 lanes of traffic with a right turn lane leading up to Opelika Road
- No sidewalks, crosswalks, or bike lanes
- Not possible to cross to 21<sup>st</sup> Ave safely
- Man-made paths
- Conflict points at the continuous driveways
- Land use is commercial



### Legend

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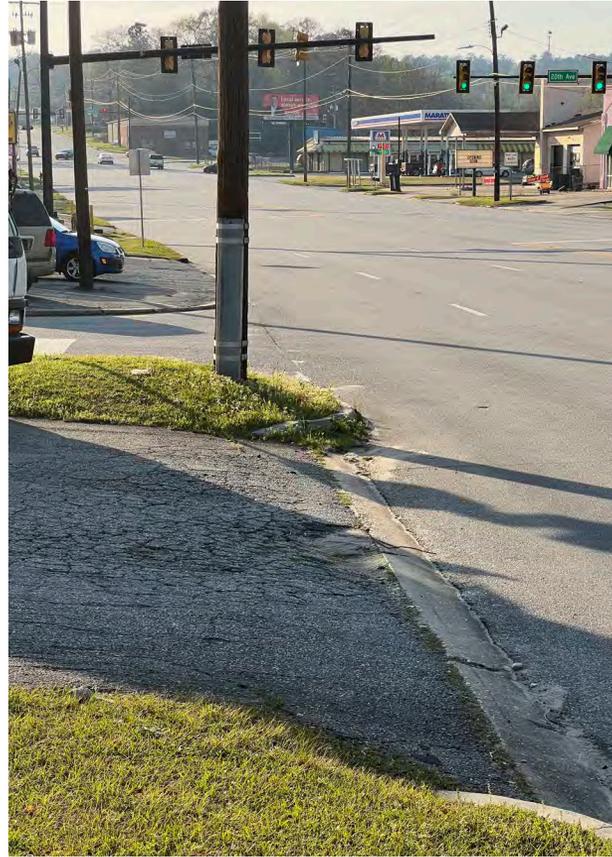
- Speed limit is 35 mph
- 6 lanes of traffic
- Some sidewalks, but in poor condition and disrupted by driveways (conflict points)
- No crosswalks or bike lanes
- Land use is commercial with signage for stores, a tax office, and a BBQ restaurant
- Several parking lots



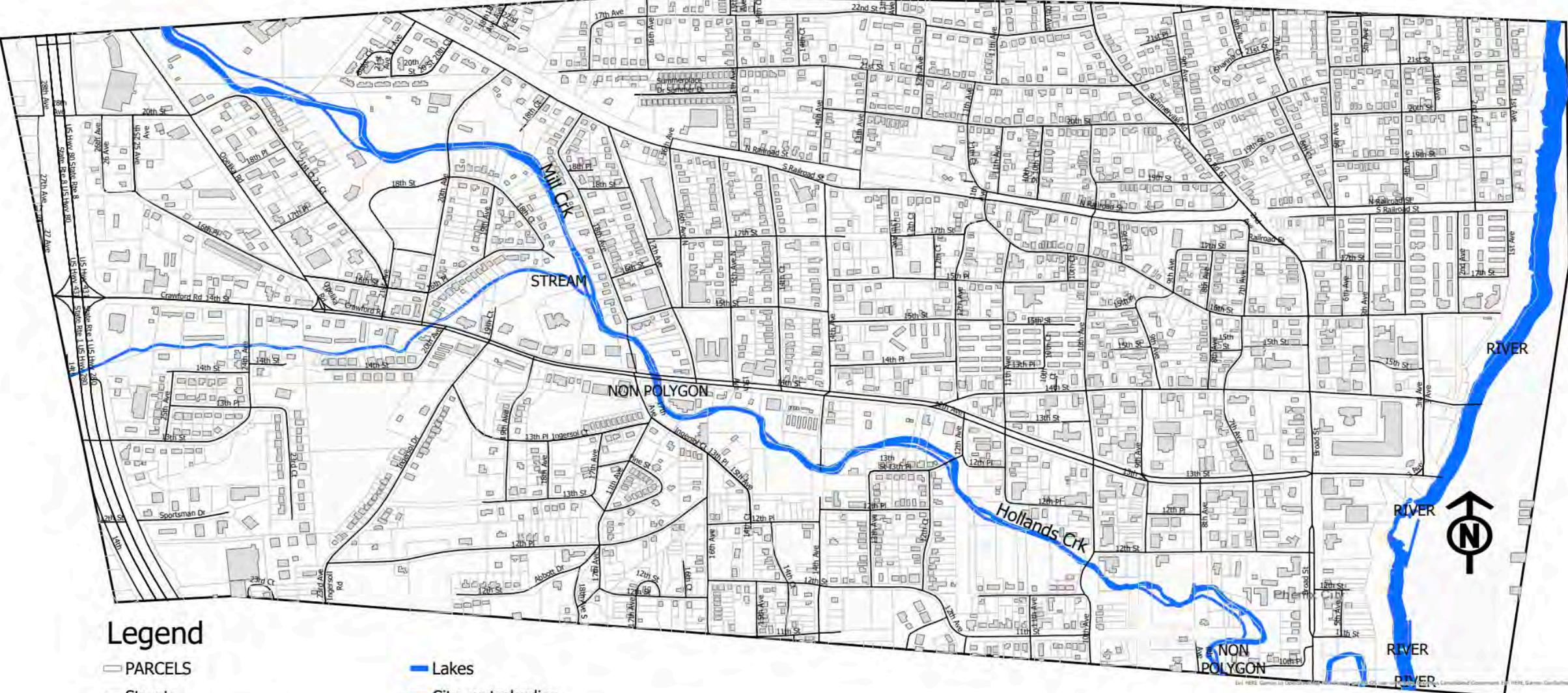


### Legend

- PARCELS
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- Speed limit changes to 30 mph
- 6 lanes of traffic
- No sidewalks, crosswalks, or bike lanes
- Conflict points at continuous driveways and 20<sup>th</sup> Ave
- Signage indicating a stoplight ahead
- Land use is commercial

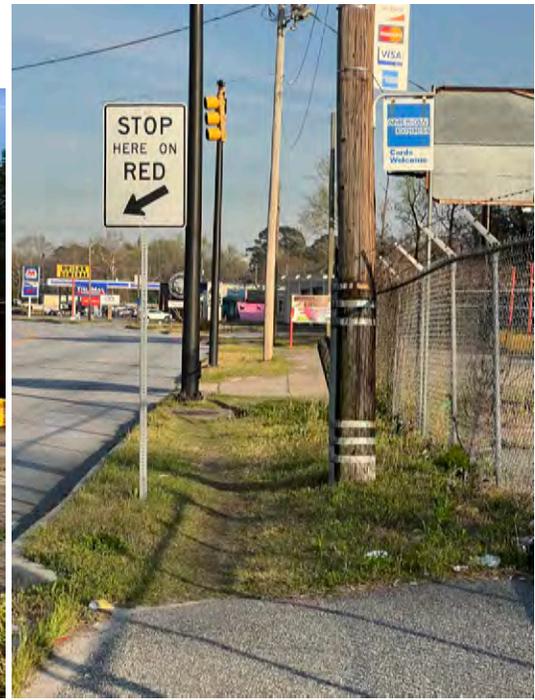
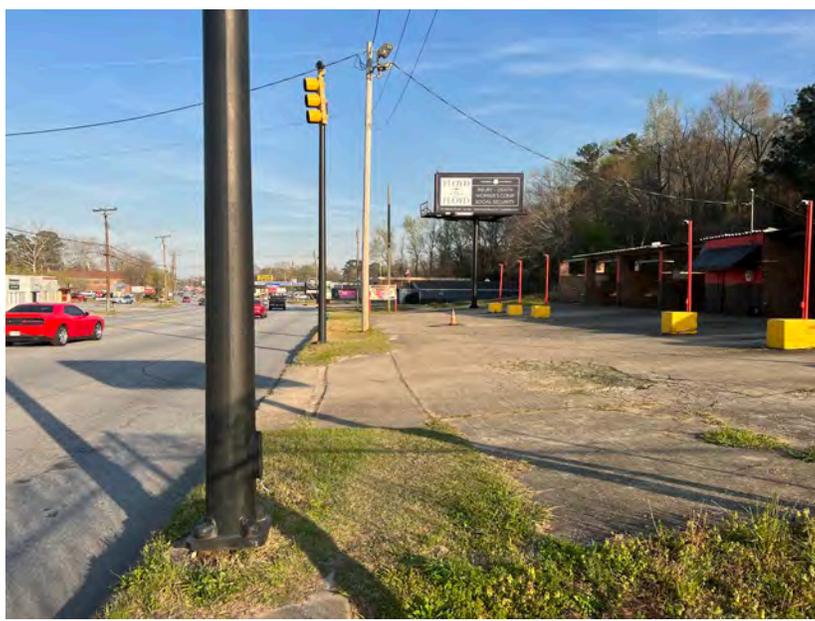
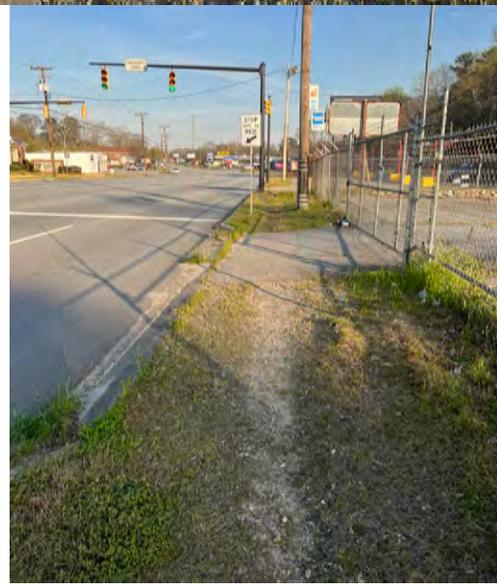


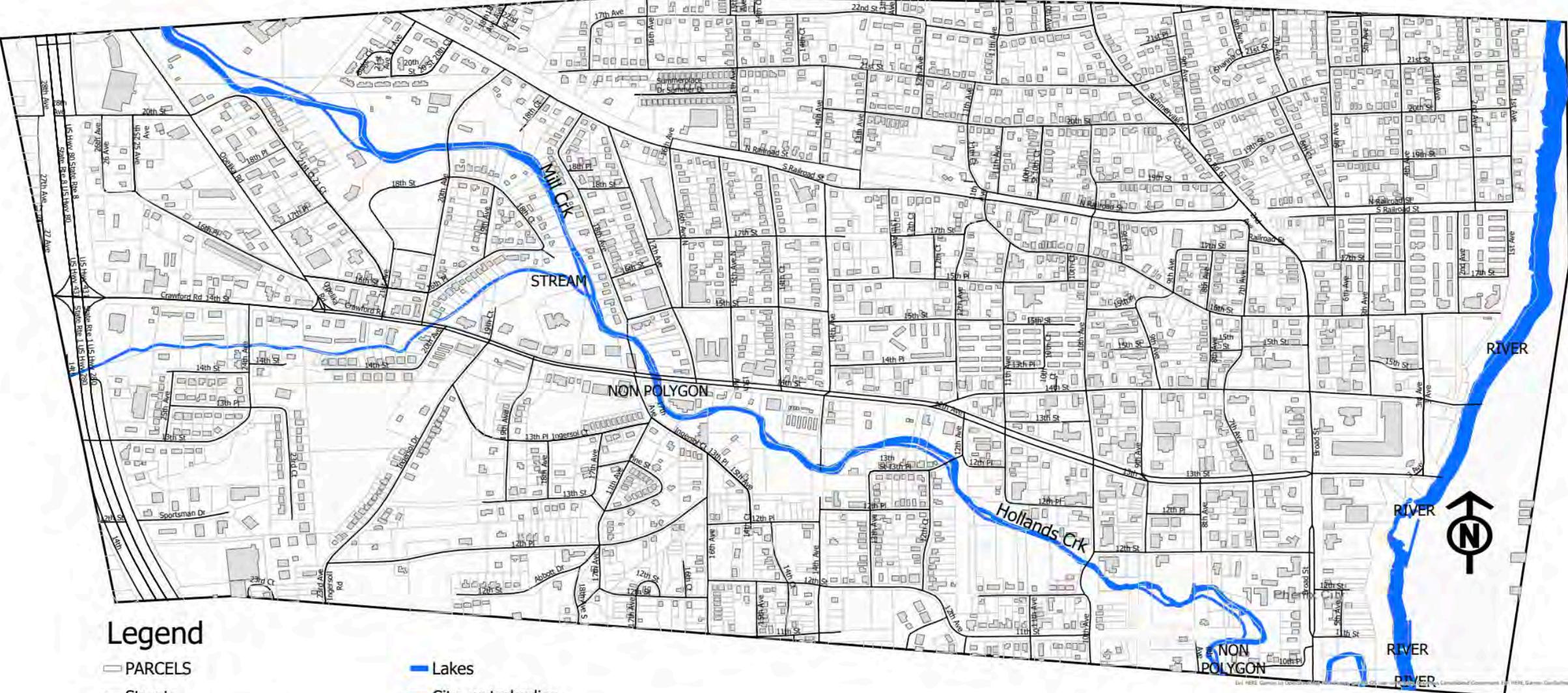
### Legend

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- Speed limit is 30 mph
- 6 lanes of traffic
- No sidewalks, crosswalks, or bike lanes
- Man-made paths
- Sandy area has many tire tracks going through it, which is huge conflict point for pedestrians
- Signage indicating where to stop for the light and for firetrucks
- Commercial land use with a vacant lot and a car wash

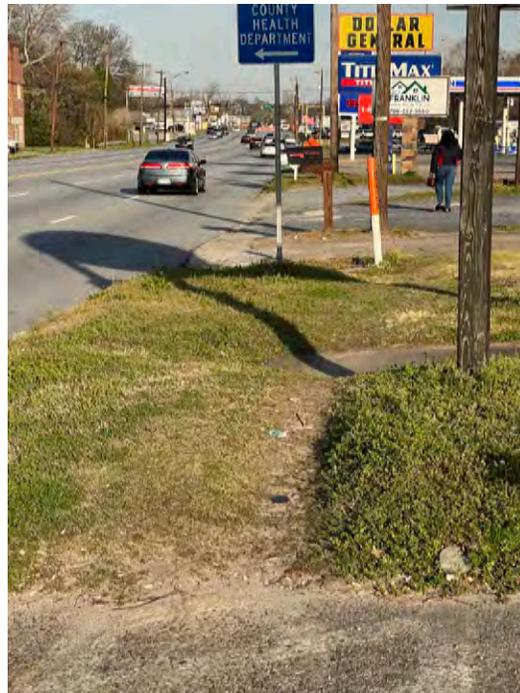
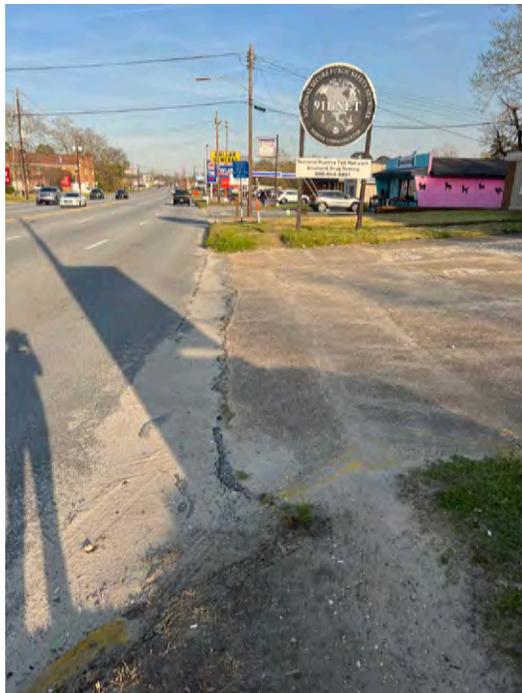
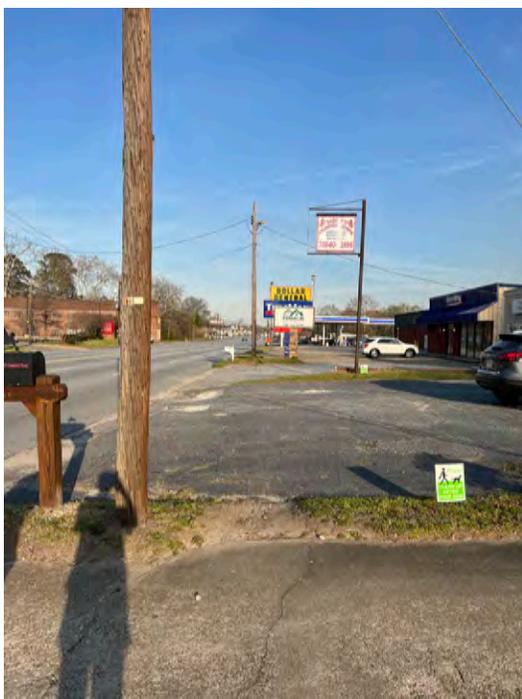




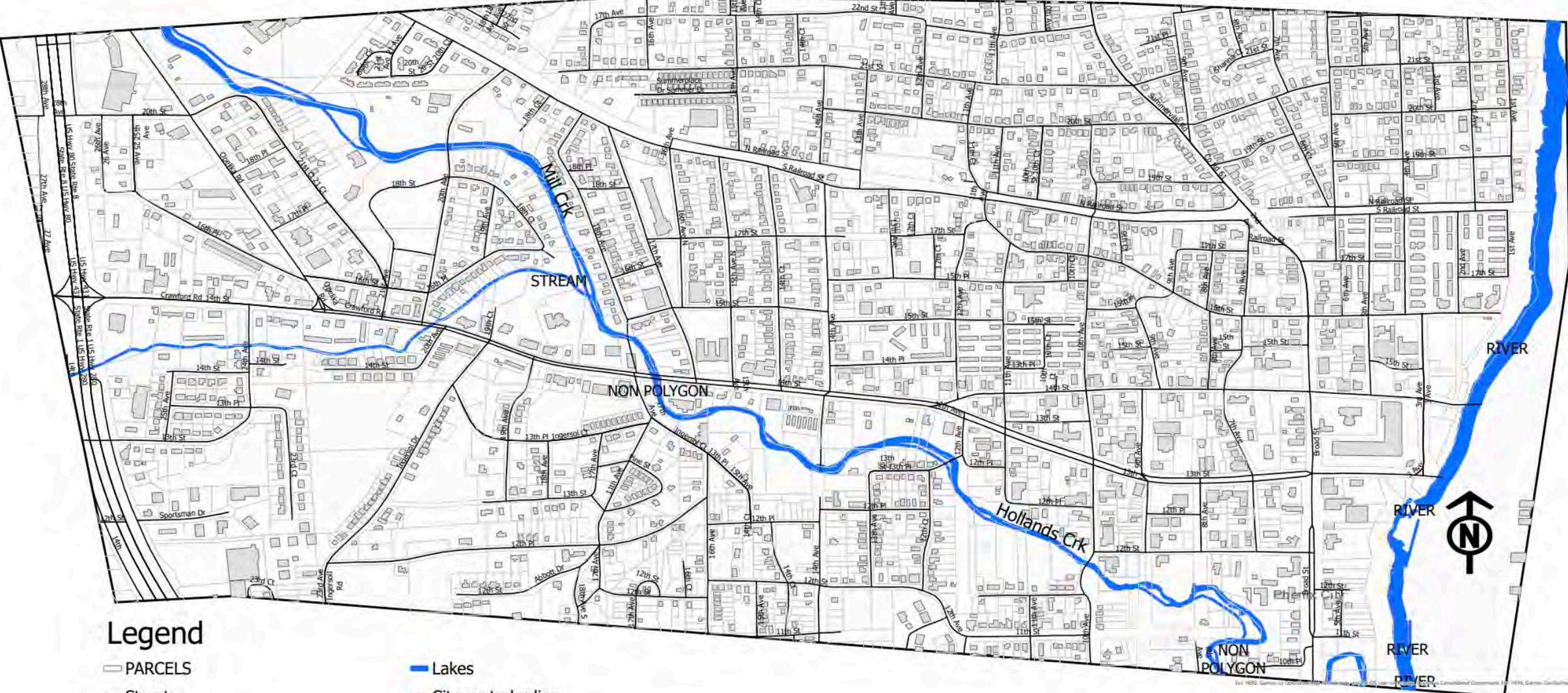
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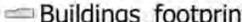
0 0.2 0.4 0.8 Kilometers



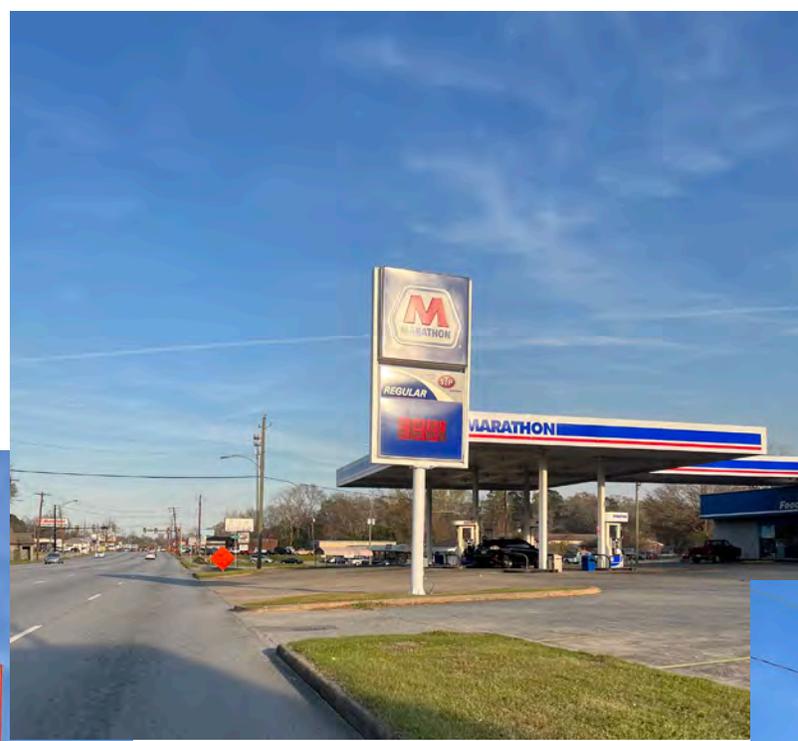
- Speed limit is 30 mph
- 6 lanes of traffic
- No sidewalks, crosswalks, or bike lanes
- Man-made paths with many conflict points at the driveways
- Continuous driveways that are substantial distances for pedestrians to cross
- Poor curb conditions
- Signage for businesses and County Health Department
- Land use is commercial

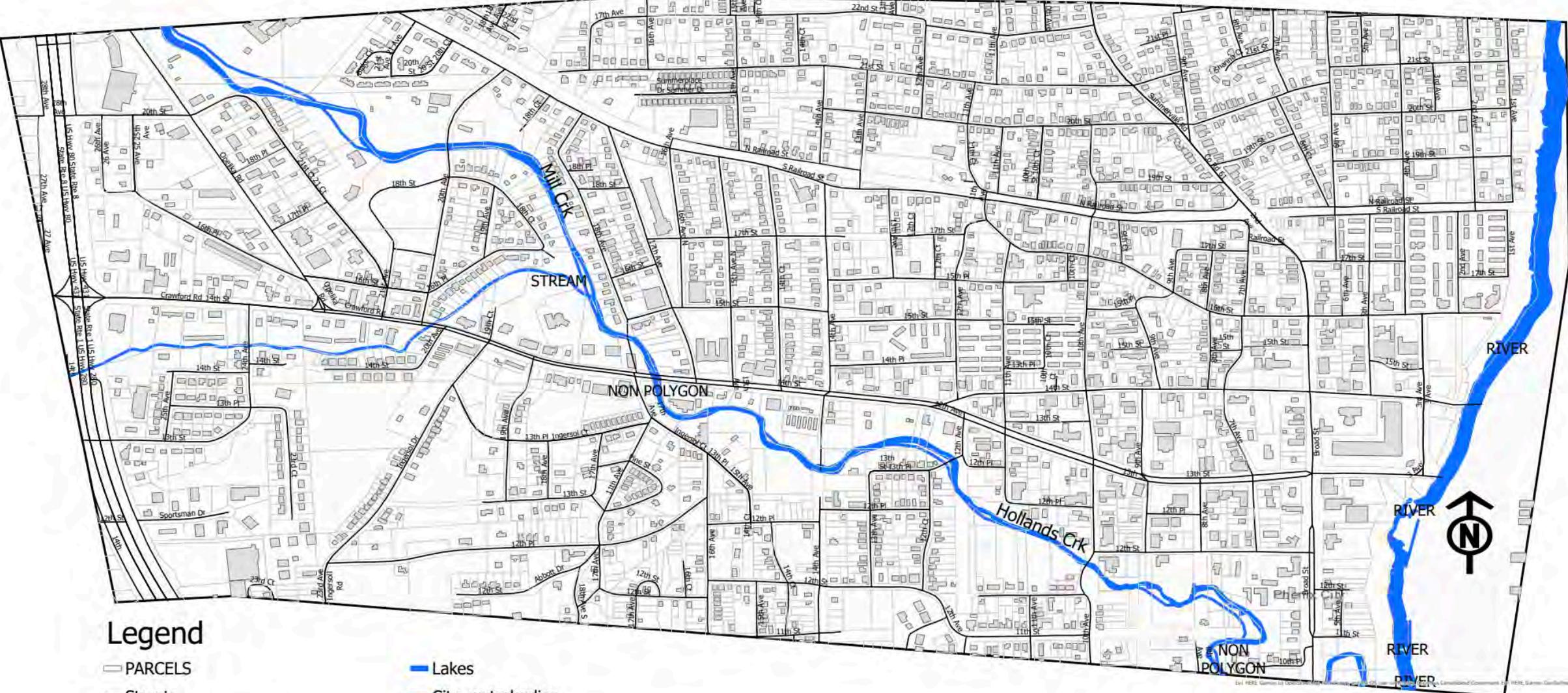


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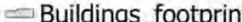
-  PARCELS
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- Speed limit is 30 mph
- 6 lanes of traffic
- No sidewalks, crosswalks, or bike lanes
- Long, continuous driveways / parking lots are the main conflict points
- Signage indicating an upcoming lane closure

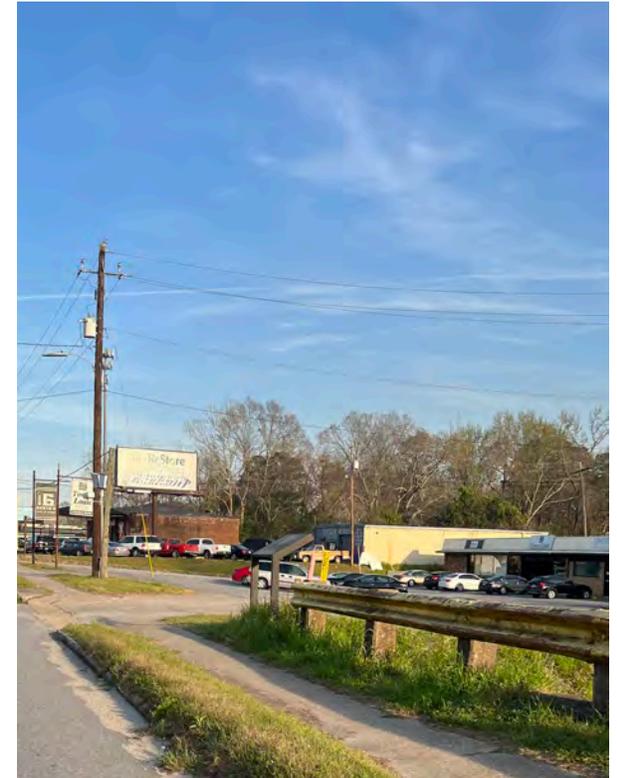
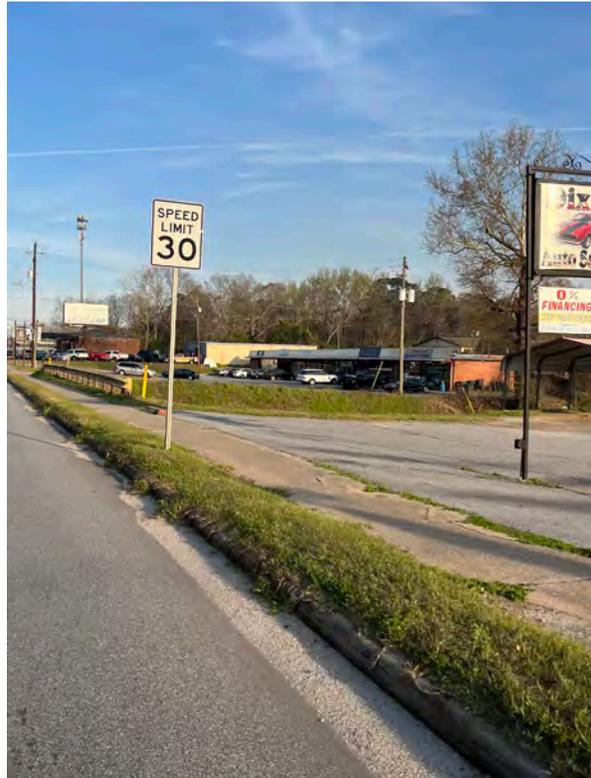


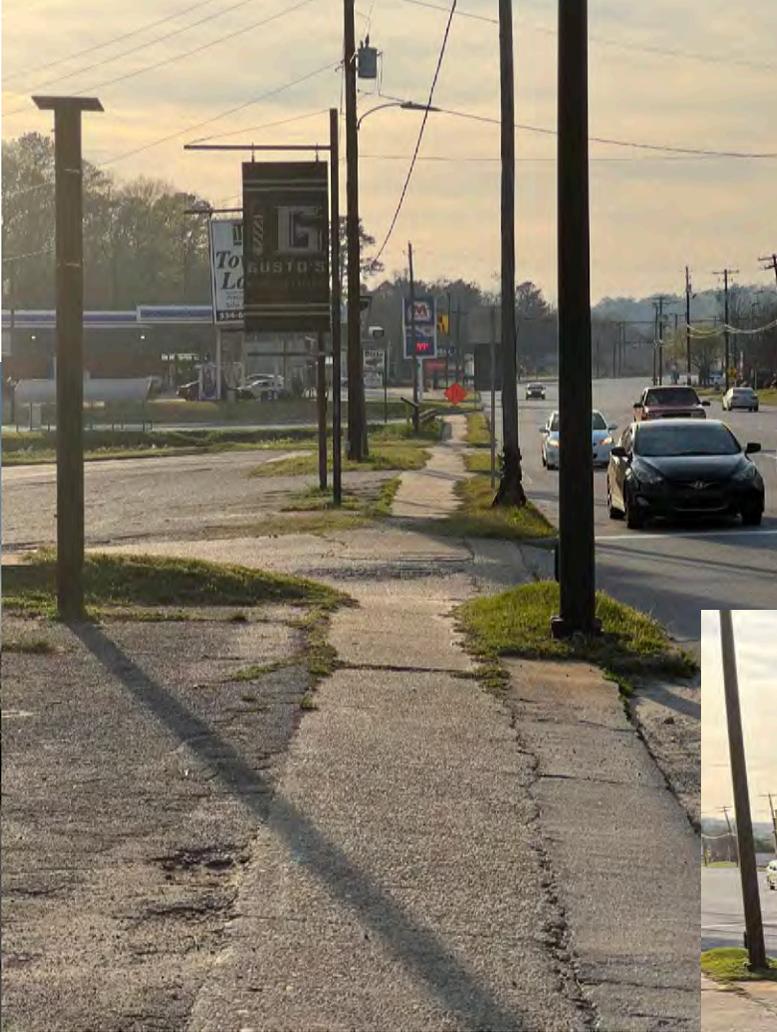


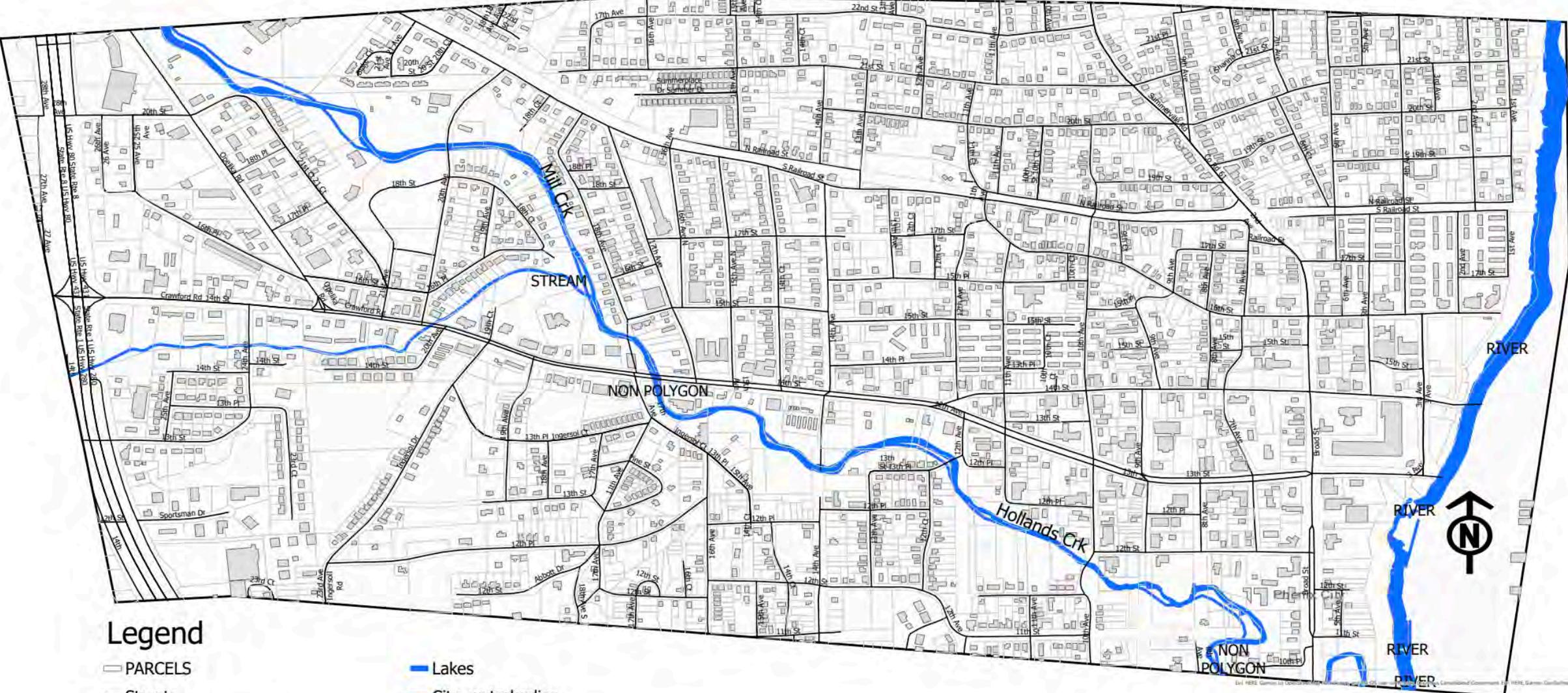
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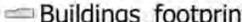
- Speed limit is 30 mph
- Sidewalks on both sides of the road, but not much of a buffer between the road and pedestrians
- Sidewalks are continuous, but no indication of pedestrians for drivers
- Commercial land use with parking lots

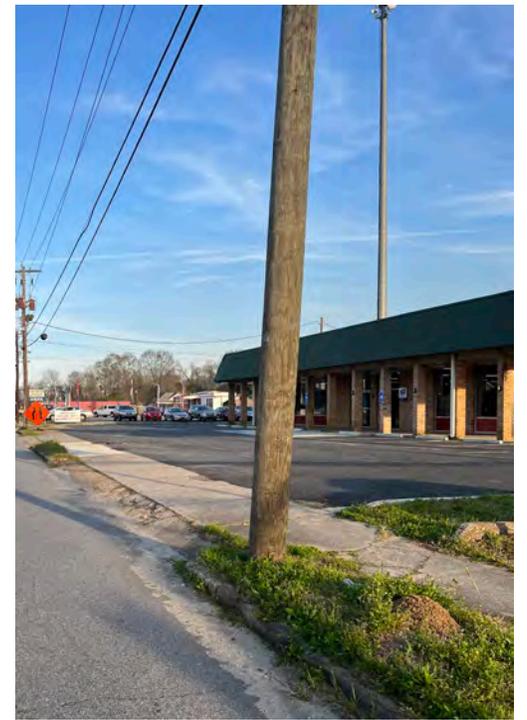
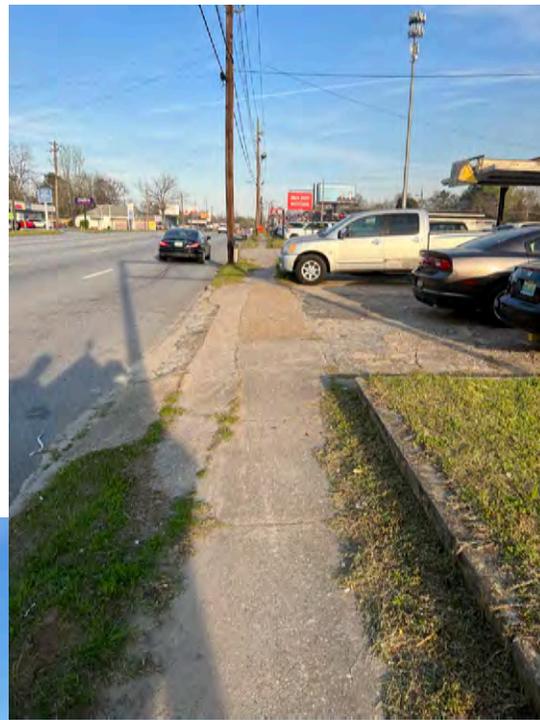
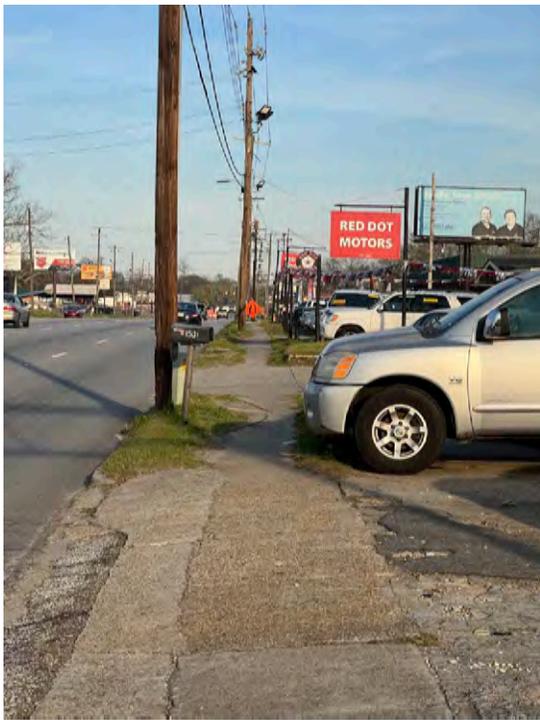




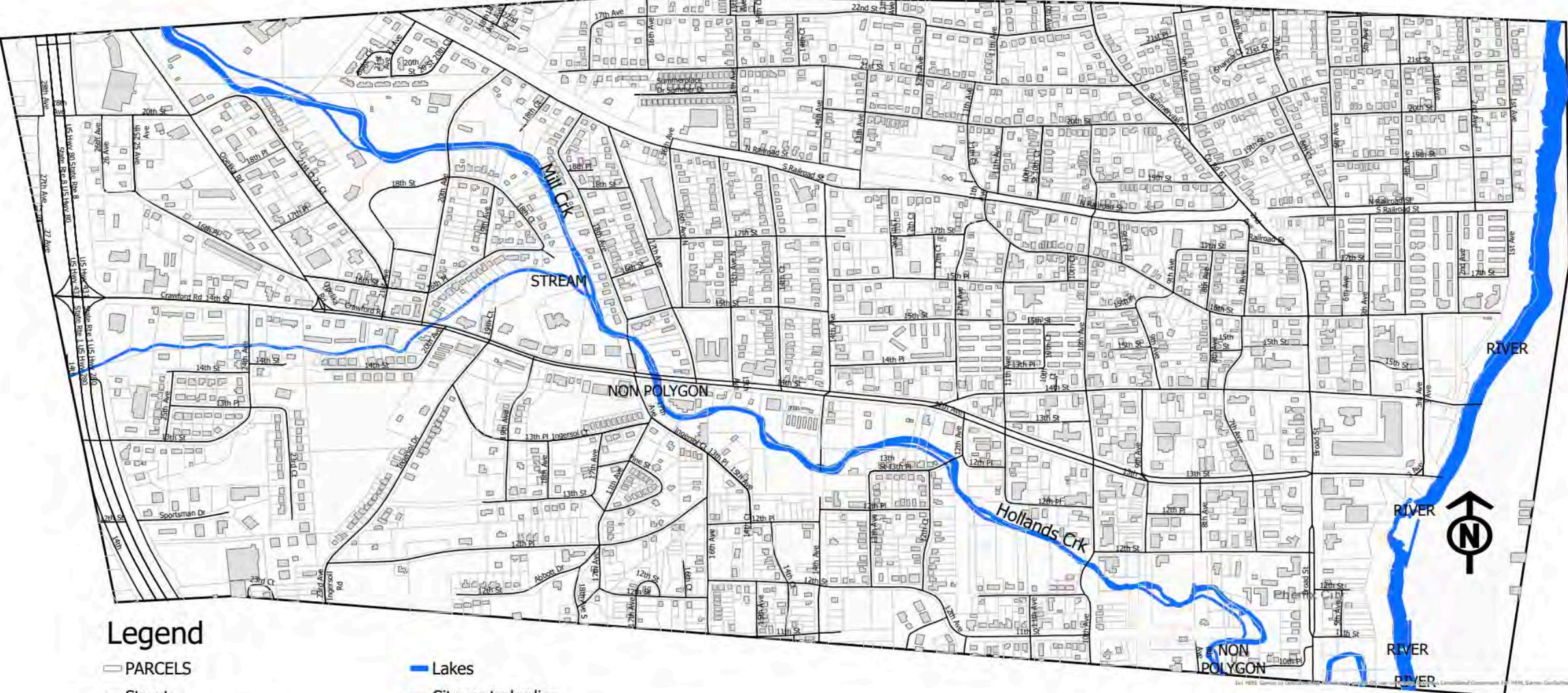


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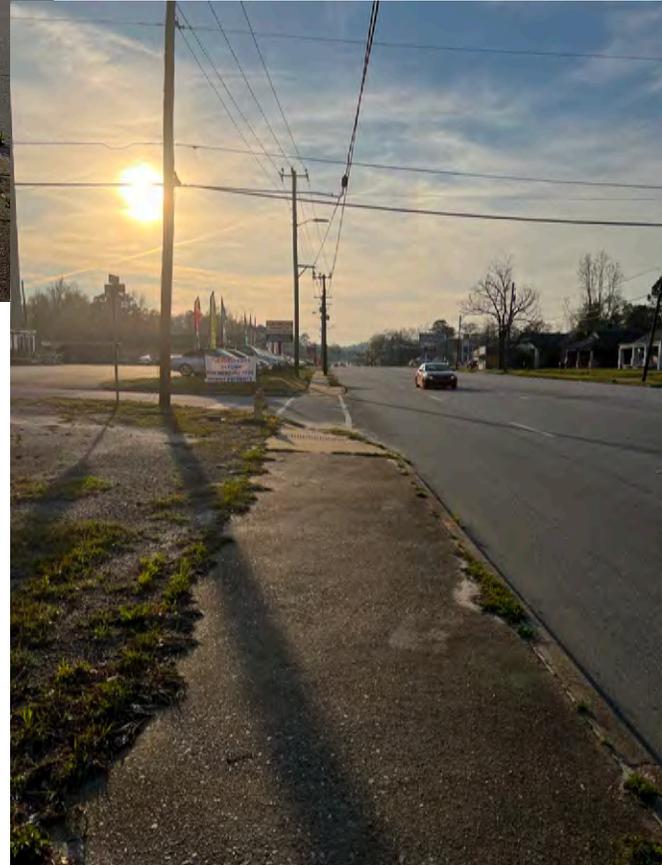
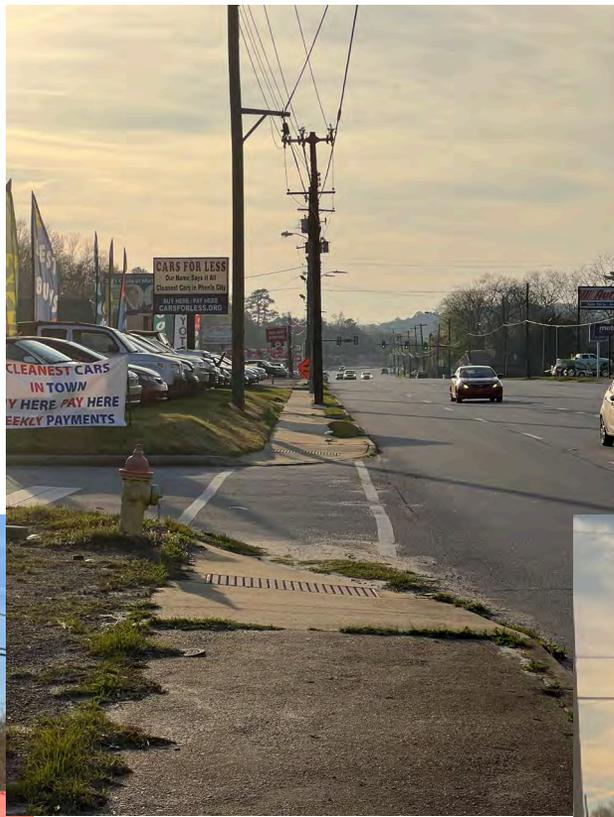


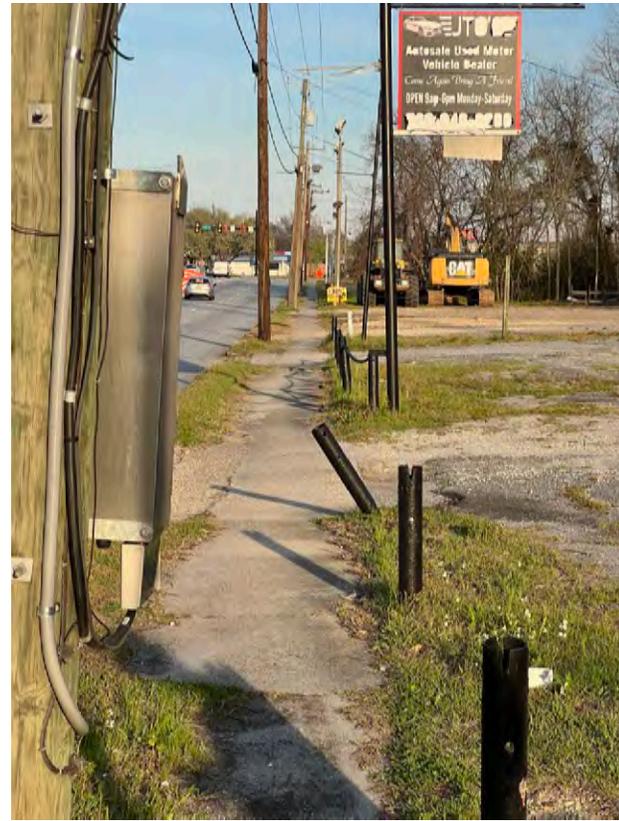
- Speed limit is 30 mph
- No crosswalks or bike lanes
- Sidewalks, but in somewhat poor condition
- Continuous sidewalks in some spots and continuous driveways in others
- Commercial land use and a car dealership
- Poor curb conditions
- Sidewalks are close to the road
- No roadway signage, but signs for businesses

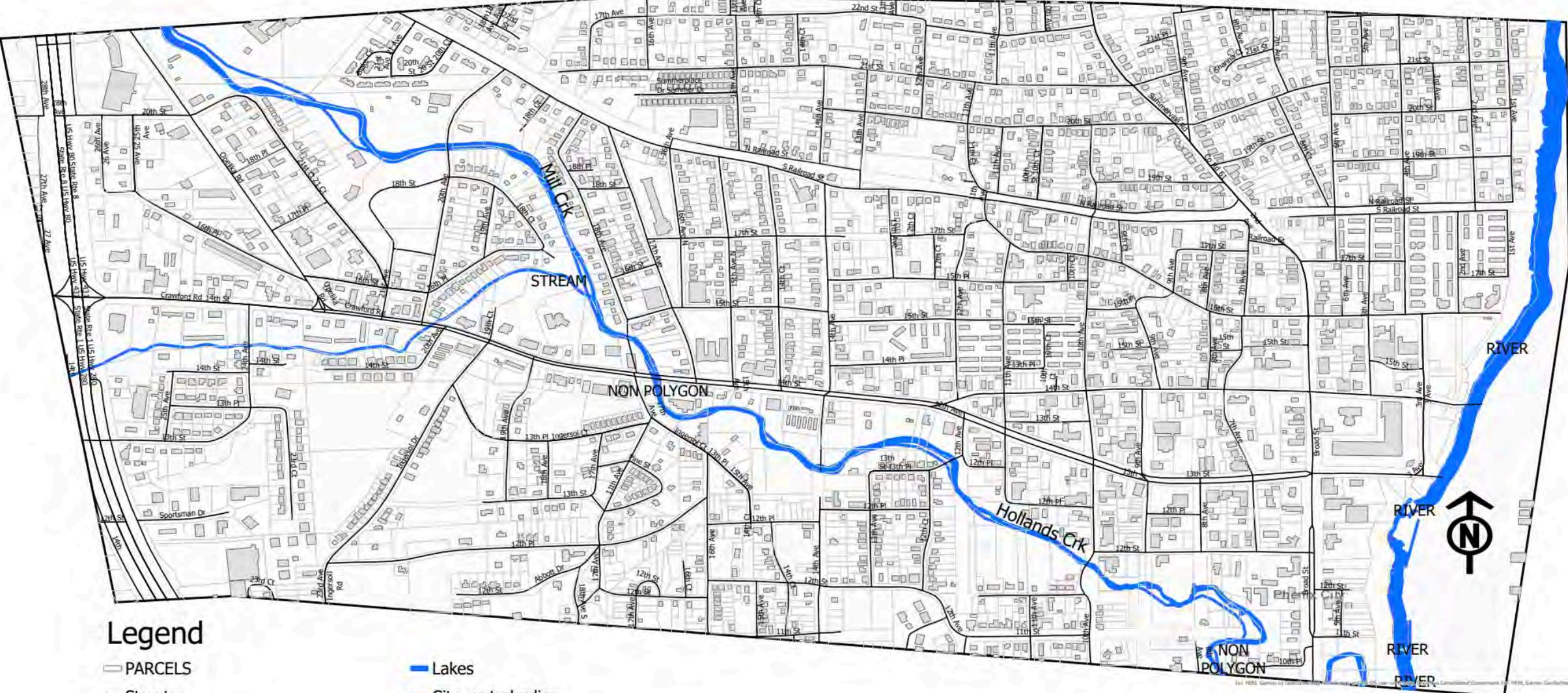


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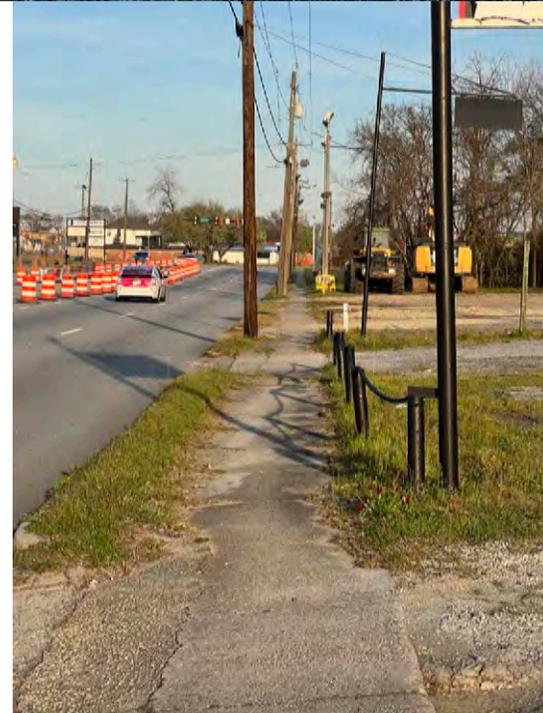
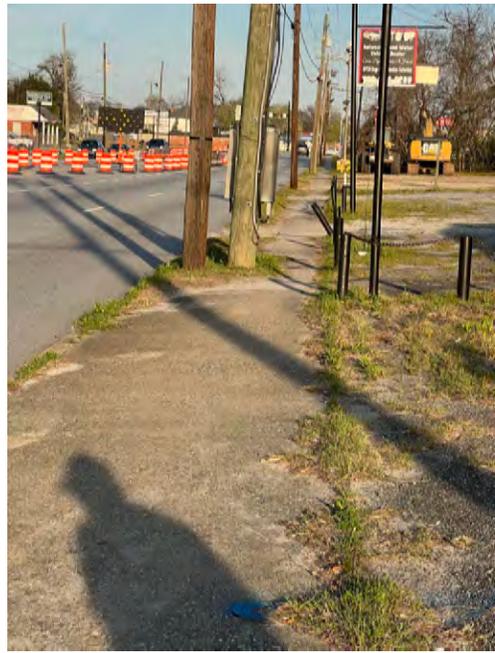
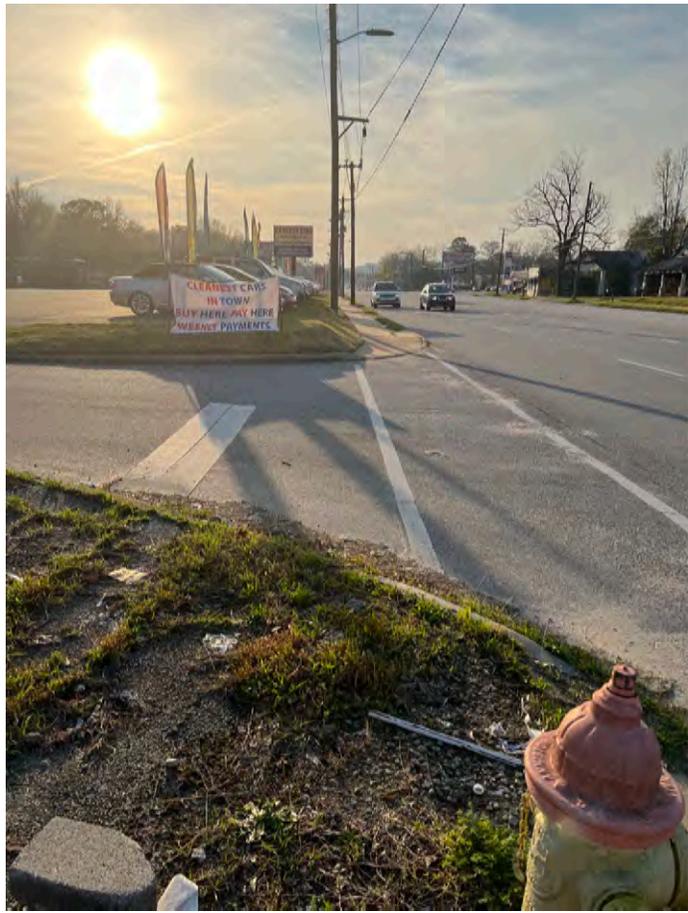


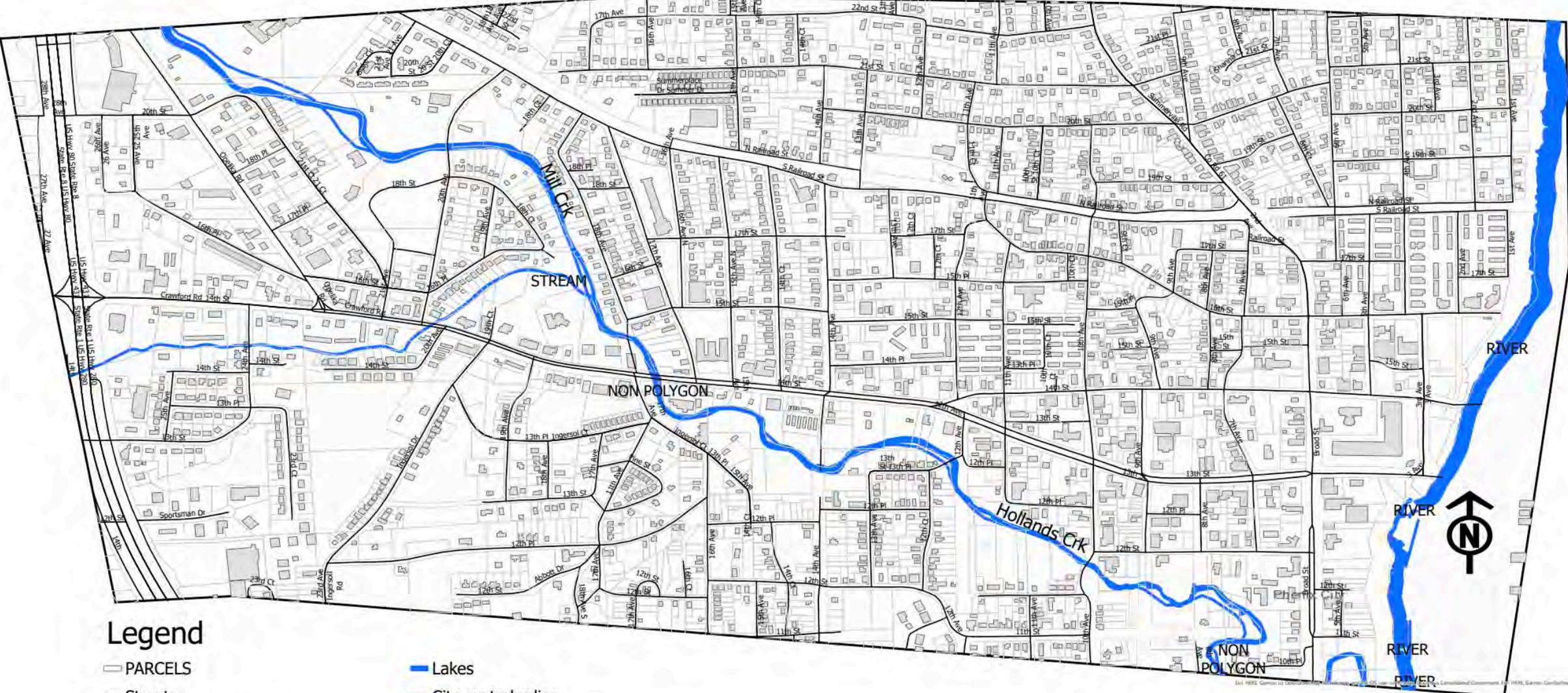




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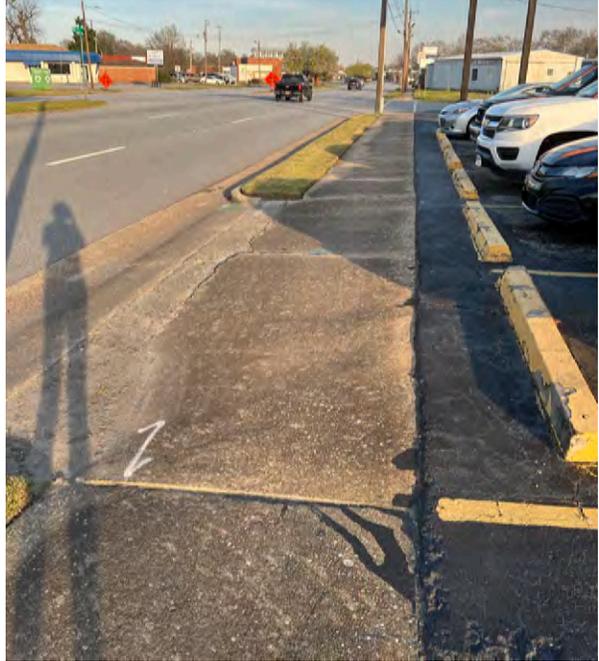
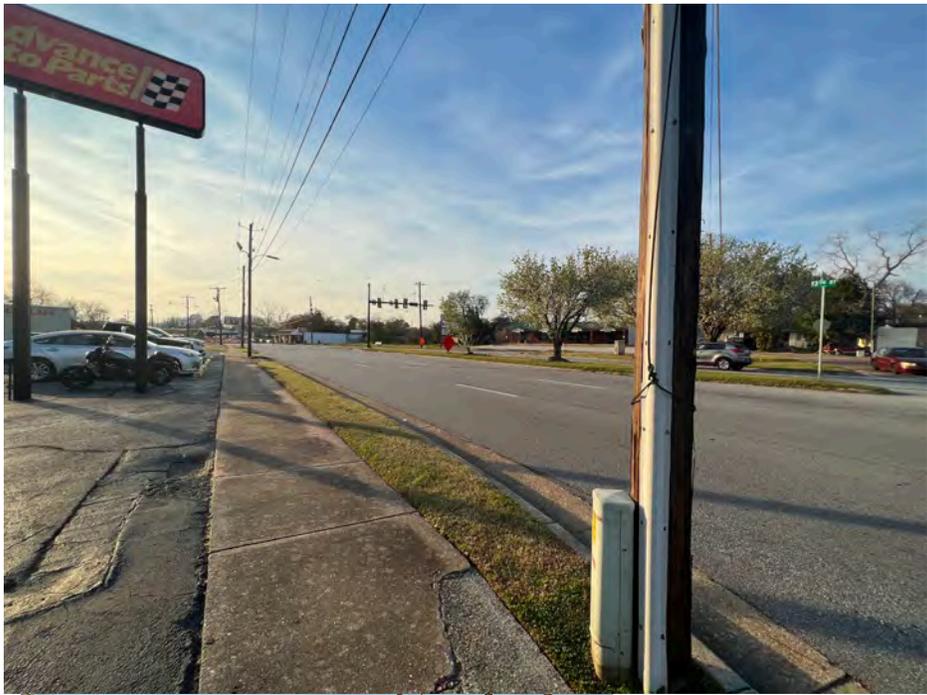


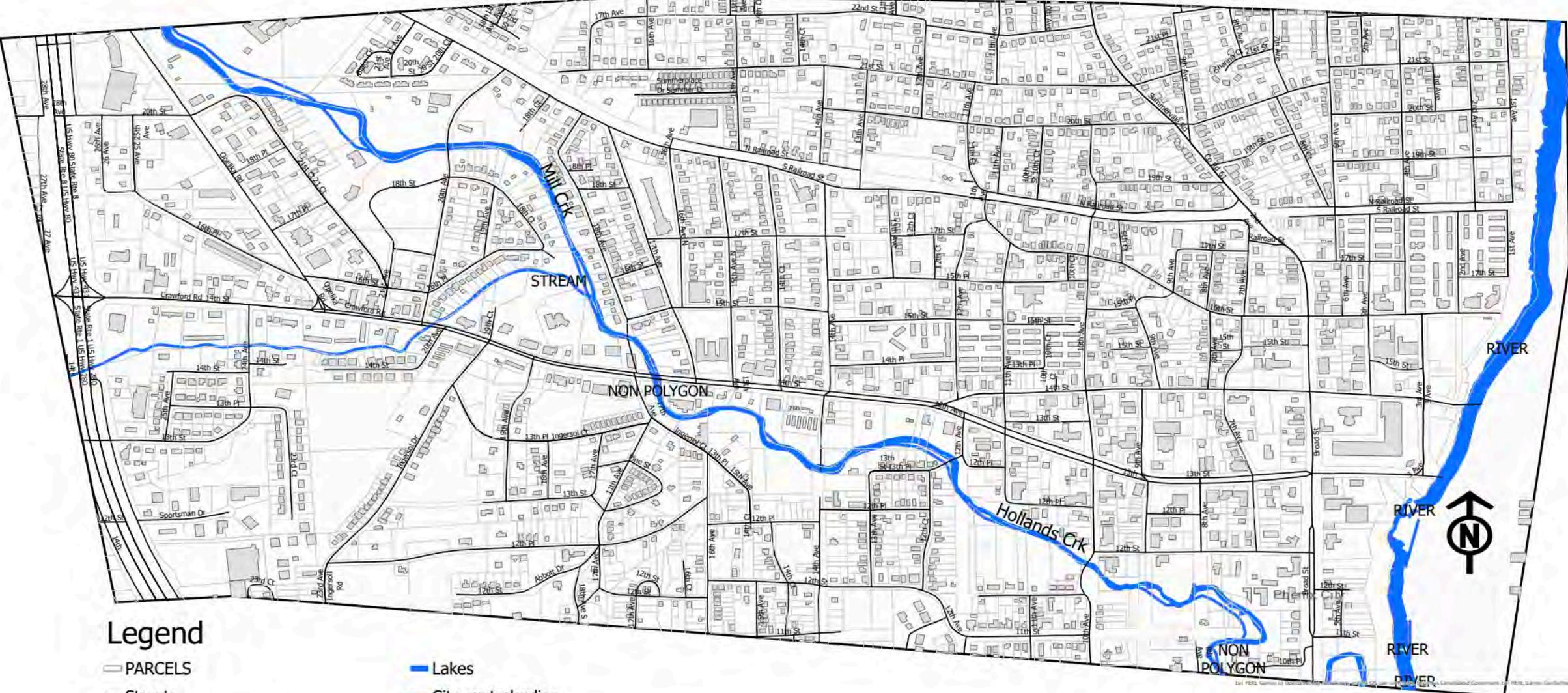


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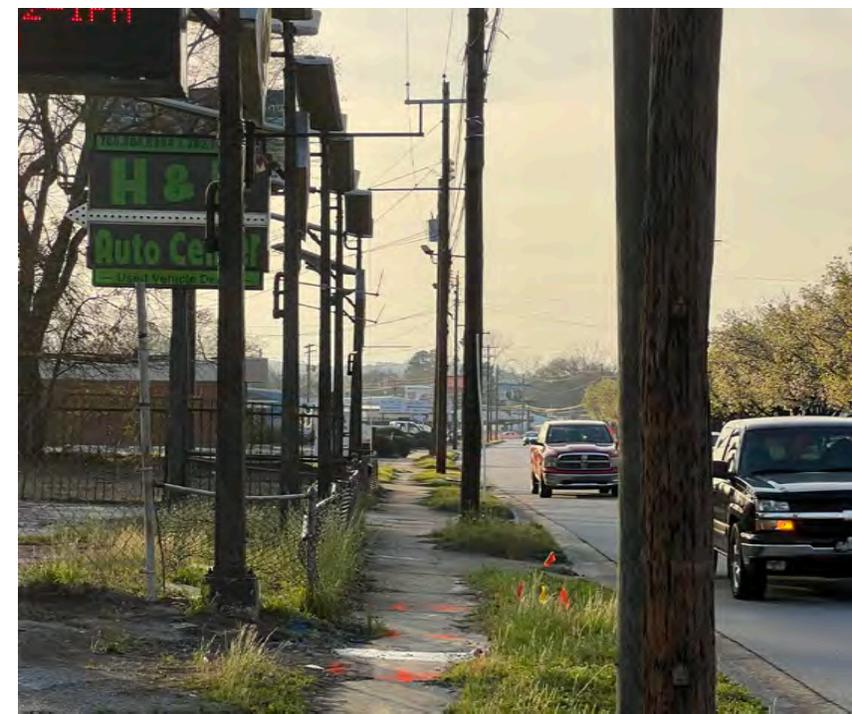


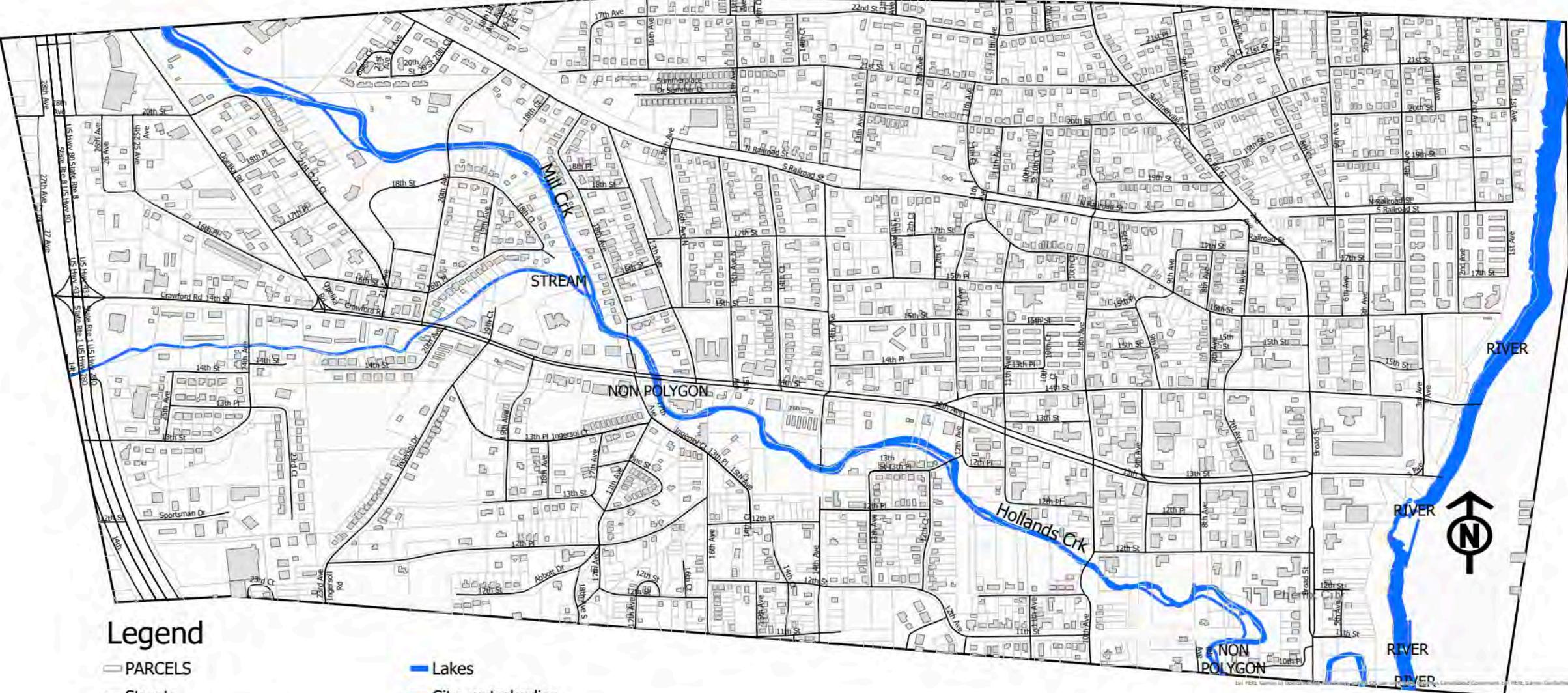




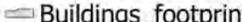
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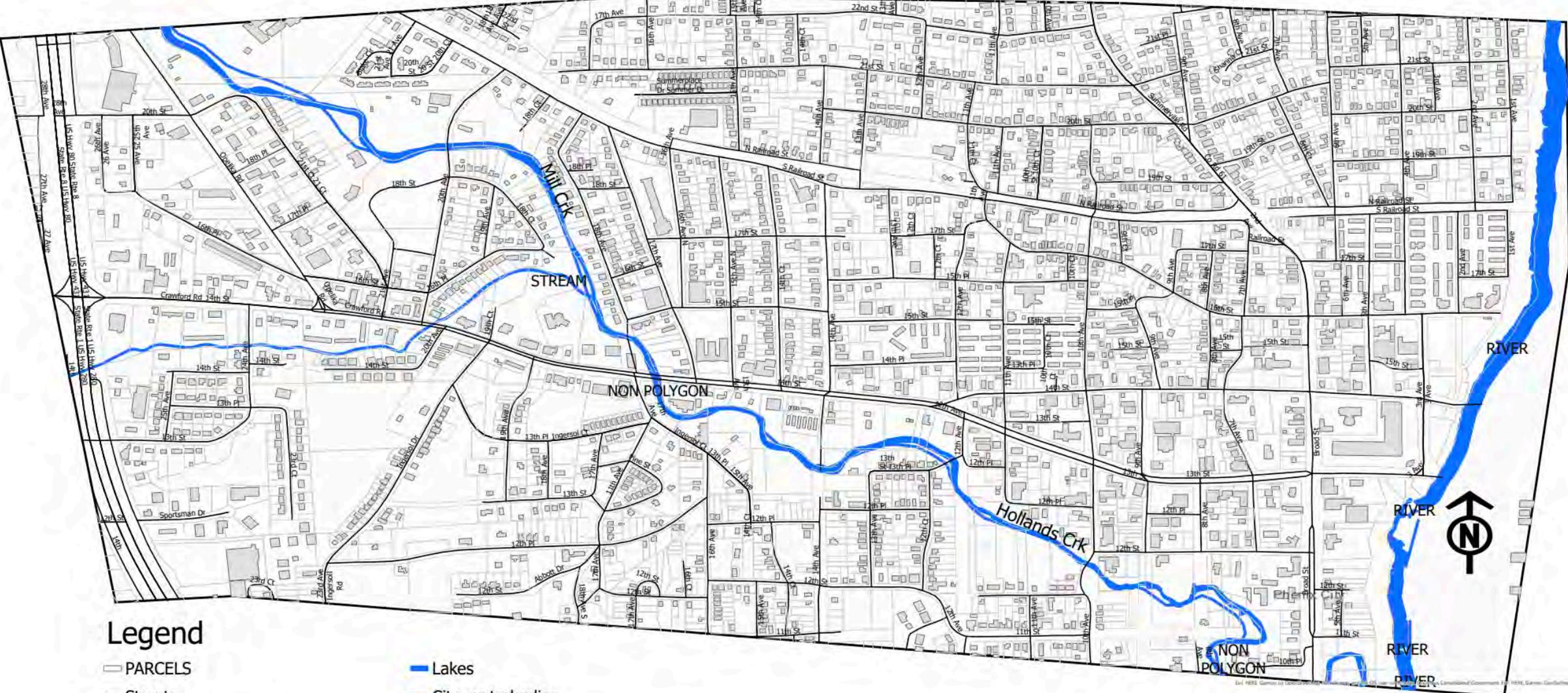




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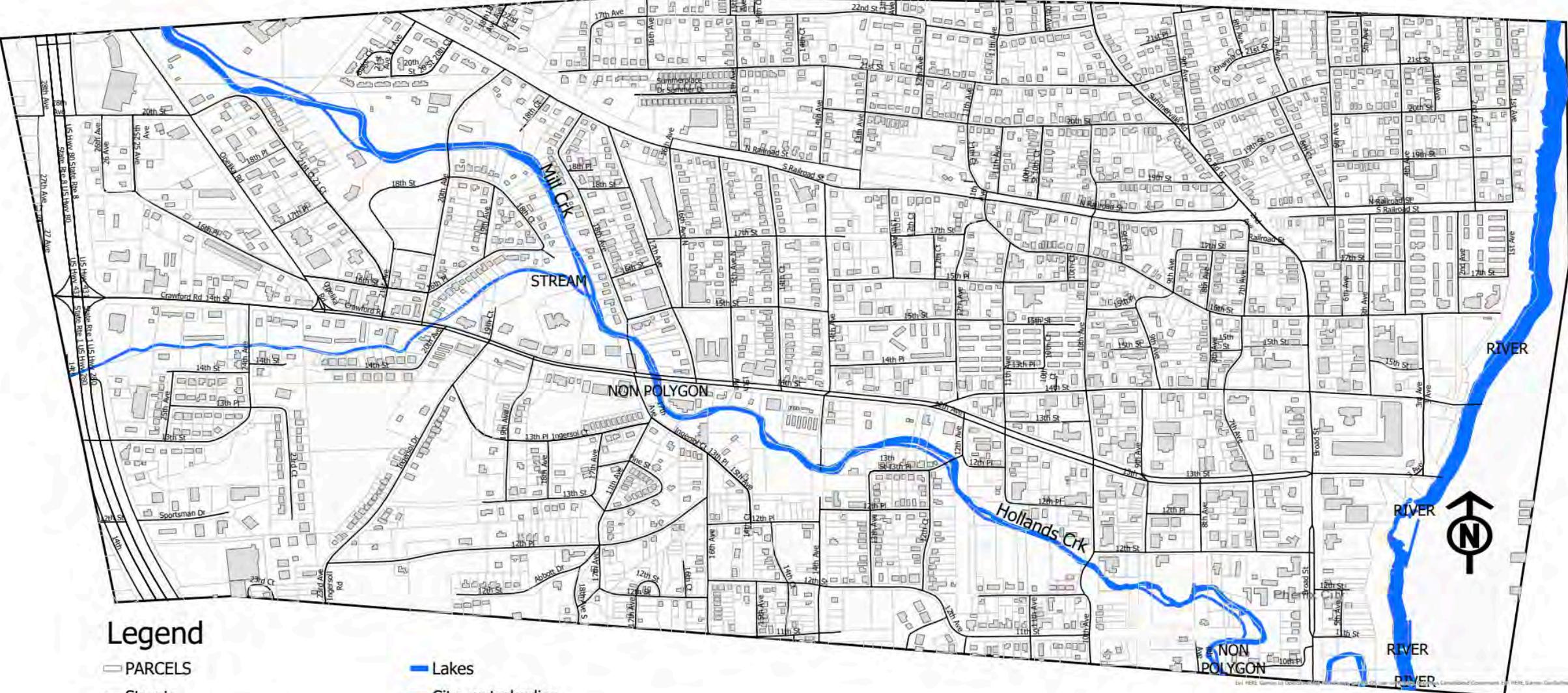




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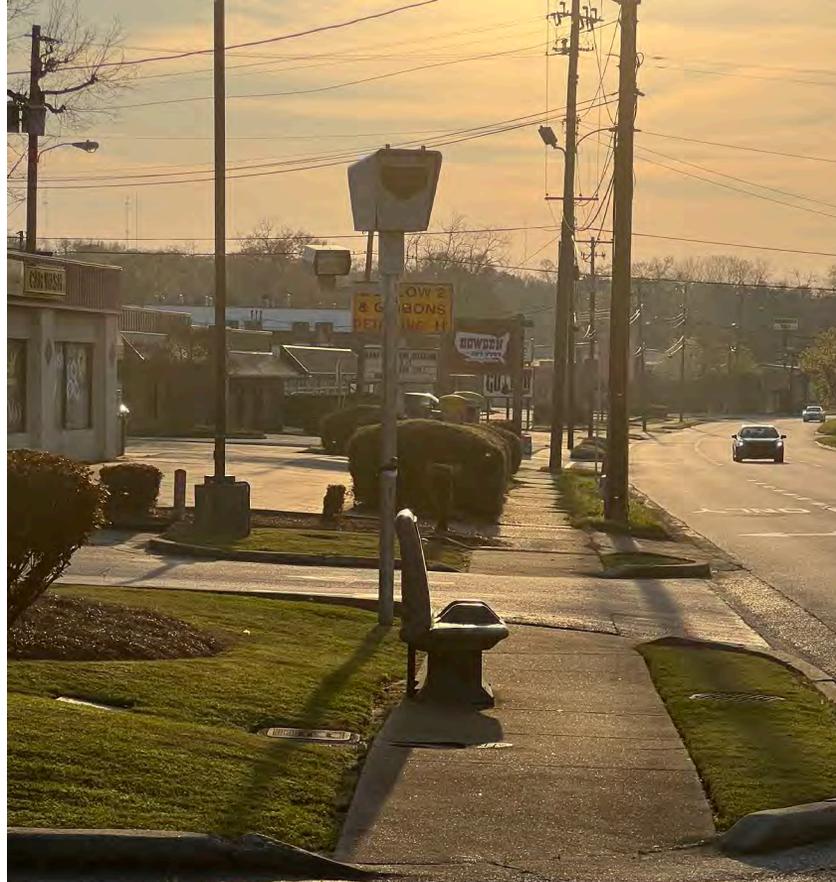
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- City\_waterbodies
- Project\_area\_boundary

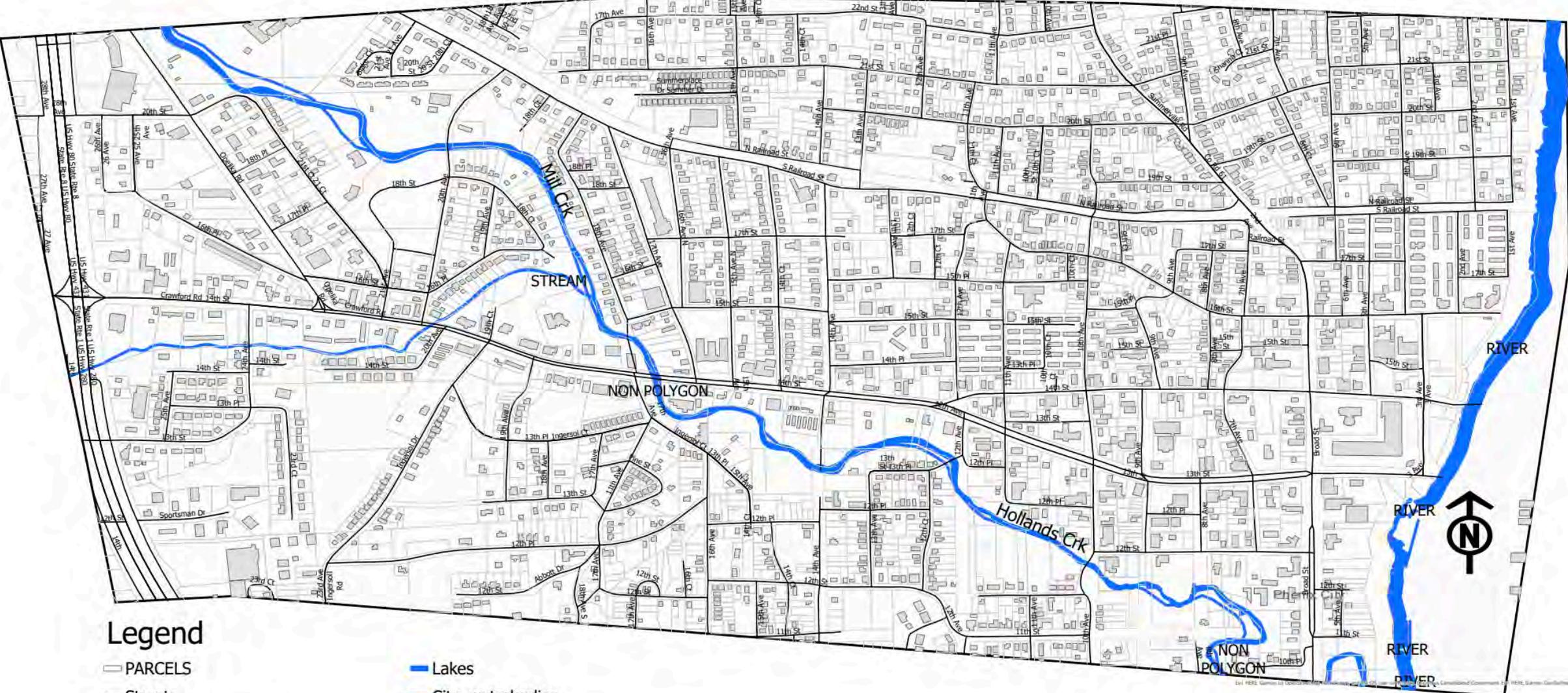




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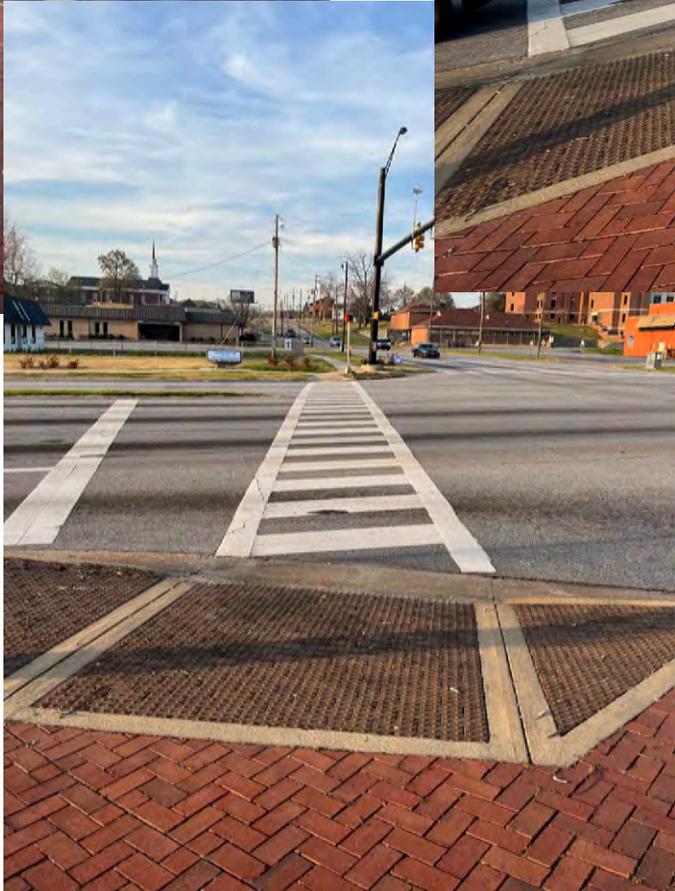
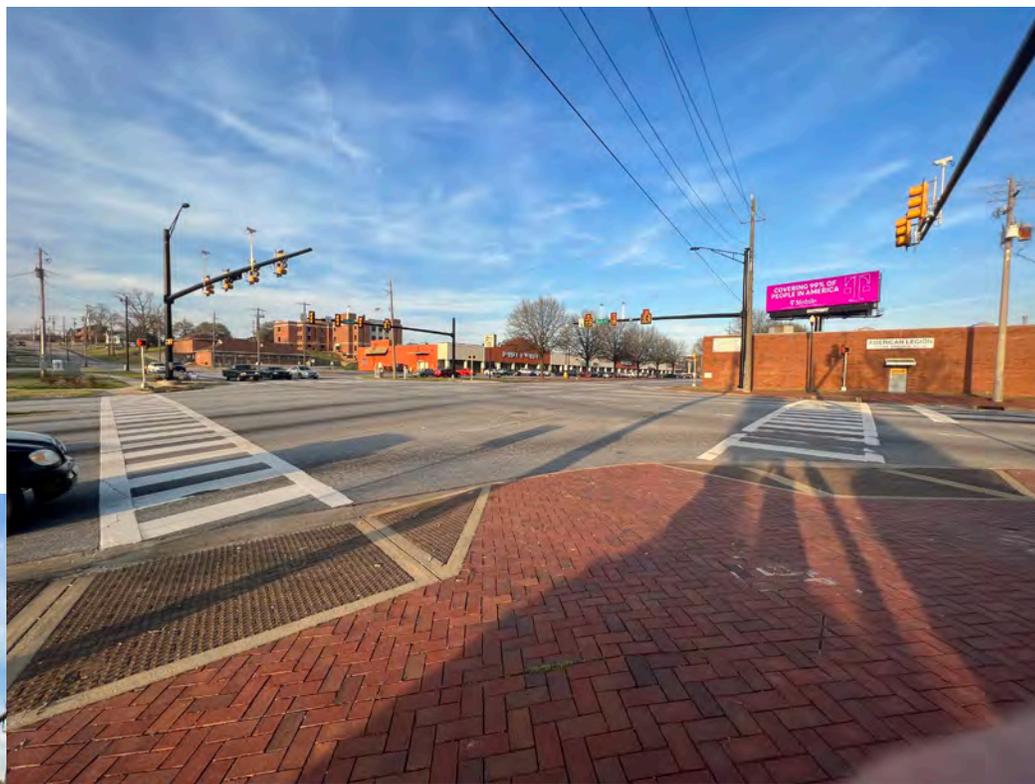
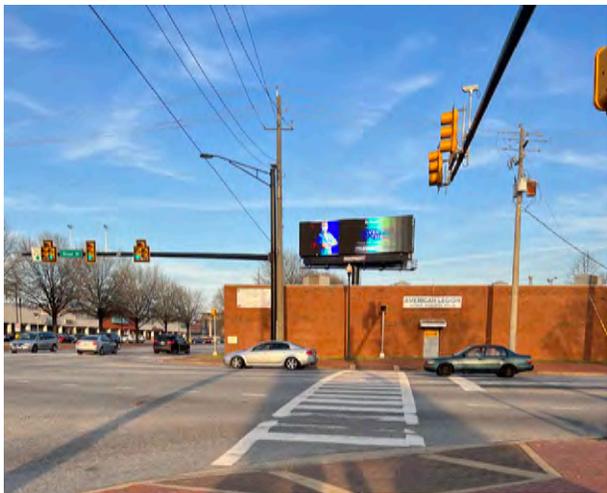
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- Buildings\_footprint
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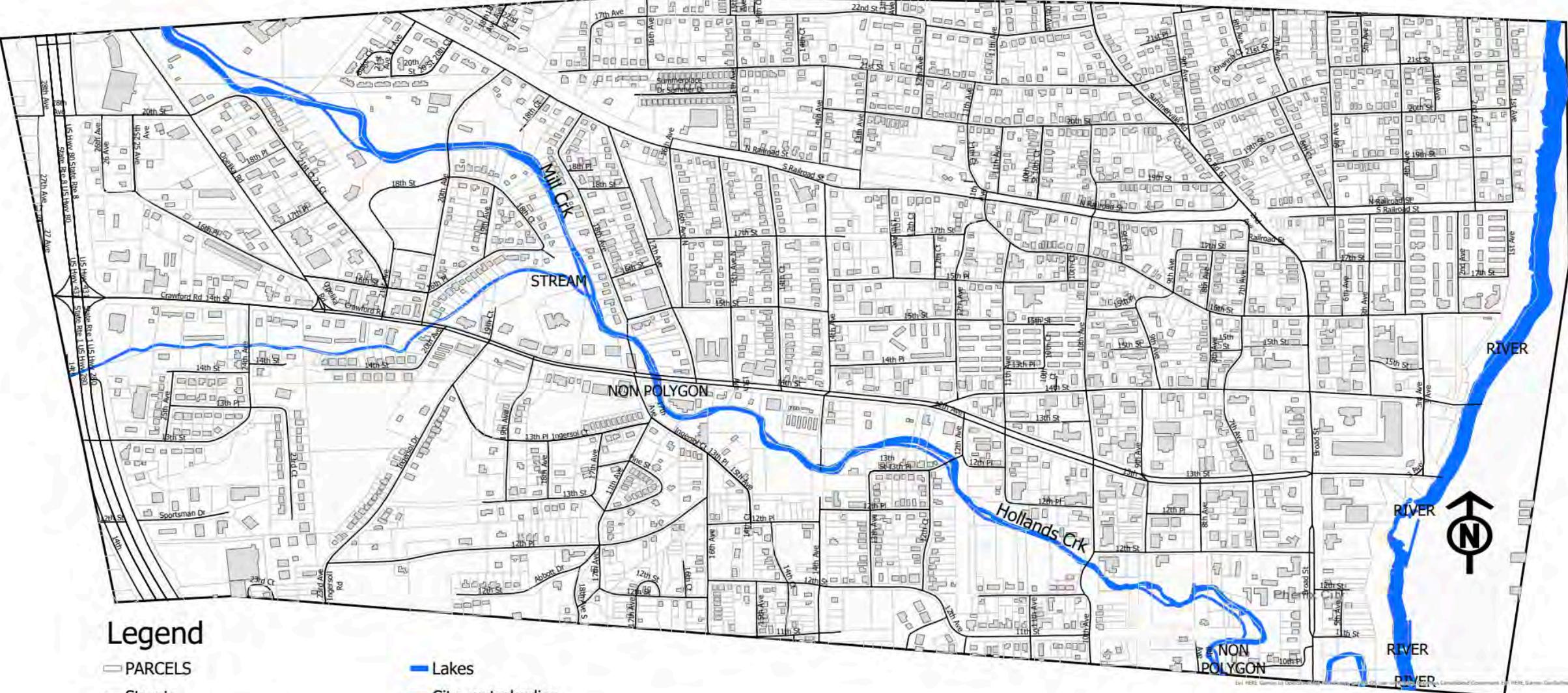




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-  Project\_area\_boundary





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-  Lakes
-  City\_waterbodies
-  Project\_area\_boundary





**PHENIX CITY**

*Alabama*

13TH/14TH STREET CORRIDOR PLAN

# Plans and Policies

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**AUBURN**  
UNIVERSITY

**Patti Rush and Allison Waltz**

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# PHENIX CITY POLICY

## Primed for Success

This document contains the pertinent sections of zoning laws and local/regional planning documents in relation to the 13th/14th street plan being developed by Dr. Sweta Byahut's CPLN 6060 Transportation Planning class at Auburn University.

Patti Rush and Allison Waltz

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## Findings Brief:

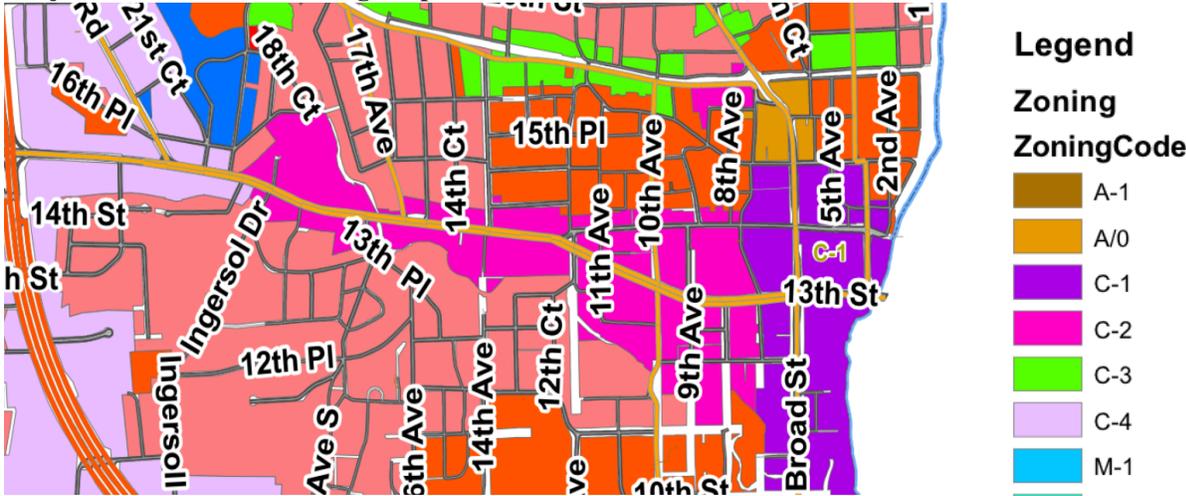
### Phenix City and Auburn University Community Planning Program Transportation Meeting

1. Purpose
  - a. Examine the Zoning Ordinance for various zoning districts in the corridor study area, identifying possible barriers to redevelopment, and specific land use zones and policies that may need to be reviewed.
  - b. Extract relevant information from various plans, proposals, and policies, and determine the ones effect the corridor study area; and
  - c. Identify specific policies that may impact land use, economic growth and changes, corridor redevelopment, and transportation elements.
2. Highlighted Findings
  - a. Zoning Ordinances
  - b. 2014 Phenix City Comprehensive Plan
  - c. 2045 Metropolitan Transportation Plan
3. Our Understanding of the City's Vision for Corridor
  - a. More housing ,more retail, and more mixed use;
  - b. Eliminate used car lots and car repair services; and
  - c. Introduce complete streets.
4. Zoning Issues:
  - a. C-1
    - i. Fast Food, Re: conditional use: enforce design requirements and limit drive-thru/parking)
    - ii. Potential over use of conditional zoning, Re: abnormal/restrictive
    - iii. Regulation through FAR/Setbacks/Margins, Re: currently all conditional
    - iv. Whenever changes are made to zoning/uses we need to evaluate the parking requirements listed in the zoning ordinances
  - b. C-2
    - i. Housing, re: lack of housing options,
    - ii. Lack of mixed uses; and
    - iii. Certain uses, Re: eliminate car repair and mini-warehouses
  - c. C-4
    - i. Certain uses, Re: eliminate car sales/car repair and mini-warehouses.
5. Comp PLAN
  - a. Lack of specific focus on 13<sup>th</sup>-14<sup>th</sup> corridor.
    - i. Corridor and Gateway Sections
  - b. Highlights streetscape design on Broad Street (may be incompatible with design proposals)
6. MPO
  - a. Public Transportation:
    - i. Phenix City has PEX as its public transportation.
    - ii. 7 Stops on 13<sup>th</sup>/14<sup>th</sup>: #23 South-Broad and 13<sup>th</sup>, #23 North-Dollar General, #2 Russell County Health Department, #22 Salvation Army, #3 Chevron Station, #21 Crawford Road and Opelika Road (At Bench)
    - iii. Lack of public transportation infrastructure
  - b. Complete Streets Policy, Re: lack thereof
  - c. Understanding the dynamics of the MPO, Re: Columbus Focus

# Project Area and Zoning Codes

The project area is located on the 13<sup>th</sup> Street/14<sup>th</sup> Street Corridor from Opelika Road east to the River.

Subject Area Current Zoning Map



## I. Relevant Zoning Based On Project Area

- General Purpose Zoning District:
- C-1: Core Commercial: State Line to 7<sup>th</sup> Street on 13<sup>th</sup> street
- C-2: General Commercial: To Ingersol Dr. on the South Side of 13/14 and 20<sup>th</sup> Avenue on the north side of 13/14<sup>th</sup> Street
- C-4: Highway Commercial: To Opelika Rd.

- Not on 13<sup>th</sup>/14 but bordering zoning
- R-2: Medium Density Residential
- R-3: High Density Residential

## II. Permitted Uses by Zone

Permitted Uses:  
 Y-the use is permitted by right  
 E- The use requires action by the Board of Adjustment as a special exception.  
 C-The use is conditional and requires review by the Planning Commission and action by the City Council.  
 R-The use is subject to statutory review by the Planning Commission and City Council in accordance with Section 11-52-11 of the Code of Alabama, 1975, as amended.

- C-1:**
- Y: N/A
- E: N/A
- C: Apartments, Bank/Financial Services, Broadcasts Studio, Business Support Services, Business/Prof. Office, Combination Dwelling, School-Commercial, Community Service Club, Convenience Store,

Entertainment Indoor, Entertainment Outdoor, Funeral Home, General Retail-Enclosed, Hotel, Laundry Service, Liquor Store, Medical Clinic, Medical Support Service, Package Liquor Store, Personal Service, Place of Worship, Public Assembly Center, Recreation-Indoor, Recreation-Outdoor, Recreational Vehicle Park/Campground, Restaurant-Fast Food, Restaurant-Standard, Restaurant-Take out only, Rooming/Boarding House, Shopping Center-Major, Shopping Center-Minor, Studio, Tour Guide, Tourist Home/Bed and Breakfast, Townhouse, Upper Store Apartment.

R: Community Center, Public Facility, Public Utility Facility, Transmission Tower,

**C-2:**

Y: Animal Hospital, Animal Shelter, Assisted Living Facility, Bank/Financial Service, Broadcast Studio, Business Support Service, Business/Prof. Office, Car Wash, School-Commercial, Construction Service, Convenience Store, Day Care Center, Entertainment-Indoor, Entertainment-Outdoor, Funeral Home, Garden Center/Nursery, Gen. Retail-Unenclosed, Gen. Retail-Enclosed, Home Improvement Ctr., Laundry Service, Liquor Lounge, Maintenance Service, Medical Center, Medical Support Service, Nursing Care Facility, Personal Services, Public Assembly Center, Recreation-Indoor, Research Lab, Restaurant-Fast Food, Restaurant-Standard, Restaurant-Take Out Only, Shopping Center-Major, Shopping Center-Minor, Studio, Vehicle Repair Service.

E: Cemetery, Community Service Club, Country Club, Mini-warehouse/Storage, Open Air Market, Place of Worship, Recreation-Outdoor, Recreational Vehicle Park/Campground, Rehabilitation Facility, Tourist Home/Bed and Breakfast, Vehicle/Equipment Major-Repair

C: Hotel, Motel, Tour Guide

R: Community Center, Public Facility, Public Utility Facility, Transmission Tower

**C-4:**

Y: Animal Hospital, Animal Shelter, Bank/Financial Service, Broadcast Studio, Business Support Service, Business/Prof. Office, School-Commercial, Construction Service, Convenience Store, Entertainment-Indoor, Entertainment-Outdoor, Farm Support Business, Funeral Home, Garden Center/Nursery, Gen. Retail-Unenclosed, Retail-Enclosed, Home Improvement Ctr., Laundry Service, Liquor Lounge, Maintenance Service, Medical Center, Medical Support Service, Mini-warehouse/Storage, Package Liquor Store, Personal Service, Research Lab, Restaurant-Fast Food, Restaurant-Standard, Restaurant-Take Out Only, Rooming/Board House, Shopping Center-Major, Shopping Center-Minor, Studio, Vehicle Sales or Rental, Vehicle Repair Service, Vehicle Sales and Service, Vehicle Service Station, Vehicle/Equipment Major, Repair, Vehicle/Equipment Major, Sales

E: Car Wash, Cemetery, Community Service Club, Country Club, Day Care Center, Place of Worship, Recreation-Outdoor, Recreational Vehicle Park/Campground, Rehabilitation Facility,

C: Apartments, Check Cash/Payday Loans/Title Pawn, Hotel, Motel, Open Air Market, Public Assembly Center, Tour Guide

R: Community Center, Public Facility, Public Utility Center, Transmission Tower

**R-2:**

Y: Home Instruction, Modular Home, Patio Home, Single Family Dwelling, Townhouse, Duplex,

E: Place of Worship

C: N/A

R: Public Facility, Public School, Public Utility Facility

**R-3:**

Y: Apartments, Home Instruction, Modular Home, Multiplex, Patio Home, Single Family Dwelling, Townhouse, Duplex

E: Day Care Center, Day Care Home, Emergency Care Home, Family Care Home, Place of Worship, Tourist Home/Bed and Breakfast Inn

C: Manufactured Home, Manufactured Home Park

R: Public Facility, Public School, Public Utility Facility

## Phenix City Zoning Code 2014

### Article IV General District Regulations

#### Section 1. Residential Zoning Districts

##### B. R-2: Medium Density Residential District

- The purpose of this District is to provide and preserve land for both single family and two family dwelling units. These Districts should be located in areas that have good accessibility to central community facilities, or where a transition from different density residential or nonresidential development is desirable.

##### C. R-3: High Density Residential District

- The purpose of this District is to provide and preserve land that is and can be used for the construction of multi-family dwelling units. These Districts should have access to services and facilities appropriate for higher density residential development.

##### E. General Regulations

- Any new freestanding R-1, R-2, or R-3 Districts created by rezoning shall be at least four (4) acres in area.
- Certain nonresidential uses may be permitted in the residential zones as special exceptions or conditional uses, as indicated in Table 4-5.

The dimensional requirements for the residential zoning districts are presented in Table 4-1.

The uses allowed by right and under specified conditions for the residential zoning districts are presented in Table 4-5.

#### Section 3. Commercial Zoning Districts

##### A. C-1: Core Commercial District

This District consists of the traditional downtown area of Phenix City. As such it contains retail, office, financial, government, food service and personal service facilities. The use of upper floors for residential use is encouraged. Pedestrian access is also desirable; and development is in part characterized by lot line to lot line construction, and combined uses within buildings and on property.

All development in this District is subject to conditional use approval by the Planning Commission and City Council to ensure that it is compatible and consistent with the City's

Redevelopment Plan and Design Standards.

B. C-2: General Commercial District

This District allows a variety of both small and large-scale retail and service facilities, and small to medium wholesale uses. These facilities are generally clustered into groups of similar and related activities; and are often designed to accommodate an integrated complex of retail and service facilities on a single site and sharing common parking.

D. C-4: Highway Commercial District

The purpose of this District is to provide land to accommodate those uses, which tend to require a high degree of visibility and vehicular access, and/or serve the traveling public. The location and design of developments in these Districts shall minimize traffic hazards and adverse impacts on adjoining areas.

E. General Regulations

Any new freestanding C-2 or C-4 District created by rezoning shall be at least four (4) acres in area.

The dimensional requirements for the Commercial Districts are shown in Table 4-3.

The uses allowed by right and under specified conditions in the Commercial Districts are shown in Table 4-5.

**Table 4-3**

**Dimensional Requirements for Commercial Districts**

	<b>C-1</b>	<b>C-2</b>	<b>C-3</b>	<b>C-4</b>
Minimum Lot Area (Square Feet)	[a]	None	5,000	15,000
Minimum Lot Width At Building Line	[a]		50 ft	75 ft
Minimum Depth of Front Yard	0 [b]	25 ft	25 ft	20 ft
Minimum Depth of Rear Yard	20 ft	20 ft	20 ft	20 ft
Minimum Depth of Side Yard	0 [b]	None	None	See Note Below
Minimum Depth of Side Yard on Street	0 [b]	25 ft	25 ft	20 ft
Max. Building Area (Percent of Lot)	None	75%	35%	25%
Max. Height of Structure	145 ft	125 ft	35 ft	65
Other Requirements	Rear yard requirement may be waived if a lot abuts an alley and if loading and unloading facilities are provided.			
		Twenty (20) ft side yard buffer strip required where side yard abuts a residential district. (c)	Twenty (20) ft side yard buffer strip required where side yard abuts a residential district. (c)	Twenty (20) ft fire lane shall be required on one side of the main structure single freestanding structure.
		20 ft rear yard buffer strip required where rear yard abuts residential district.		50 ft rear yard buffer strip required where rear yard abuts a residential district with 20 ft being planted with trees and shrubs. Must be suitable vegetation approved by the City Engineer. (c)
		20 ft of all buffer strips shall be planted with shrubs and trees of suitable vegetation approved by the City Engineer.		

- [a] Lots must be of sufficient size to provide adequate parking and loading space as outlined in this Ordinance.
- [b] Lots located in this district have lot line setbacks as determined and approved by the Planning Commission and City Council as part of the "Conditional Use" process.
- [c] An undisturbed natural buffer of twenty (20) feet may be left between a residential and commercial development. In the absence of a natural buffer, a twenty (20) foot landscape buffer shall be placed with two (2) canopy trees, two (2) understory trees and thirty (30) shrubs per one hundred (100) linear feet.

**ARTICLE VI REGULATIONS APPLYING TO ALL OR SEVERAL DISTRICTS**

**Section 1. Visibility at Intersections**

To provide a clear view at intersections, there shall be an unobstructed triangular area at the junction of any two streets. The size of this triangular area is a function of the classification of

the streets, which in turn is a function of the relative volume and speed of traffic on them.

For right angle intersections, the unobstructed area is illustrated in Figure 6-1. For streets that intersect at an oblique angle; or, in cases where in the opinion of the Planning Commission there are unusual circumstances that require special consideration, the intersection shall be referred to the City Planner who shall recommend a triangular unobstructed area using the standards contained in the latest edition of the Alabama Manual of Uniform Traffic Control Devices.

Where a driveway intersects with a public street, an unobstructed triangular area measuring ten (10) feet from the intersection along the right-of-way and ten (10) from the intersection along the edge of the driveway.

Within the triangular areas defined above, nothing shall be planted, placed, erected, or allowed to grow that will interfere with visibility between a height of two and one half (2.5) feet and fifteen (15) feet above grade at the intersection of the two street center lines or the right-of-way and driveway edge.

#### Section 4. Principal Structure on a Lot

In any R-1, R-2, R-3, RC or A-1 district, no more than one principal structure shall be erected on a single lot.

#### Section 5. Exceptions to Height Regulations

The height regulations set forth in Article IV, do not apply to spires, belfries, cupolas, antennas, telecommunications towers, and water tanks; or to any ventilation structures, chimneys, or any other such facilities are not intended for human occupancy and that are normally required to be placed on the roof.

#### Section 6. Access to Structures

Every building erected or moved shall be located on a lot abutting a public street, or having an access to a public street by way of an approved access easement or private street. All buildings shall be located in such a way that they have safe and convenient access for servicing, fire protection, and required off-street parking.

#### Section 7. Major Recreational Equipment

Campers, travel trailers, or recreational vehicles may be stored in any district provided that they are parked in either the side or rear yards, or in a garage or accessory structure conforming to the requirements of this Ordinance; except that such vehicles shall not be stored in a side yard that is adjacent to a street. No such equipment shall be used for living, sleeping, or housekeeping purposes when parked or stored on a residential lot or in any location not approved for such use.

## Section 9. Existing Single Family Dwellings in Commercial Areas

Any existing single family dwelling in an area zoned for commercial uses may be expanded up to a maximum of twenty-five (25) percent of the existing gross floor area of such dwelling, provided that the structure as expanded complies with the setback and site coverage requirements of the zoning district within which it is located.

## Section 13. Structures in Public Rights-of-Way

No private permanent building, fence, wall or other structure shall be placed or constructed within a public right-of-way or easement.

## Section 19. Signs and Outdoor Advertising

The purpose of these provisions as may be modified by Article V, Section 1, is to regulate signs and outdoor advertising displays, to promote the use of signs to assist the public in its orientation within the City, to express the history and character of the City, to prevent the degradation of the aesthetic qualities of the City, and to promote the public safety by limiting the clutter of signage and its tendency to distract drivers of vehicles.

Definitions. For the purposes of this Section, the following terms are defined:

**Sign.** Any name, identification, description, display, illustration, and/or structure that is affixed directly or indirectly upon a building, structure, or the ground that directs attention to an object, product, place, activity, service, person, institution, organization, or business. This definition excludes all public signs designed, constructed, and placed in accord with the latest edition of the Alabama Manual on Uniform Traffic Control Devices.

**Sign, Attached.** Any sign that is permanently fastened, attached, connected to or supported by a building or structure permanently attached to the ground.

**Sign, Building Wall.** A sign painted upon the front or side exterior wall of a building, or affixed to the front or side exterior wall of a building, but not extending more than twelve (12) inches from the face of the building wall or above the top of the building wall.

**Sign, Canopy.** A sign directly painted on or otherwise directly affixed to a building canopy or awning.

**Sign, Detached.** Any sign that is not permanently fastened, attached, connected to or supported by a building or structure permanently attached to the ground.

**Sign, Ground.** Any sign that is attached to or part of an upright support that stands on the ground, removed from any building.

**Sign, Off-Premise.** Any sign advertising a person, business, activity, goods, products, or services not located or offered for sale on the premises where the sign is located.

Sign, On-Premise. Any sign advertising a person, activity, goods, products, or services located or offered for sale on the premises where the sign is located.

Permit Requirements. All signs must be permitted and are subject to permit requirements, inspection, enforcement, penalties, and appeals procedures as set forth in the City's building codes. Such codes shall also apply to the maintenance of signs, and to the determination of whether or not a sign is safe. Permitted signs include attached signs, building wall signs, canopy signs, ground signs, and on-premise signs.

Detached and off-premise signs are not allowed or permitted.

Location Limitations. Signs shall not be located in, encroach upon; or be located, constructed, or lighted in such manner as to constitute a hazard to the health or safety of persons on any public right-of-way. At intersections, signs shall not obstruct the view of traffic entering the intersection as defined in Article VI, Section 1.

Subdivision Signs. Each single family and duplex residential subdivision may be permitted one (1) non-illuminated sign at each of the public street entrances to the subdivision, each such sign not to exceed twelve (12) square feet of sign copy area, nor to exceed six (6) feet in height.

Apartments, groups dwellings, and manufactured home parks may be permitted one (1) indirectly illuminated sign per abutting street, each such sign not to exceed eighteen (18) square feet of sign copy area, not to exceed six (6) feet in height.

Other signs in residential areas shall be restricted to one (1) sign of a temporary nature advertising the sale or rent of the property on which it is placed, not to exceed six (6) square feet in area.

Commercial Building Signs. Each commercial building occupied by fewer than three (3) individual businesses or firms may be permitted signs having up to a total of sixty (60) square feet of sign copy area in any combination of building wall and/or canopy sign(s), and not more than one (1) ground sign, which shall not exceed twelve (12) feet in height.

Each commercial building occupied by more than three (3) businesses or firms may be permitted signs having up to one hundred (100) square feet of sign copy area which may be a combination of building wall and/or canopy signs, and not more than one (1) ground sign, which shall not exceed twelve (12) feet in height.

Office, Business, and Industrial Parks. Each office park, business park, and industrial park may be permitted one (1) ground sign located at the main entrance not to exceed sixty (60) square feet of sign copy area not to exceed eight (8) feet in height. Buildings within any office, business, or industrial park may not be permitted but rather may be permitted one building wall sign the total area of which is not to exceed forty (40) square feet.

Manufacturing, Warehouse, and Wholesale Facilities. Each manufacturing, warehouse, or wholesale facility located outside an office, business or industrial park may be permitted signage

having a total of up to one hundred (100) square feet of sign copy area and which may include any combination of wall sign(s) and not more than one (1) ground sign. The ground sign shall not exceed eight (8) feet in height.

## ARTICLE VII: NONCONFORMITIES

It is the purpose of this Section to provide for the regulation of legally nonconforming lots, structures, and uses; and to specify the circumstances and conditions under which such nonconformities can be continued, expanded, or modified; and under which they shall be terminated.

The zoning regulations established by this Ordinance are designed to promote and protect the public health, welfare, and safety by implementing the City's developmental policies. These policies encourage the grouping of compatible and related land uses. It is consistent with the regulations prescribed by this Ordinance that those nonconformities that adversely affect orderly development and the value of nearby property be controlled. Such controls also take into account the vested interests of the owners of nonconforming properties, and the extent to which such properties have any actual or potential adverse impacts upon the surrounding area.

To achieve these purposes, this Section distinguishes among nonconforming lots, nonconforming structures, nonconforming uses, and between major and minor nonconformities. Different regulations are applied to these categories on the basis of their actual or potential adverse impact due to incompatibility with the City's developmental policies and the regulations contained in this Ordinance.

### Section 1. Definition of Nonconformities.

For the purposes of this Section the following definitions shall apply:

**Nonconforming Lot of Record.** Any vacant lot legally established prior to the effective date of this Ordinance or subsequent amendment thereto, which does not fully comply with the dimensional regulations of the zoning district in which it is located.

**Nonconforming Developed Lot.** Any lot containing a building, structure, and/or activity legally established prior to the effective date of this Ordinance or subsequent amendment thereto, but which does not fully comply with the lot width or area or other dimensional regulations of the zoning district in which it is located as specified in this Ordinance.

**Nonconforming Structure.** Any building or structure, other than a sign, legally established prior to the effective date of this Ordinance or subsequent amendment thereto, but which does not fully comply with the yard, height or other dimensional regulations of the zoning district in which it is located as specified in this Ordinance.

**Nonconforming Use.** An activity using land, buildings, and/or structures for purposes, which were legal prior to the effective, date of this Ordinance or subsequent amendment thereto, but which does not fully comply with the use regulations for the zoning district in which it is located

as specified in this Ordinance.

Nonconformity, Minor. Any property comprising a nonconforming developed lot and/or nonconforming structure, but which is used for an activity which is fully in compliance with the regulations for the zoning district in which it is located as specified in this Ordinance.

Nonconformity, Major. Any property comprising a nonconforming developed lot and/or a nonconforming structure, or a conforming developed lot and/or conforming structure which is used for an activity that is not fully in compliance with the regulations for the zoning district in which it is located as specified in this Ordinance.

#### Section 2. Nonconforming Lots of Record.

Nonconforming lots of record can be developed for any use permitted in the zoning district in which they are located provided such development conforms to all other regulations in this Ordinance unless a variance from such regulations is granted by the Board of Zoning Adjustment.

#### Section 3. Minor Nonconformities.

Minor nonconformities can be modified, enlarged, and/or expanded provided that such modification, enlargement, or expansion conforms to all other regulations in this Ordinance, unless the Board of Zoning Adjustment grants a variance from such regulations.

#### Section 4. Major Nonconformities.

A major nonconforming use may be changed to another nonconforming use provided the new use is in the same or a lesser use classification as the original use.

A major nonconforming use shall not be enlarged within a structure, nor occupy a greater area of land, than it did at the effective date of this Ordinance or subsequent amendment thereto.

A structure containing a major nonconforming use shall not be moved to any portion of the lot other than that occupied at the effective date of this Ordinance or subsequent amendment thereto.

A major nonconforming use shall not be altered, enlarged, or intensified in any way that increases its nonconformity, but may be altered or reduced to decrease its nonconformity.

A major nonconforming use which changes to a permitted use within the zoning district in which it is located, shall not thereafter revert to a nonconforming use.

If a major nonconforming use is damaged in any manner to the extent that the restoration costs would exceed fifty (50) percent of the value of that use immediately before such damage occurred, or is discontinued and remains vacant for one year or more, any subsequent use of that lot and/or structure shall be in full compliance with the regulations governing the zoning district in which it is located as specified in this Ordinance.

## Section 5. General Provisions.

The following provisions shall apply to all nonconformities:

Except as otherwise provided in this Article, any nonconforming lot, structure or use lawfully existing on the effective date of this Ordinance, or subsequent amendment thereto, may be continued so long as it remains otherwise lawful.

Nonconforming status runs with the land.

Nothing in this Section shall be interpreted to prohibit routine maintenance, restoration of a structure to a safe condition, internal renovations and modifications, and external improvements, which do not increase in scope or scale the nonconformity of the structure.

Nothing in this Article shall be deemed to prevent the strengthening or restoration to a safe condition of a structure in accordance with an order of a public official who is charged with protecting the public safety and who declares such structure to be unsafe and orders its restoration to a safe condition; provided that such restoration of such structure is not otherwise in violation of the provisions of this Article.

No nonconformity shall be moved in whole or in part, for any distance whatsoever, to any other location on the same or any other lot unless the entire structure shall thereafter conform to the regulations of the zoning district in which it is located after being moved.

Any other provision of this Article to the contrary notwithstanding, no use or structure which is accessory to a principal nonconforming use or structure shall continue after such principal use or structure shall have ceased or terminated, unless it shall thereafter conform to all the regulations of this Ordinance.

The burden of establishing the nonconforming status of any structure or use under the terms of this Article in all cases shall be upon the owner of such nonconformity and not upon the City.

## ARTICLE VIII: OFF-STREET PARKING AND LOADING REGULATIONS

### Section 1. General Provisions

The minimum size for all required off-street parking spaces shall be nine (9) feet by eighteen (18) feet, exclusive of aisle width. Spaces shall be delineated by striping or other similar means, which clearly indicate their location. Parking other than perpendicular parking shall comply with the dimensional standards set out in the Building Code.

All required parking spaces, including driveways and maneuvering areas, shall be improved with a hard surface permanent type of pavement.

Except as provided in this Article, all required parking spaces shall be provided on the same lot or development site for which they are required. Location of required parking on adjoining property or across a public right-of-way is prohibited.

No off-street parking spaces are required for nonresidential uses in the C-1: Core Commercial District.

References to employees on the largest work shift means the maximum number of employees present at the facility regardless of the shift or time period, and regardless of whether such employees are full or part time. The largest work shift may be a day of the week, one of several daily shifts; or, in the case of a restaurant, the lunch hour or the evening dinner period.

The term “capacity” as used here means the maximum number of persons that can be accommodated by the facility as determined by its design and purpose, or by the building and fire code regulations, whichever is greater.

## Section 2. General Parking Requirements

Apartment: Three (3) spaces for every two (2) units.

Commercial Retail and Service Uses: One (1) space per 250 square feet of gross floor area.

Commercial Entertainment Uses: One (1) space per 250 square feet of gross floor space; for uses exceeding 100,000 square feet, one (1) space for every 300 square feet of gross floor area.

Commercial Recreation Use: One (1) space per four patrons based on maximum capacity.

Commercial Support Uses: One (1) space per 750 square feet of gross floor area.

Industrial Uses: One (1) space per employee on the largest work shift, plus one (1) space for company vehicle normally stored on the premises.

Institutional Uses: One (1) space per four (4) patrons/residents based on maximum capacity.  
Office Uses: One (1) space per 250 square feet of gross floor area.

Outdoor Recreation Uses: One (1) space per four (4) patrons at maximum capacity

Public Service Uses: One (1) space per employee on the largest work shift, plus one (1) space per company vehicle normally stored on the premises.

## Section 3. Parking Requirements for Specific Uses

Amusement Center: One (1) space for every 100 square feet of gross floor area.

Auto Parts Store: One (1) space per every 300 square feet of gross floor area.

Auto Rental: One (1) space per every 400 square feet of gross floor area.

Automated Freestanding Walk-up Facility: One (1) space per facility. If accessory to another use, no additional space is required.

Bank: One (1) space per 300 square feet gross floor area, plus four (4) spaces off-street waiting spaces per drive-through lane.

Beauty and Barber Shops: two (2) spaces per chair, or one (1) space per 150 square feet gross floor area, whichever is larger.

Bicycle Sales and Service: One (1) space per 300 square feet gross floor area. Boarding House: One (1) space per resident.

Bowling Alley: Four (4) spaces per lane, plus any additional spaces as required for restaurant facilities, game rooms, and other accessory uses on site.

Car Wash, Automated: One (1) space per employee on the largest shift, but no less than two (2) spaces total; plus a linear area for each wash stall large enough to accommodate four (4) cars.

Car Wash, Self Serve: One (1) stacking space per stall.

Carpet Store: One (1) space for every 750 square feet of gross floor area.

Church: One (1) space per four seats based on maximum capacity of the sanctuary or principal place of worship. Up to 50 percent of the required spaces may be grassed rather than paved. All such unpaved spaces shall be shown on a site plan and designed for efficient traffic circulation using tire stops and other appropriate measures as required by the City Building Office. Alternatively, the on-site parking requirement may be reduced by not more than fifty (50) percent if the place of worship can use available spaces in a public or private parking lot to meet the parking requirement: and provided that such off-street spaces are available without charge and with the permission of their owners.

Community/Recreation Center: One (1) space per 250 square feet of gross floor area.

Convenience Store and/or Self Service Gas Station (No vehicle Repair): one (1) space per 150 square feet of gross floor area. In no case shall a required parking space conflict with vehicles being fueled or awaiting fueling.

Day Care Center or Nursery School: One (1) space per teacher and employee on the largest shift; plus one (1) off-street parking or loading space per twelve (12) children. Maximum enrollment and number of employees shall be noted on the site plan. Parking or loading spaces designated for loading and picking up children shall be located such that there is direct access into the facility without crossing streets or driveways.

Dry Cleaning Facility: One (1) space per 1,000 square feet of gross floor area, but in no case less than three (3) spaces.

Drug and Alcohol Treatment Center: One (1) space per every two (2) beds, and one (1) space per staff member, based on State licensing requirements and maximum design capacity.

Employment Agency: One (1) space per 250 square feet of gross floor area.

Exterminator Service: One (1) space per employee plus one (1) space per company vehicle.

Funeral Home: One (1) space per four (4) seats in sanctuary.

Furniture Store: One (1) space for each 750 square feet of gross floor area.

Gas Station, Full Service: One (1) space per 150 square feet of retail area, plus one (1) space per service bay, plus one (1) space per 250 square feet of office space. In no case shall a required parking space conflict with vehicles being fueled or awaiting fueling,

Grocery or Supermarket: One (1) space per 250 square feet of gross floor area.

Health Club, Spa, Gymnasium: One (1) space per every 275 square feet of gross floor area.

Hotel, Motel: One (1) space per guest room, plus one (1) space for 500 square feet of banquet or meeting room floor area. Parking shall be provided for other accessory uses such as restaurants or bars at the rate of 50 percent of normal requirements.

Kennel: A minimum of three (3) spaces, or one (1) space per 500 square feet, whichever is greatest.

Laundromat: One (1) space per every two (2) washing and drying machines.

Machinery/Equipment Sales: One (1) space per 400 square feet of gross floor area, plus two (2) spaces per service bay, plus one (1) space per 2,500 square feet of outdoor display/storage area.

Medical Offices: One (1) space per 250 square feet of gross floor area. Miniature Golf Facility: One and one half (1.5) spaces per hole.

Movie Theater: One (1) space per four (4) seats of maximum design capacity. Where a theater is part of a shopping center or is on the same development site as a shopping center, the required parking may be reduced by 50 percent.

Nursing Home: One (1) space per three (3) rooms.

Assisted Living Facility: One (1) space per dwelling unit.

Outdoor Theater: One (1) space per four (4) patrons to the maximum capacity of the facility.

Parcel Delivery Service: One (1) space per 750 square feet of gross floor area.

Plumbing and Heating Supply: One (1) space per 750 square feet of gross floor area.

Public Assembly Hall: One (1) space per four (4) seats at maximum design capacity.

Radio/Television Station: One (1) space per 1,000 square feet of gross floor area.

Recreational Vehicle Park: One (1) space per recreational vehicle, plus one (1) space per 250 square feet of gross floor area of permanent habitable space on the site.

Restaurant, Fast Food: One (1) space per 100 square feet of gross floor area. Sufficient space on-site shall be provided to accommodate queuing vehicles. Such space shall at a minimum provide capacity for five (5) vehicles from the start of the stacking lanes to the order board; two (2) vehicles from the order board to the service window; and two (2) spaces from the service window to the exist to a public right-of-way.

Restaurant, Standard: One (1) space per four (4) patron seats, or one (1) space per 150 square feet of gross floor area, whichever is greater.

Shopping Center: One (1) space per 250 square feet of gross floor area. In a shopping mall, common pedestrian areas except for food courts, may be excluded from the calculation of gross floor area. Shopping centers with over 650,000 square feet of gross floor area shall have one (1) space per 300 square feet of gross floor area.

Skating Rink, Roller Rink, etc.: One (1) space for every four (4) patrons at maximum capacity.  
Swimming Facility: One (1) space per 200 square feet of gross water area.

Taverns, Dance Halls, Nightclubs, and Lounges: One (1) space per every 75 square feet of gross floor area.

Tennis, Racquetball, or Handball Courts: Two (2) spaces per court.

Theaters and Auditoriums: One (1) space per four (4) patrons based on maximum capacity.

Vehicle Sales and Service: One (1) space for every 500 square feet of office and indoor display area, plus one (1) space per 2,000 square feet of outdoor display area, and one (1) space per service bay.

Vehicle Repair and Maintenance Services: One (1) space per every 400 square feet of office and indoor display area, plus one (1) space per service bay.

Veterinary Office: One (1) space per 500 square feet of gross floor area.

ARTICLE X AMENDING THE ORDINANCE

Section 1. Petition for Change

A proposed change of district boundaries or regulations of this Ordinance may be initiated by the City Council, the Planning Commission or by petition of property owners or agent of such owners of property within the area proposed to be changed, subject to this Ordinance.

Section 2. Action On Petition

Any proposed amendment, modification or repeal shall first be submitted to the Planning

Commission for its recommendation and report. The Planning Commission shall have sixty (60) days within which to submit its recommendations to the City Council. If the Planning Commission fails to submit a report within the sixty (60) day period, it shall be deemed to have approved the proposed amendment and the City Council shall proceed to hold a public hearing pursuant to Title 11, Chapter 52 of Code of Alabama, 1975, as amended. Any party or parties wishing to speak for or against an amendment shall appear and speak at the public hearing.

### Section 3. Fees

A schedule of application fees for consideration of all approvals, permits, certificates, and public hearings required under this Ordinance shall be established by separate resolution or ordinance. Such fees shall be computed so as to recover all costs incurred by the City in reviewing and processing zoning-related requests, including advertising fees: and shall be adopted and revised as necessary by the City Council.

### Section 4. Limit On Initiation of an Application for Ordinance Amendment

No action shall be initiated for an amendment to this Ordinance affecting the same parcel of land more than once a year, unless specifically authorized by the City Council on the grounds that the circumstances and conditions relevant to the amendment request have changed significantly since the prior hearing.

## Phenix City Comprehensive Community Master Plan December 2014

### Goals and Vision for the Future

Goal: Preserve and create a sense of place in neighborhoods and business opportunities, and where:

- The gateways to Phenix City and major highway corridors are very important, and the community should take charge of and invest in their image and character (p. 9).

Goal: A transportation system where moving around safely and efficiently is an essential part of the community's welfare; and where:

- The main corridors are safe and attractive with multiple connections to the local street network.
- The US Highway-280, US Highway-431 and US Highway-80 Corridors are managed and future development and redevelopment along the Corridors be carefully planned.
- Sidewalks are a critical part of the urban environment, especially in and around the Downtown Core, Traditional Residential Neighborhoods Districts and other identified Centers within the community (p. 9).

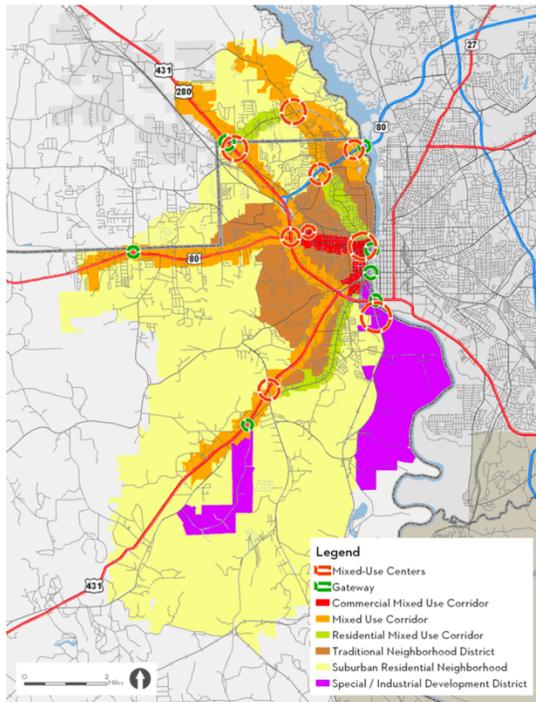
Goal: A City where the economy is the lifeblood of our community; and where:

- The Downtown Core of Phenix City is a small-business friendly environment and a citywide activity center that includes opportunities related to the Troy Riverfront Campus, riverfront attractions such as the urban whitewater rafting course and other downtown specialty services.

- A signature urban boulevard, Broad Street, provides expanded opportunities for mixed-use businesses near the downtown core.
- Redevelopment of existing structures and infrastructure is an important step to revitalization.
- Special mixed-use corridors, centers and districts provide new investment opportunities for business and residential development (p. 10).

## Future Land Use Map

FIGURE 2 - FUTURE LAND USE



## Master Plan Concept and Framework for Growth

### GATEWAYS (p. 17)

Gateways are the recognizable entry points to the city, a neighborhood or a center. Gateways also establish strong edges to cities and districts and help foster a sense of pride of place and sense of arrival. This feeling can be created with appropriate signs and landmarks, plantings, burying of utility lines, protecting important view, and using distinctive pavement and architectural elements at intersection. Each gateway to the City or its neighborhoods should reflect the particular characteristics of its setting and provide a welcoming transition from one area to another.

At present, given the number of highways, as well as major streets, that cross Phenix City, there are many opportunities to establish or reinforce gateways. In addition, there are several opportunities to develop internal gateways, where passing from one district to another within the

city. These gateways should be planned at the major river crossings, major street entrances from US Highway-280/431 and US Highway-80.

### Gateway Policies and Guidelines

The following are general policies and guidelines for development of gateways in the *Phenix City Comprehensive Plan*.

- Improve the visual appearance of the entrances to the community.
- Major gateways in downtown along 13<sup>th</sup> Street and Dillingham Street should be enhanced with directional signage indicating major tourism, historical, educational and other destinations.
- Gateways at major intersections of street and roadway corridors entering the city should be enhanced with a mixed of uses, including structures, landscaping and signage as appropriate.

### CORRIDORS (pp. 18-20)

Corridors are those places that should be planned for along major channels which people use to move throughout the community. This includes not only the streets in which automobiles travel, but also the sidewalks and trails that accommodate pedestrians and bicyclists.

Corridors offer development opportunities and therefore economic value. Corridors in Phenix City that create greatest potential development opportunity occur along major highways and principal arterials. By their nature, these streets carry the greatest traffic volumes and thereby provide exposure to adjacent properties.

The greatest economic development opportunity exists at (or near) the intersections of the major highways and arterials. The plan should then be to maximize the value created by such intersections, and how to capture that value for the benefit of both the landowners and the community as a whole. Where these corridors provide high access to services and commercial development, the excessive traffic moves, confusing signage and wayfinding can have adverse economic and aesthetic effects.

In order to develop successful corridors in Phenix City the public and private sector must share a vision that can minimize the potential adverse effects and increase the likelihood of high quality, compatible development. Development of these corridors will provide important impressions and levels of service for citizens and visitors.

As part of the Comprehensive Plan, three main types of corridors were identified in Phenix City.

The **Commercial Mixed-Use Corridors**, along Crawford Road, 13<sup>th</sup> Street, 14<sup>th</sup> Street and Broad Street are critical corridors within the city. Land uses should include commercial, higher density residential and institutional uses. Transportation within this corridor should be designed to accommodate automobiles, transit, pedestrians and potentially bicyclist. Substantial revitalization and redevelopment of these corridors is critical in that the corridors combine with

the downtown center and form the commercial core of the city.

**Residential Mixed-Use Corridors** within Phenix City are transitional corridors, primarily along collector roads, that serve surrounding residential neighborhoods and developments. Along these corridors, land uses should include of a mix of commercial, office and residential uses oriented toward adjacent districts, neighborhoods and centers. These corridors should include sidewalks, streetscapes, lighting, and wayfinding signage along with provisions for transit.

#### Corridor Policies and Guidelines

The following are general policies and guidelines for development of corridors in the *Phenix City Comprehensive Plan*.

#### **Develop quality commercial mixed-use corridors that connect districts and centers within the community.**

- Ensure complete street designs, including sidewalks and crosswalks to encourage pedestrian activity between adjacent land uses and surrounding residential neighborhoods and developments.
- Provide for the possibility of future transit along corridors.
- Provide streetscape improvements and wayfinding within corridors that provides direction to important local destinations within the community and improve aesthetic contributions of these corridors to adjacent districts.
- Implement complete street policies in Phenix City along the commercial mixed-use corridor and surrounding local streets to improve pedestrian, bicycle and transit opportunities.
- Encourage residential development where appropriate along the corridors and encourage local street connections with the corridors.

#### **Generally improve circulation, access and economic development opportunities within mixed-use corridors consistent with local and regional transportation.**

- Implement access management principles along the corridors for improved traffic flow and access.
- Provide wayfinding signage in locations where needed along the corridors that provides direction to important local destinations within the community.
- Encourage redevelopment of older retail centers along the mixed-use corridors, reduce paved surfaces and increase tree canopies when possible.
- Establish gateways at location of corridors entering the city, they should be enhanced with a variety of environmental cues, including structures, landscaping and signage as appropriate.

#### **Plan for and improve residential mixed-use corridors to serve adjacent residential neighborhoods and centers.**

- Implement access management principles along these collector type corridors including, limiting driveways along corridor and encourage shared access easements between adjoining property owners.

- Implement complete street policies in Phenix City along the Residential Mixed-Use Corridors and surrounding local streets to improve pedestrian, bicycle and transit opportunities.
- Implement complete street designs including, sidewalks as needed and crosswalks.
- Provide for transit along the corridor as appropriate.
- Implement streetscape, lighting and wayfinding signage along these more residential orientated corridors.

## Plan Recommendations

### Land Use and Community Design

#### On-going (p. 21)

- Adopt Land Use Plan and update the Zoning Ordinance and Subdivision Regulations as needed for consistency with the *Comprehensive Plan*.
- Implement on-going streetscape and wayfinding program.
- Visual clutter should be removed, like obsolete signage, derelict buildings, and overgrown lots, from the main corridors into Phenix City. These corridors should reflect the image of the community for residents, tourist and others who travel within Phenix City.

#### Short-Term (0-5 years) (p. 21)

- Encourage infill development downtown in both vacant structures and underutilized property. Work with the Chamber of Commerce and Economic Development Department to identify and prioritize those available structures and property which could the most impact downtown.

#### Long-Term (10 or more years) (p. 23)

- Identify additional locations within the community for future industrial opportunities. These locations should have good transportation access and available infrastructure. Development of new industrial opportunities could coincide with the construction of the extension of US Highway-80.

### Economic Development

#### Short-Term (0-5 years) (p. 25-27)

- The east side of Broad between 13th and Holland Creek should be redeveloped to more intensive commercial and office uses in buildings that enhance the image of Broad Street and add activity and vitality to Downtown.
- Major corridors should be landscaped to create a more positive image for the entire city by adding color, shade, and visual interest.
- Encourage the redevelopment of Phenix Plaza along 13<sup>th</sup> Street and 3<sup>rd</sup> Avenue. This is an important location as a visual gateway entrance to the community from Columbus, Georgia as well as a potential redevelopment site in conjunction with the Troy University Campus and the Hotel and Conference Center.

## Transportation

### On-going (p. 27)

- Adopt and implement a complete streets policy and program city-wide.

### Short-Term (0-5 years) (p. 28)

- Extend Broad Street streetscape improvements from 13<sup>th</sup> Street north to 17<sup>th</sup> Street.
- Streetscape improvements should be made along 13<sup>th</sup> Street from the 14<sup>th</sup> Street intersection to the bridge. These improvements should include improved lighting, similar to Broad Street, improved pedestrian crosswalks and appropriate street tree planting.
- Implement complete street policies in Phenix City along local streets and collector streets to improve pedestrian, bicycle and transit opportunities.

### Mid-Term (5-10 years) (p. 28)

- Improvements along Crawford Road from 14<sup>th</sup> Street to US Highway-280/431 should include and improved median and needed sidewalk repairs. Stripped crosswalks should be included along Crawford Road at intersections with local roads and across Crawford Road and major intersections.

## SPECIAL PLANNING AREAS

### Downtown Center (See Figure 7) (p. 35)

- Opportunities to improve streetscape conditions should be considered with necessary infrastructure improvements.
- Sidewalks should be repaired as needed and crosswalk be striped where appropriate to provide pedestrian connections.
- On street parking should be encouraged to provide access to surrounding businesses.

## Appendix B: Current Community Conditions

### Pedestrian Facilities (pp. 49-50)

Over recent years, a national trend in improving pedestrian facilities and implementation of recreational facilities related to pedestrians has had an impact within Phenix City. This is evidence by the creation of the Phenix City Riverwalk along the Chattahoochee River which meanders along the west bank of the river. Currently the Phenix City Riverwalk extends from 14<sup>th</sup> Street on the northern end to Dillingham Street on the southern end, with access at 13<sup>th</sup> Street as well. A connection to the Columbus Riverwalk is provided along the 14<sup>th</sup> Street Bridge which is closed to automobile traffic and is only accessible to pedestrians and bicycles. Construction is underway to extend the Riverwalk from 14<sup>th</sup> Street north to the City Mills Dam.

# METROPOLITAN TRANSPORTATION PLAN COLUMBUS-PHENIX CITY

## Chapter 6 MULTI-MODAL TRANSPORTATION

All transportation systems are multimodal by necessity, with different modes serving different purposes and functions. Air travel provides fast connections across long distances, waterway connections can decrease costs for freight movement, and even travel by a personal automobile starts and ends as pedestrian trips walking to and from the vehicle.

It is important to note that significant portions of the population do not, or cannot, travel by personal automobile including transportation-disadvantaged populations (people with disabilities, the elderly, individuals with limited English proficiency) or persons that elect not to use a personal vehicle by choice.

A flexible and robust multimodal transportation system is needed to support vibrant and livable communities that meet a broad set of mobility needs and is critical for supporting economic competitiveness and growth (120).

### Bicycle / Pedestrian

The bicycle / pedestrian element of the MTP has been developed to contribute to the goal of enhancing the regions quality of life by expanding and presenting alternative modes of transportation such as bike lanes, multi-use paths and sidewalks. This element was developed to promote an efficient, safe transportation system, while protecting and enhancing the environment and promoting energy conservation.

### Consideration of Bicycle and Pedestrian Access on Proposed Facilities

C-PCTS MPO conducted an investigation of the existing conditions of bicycle and pedestrians' infrastructure as part of the 2045 MTP update. C-PCTS MPO will utilize FHWA's Strategic Agenda for Pedestrian and Bicycle Transportation, released in 2016.

This publication focuses around four goals for the nation's bicycle and pedestrian system:

- Networks: Achieve safe, accessible, comfortable, and connected multimodal networks in communities throughout the United States.
- Safety: Improve safety for people walking and bicycling.
- Equity: Promote equity throughout the transportation planning, design, funding, implementation, and evaluation process
- Trips: Get more people walking and bicycling.

One of the top priority actions outlined in FHWA's Strategic Agenda for Pedestrian and Bicycle Transportation: "Initiate a coordinated and comprehensive effort among all DOT stakeholders to expand the availability and deployment of data about pedestrian and bicycle network infrastructure."

In the summer of 2012, C-PCTS MPO along with the City of Columbus initiated the Columbus Alternative Transportation Study (ATP). This study focused on the transportation needs of those who bike, walk, and use public transit as a mode of transportation.

The plan proposed:

- an additional 125 miles of pedestrian amenities (including sidewalks, road diets, and trails)
- 139 miles of bicycle amenities (including bike lanes and sharrows, which are street markings indicating where vehicles must share the road with bicyclists and trails).

Since the implementation of the 2012 ATP:

- there have been 6 miles of on-street bike facilities
- 4 miles of sidewalks and
- around 10 miles of shared-use bicycle and pedestrian facilities built / installed in the Columbus-Phenix City urbanized area.

C-PCTS MPO has conducted an inventory of sidewalks, bicycle / pedestrian paths, and bike lanes.

- There are 367 miles of sidewalks
- 6 miles of on-street bike facilities
- 51.38 miles of shared use bicycle and pedestrian facilities in the Columbus and-Phenix City urbanized area.

This data will help C-PCTS MPO staff track changes in multi-modal network coverage over time and progress towards implementing planned facilities

C-PCTS MPO staff will work with the Engineering Departments within the counties / cities within the MPO urbanized area:

- to inventory crosswalks and areas where there is pedestrian traffic to ensure that these areas are well lighted (121).

### Complete Streets

In 2014, The City of Columbus passed its first ever-Complete Streets Resolution. The purpose of the Complete Streets Policy is to establish cities / counties as a livable community with enhanced mobility, equity, and vitality in all neighborhoods and for people of all ages and abilities, through the design, maintenance, and use of the rights-of-way.

The MPO along with the City of Columbus and the Lee-Russell Council of Government's aim:

- to create a robust, efficiently operated, and well-connected transit network
- a well-defined pedestrian and bicycle system
- to promote the improvement of public health, safety, economic growth, and quality of life.

In 2018, Columbus amended the Complete Streets Policy calling for adoption of design standards and formation of a Compliance Committee.

Abiding by these principals, Complete Streets Policy shall establish standard practices and procedures for the communities within the urbanized area.

Design applications should come from reputable sources that have been field-tested and measured for effectiveness and safety. Complete Streets designs should consider the importance

of creating corridors where all users can feel safe and are inviting through aesthetic design to use such facilities.

#### Complete Street Design Standards

The C-PCTS MPO shall use the best and latest design guidance, standards, and recommendations available to maximize design flexibility and innovation, and always be aware that design solutions should balance user and modal needs. This includes a shift toward the following:

- designing at the human scale for the needs and comfort of all people and travelers,
- in considering issues such as street design and width,
- desired operating speed, hierarchy of streets, and connectivity.

Design criteria shall not purely prescriptive but shall be based on the thoughtful application of engineering, architectural, and urban design principles. These materials include, but are not limited to:

- The United States Department of Transportation Federal Highway Administration's Manual of Uniform Traffic Design Control
- The United States Department of Transportation Federal Highway Administration Traffic Monitoring Guide
- The American Association of State Highway and Transportation Officials (AASHTO) Policy on Geometric Design of Highways and Streets and Guide for Planning, Designing and Operating Pedestrian Facilities
- The National Association of City Transportation Officials (NACTO) Urban Street Design Guide and Urban Bikeway Design Guide
- Final Circulars and guidelines issued by the Federal Transit Administration including design requirements abiding by the Americans with Disabilities Act, Title VI, and Environmental Justice
- Documents and plans created for the Cities and Counties within the MPO such as Comprehensive Plans, and documents and plans created by C-PCTS MPO such as the Metropolitan Transportation Plan and the Alternative Transportation Plan.

If in the event that the above guides or any future guides conflict or are unclear on any element of a proposed design, the appropriate authority shall select the design guidance that best fits the context of the project, the safety of users, and achieves the goals of Complete Streets.

#### Attention to Aesthetics

Complete Streets are beautiful, interesting, and comfortable places for all people. The design of cities begins with the design of streets as community places where people want to be. As part of the public realm, streets shall be held to a higher standard for urban design at a human scale.

Multimodal accommodations and all MPO projects in the right-of-way shall be approached as opportunities to enhance the aesthetic qualities of its public realm through the thoughtful creation of place.

Wherever feasible, streetscapes shall protect and include:

- street trees and native plants
- incorporate landscape architecture
- public art
- pedestrian amenities
- wayfinding signage
- sidewalk cafes and street-facing retail
- other elements that enhance the attractiveness of the cities / counties and foster healthy economic development (121).

#### Bicycle and Pedestrian Facility Placement Considerations

The Columbus-Phenix City MPO will consider adding bike facilities on new projects where feasible unless exceptional circumstances exist as stated below:

- Identify locations where bicyclists and pedestrians are prohibited by law from using the roadway. In this instance, an effort may be necessary to accommodate bicyclists and pedestrians elsewhere within the right of way or within the same transportation corridor
- The cost of establishing a bikeway or walkway in the project area would be excessively disproportionate to the need or probable use
- Where sparseness of population or other factors indicate an absence of existing and future needs

Guidance from the Federal Highway Administration on this issue states:

- “Due consideration” of bicycle and pedestrian needs should include, at a minimum, a presumption that bicyclists and pedestrians will be accommodated in the design of new and improved transportation facilities.
- In the planning, design and operation of transportation facilities, bicyclists, and pedestrians should be included as a matter of routine, and the decision not to accommodate them should be the exception rather than the rule.
- There must be exceptional circumstances for denying bicycle and pedestrian access either by prohibition or by designing highways that are incompatible with safe, convenient walking and bicycling

#### Accessibility-Based Pedestrian Design

Another accessibility-based pedestrian design procedure relates to the Americans with Disabilities Act (ADA). This law requires:

- When agencies provide transportation options, they must be accessible for persons with disabilities. For example, these improvements could occur through upgrades of existing ramps and sidewalks or as part of resurfacing or other construction projects.
- In 2013, the City of Columbus along with the C-PCTS MPO developed an ADA Transition Plan. The City of Columbus is in the process of securing funds to implement projects identified in this document.
- In 2016, the City of Phenix City developed their ADA Transition Plan and is currently completing a project utilizing Transportation Alternative (TA) funding.
- This project includes constructing a sidewalk with landscaping along 14th Street between Broad Street and 5th Avenue

### Connectivity

Connectivity measures the degree to which the pedestrian network connects to the street system and various destinations. It includes an assessment of how well the existing pedestrian networks comply with spacing requirements for access ways and the ease with which pedestrians can get to various destinations.

- The ease of street crossing (measured by looking at the frequency of crossing opportunities, roadway capacity, motor vehicle speeds, the presence of signals, and the presence of pedestrian islands) is one measure of connectivity and would affect the degree to which pedestrians use existing facilities.
- The inability of pedestrians to cross streets easily would reduce walkability in any area of corridor, reduce system connectivity, and affect pedestrian safety
- To this end, the City of Columbus and Phenix City has placed pedestrian activated or automated cycle pedestrian crosswalk signals at most intersections and has ensured that crosswalk areas are well marked in accordance with AASHTO standards (123).

### Continuity

Continuity measures whether there is a continuous sidewalk, which would be particularly important in pedestrian high access zones. Considered at a regional level, continuity would also refer to gaps in networks of sidewalks. Gaps in networks where there is a high potential for walkability would point to areas or corridors with a high priority for gap closures.

### System Coverage

System coverage captures the extent of pedestrian facilities available. Assessing the percent of sidewalks provided along arterials, major collectors, and neighborhood routes within pedestrian access zones could help determine the need to extend the existing system to capture latent pedestrian demand in areas of high pedestrian access or need.

- Areas where demand paths have been created, where no pedestrian facilities currently exist, would point to a natural demand for extending coverage.
- Where demand paths end, one may see people crossing several lanes of traffic to get to nearby neighborhoods.
- Often, demand paths are found near low-income housing, rental communities, industrial areas, or bus stops.
- Individuals and households that do not own automobiles may often be seen walking along demand paths.
- The terminals of demand paths may provide cues on the appropriate pedestrian facilities to support safe pedestrian movements to walking destinations

### Demographic Analysis

Understanding the demographics of residents of particular cities and regions is an important input for determining the types of pedestrian facilities that could enhance existing quality of life.

- Some areas may emerge as having a high potential for recreational pedestrian facilities.
- In other areas, dominated by lower-income populations that are transit dependent, the

more pressing needs may be for pedestrian facilities that enhance transportation between destinations including transit terminals and other modes of transportation.

- Areas with a high concentration of disabled or elderly residents may require additional time on the crossing phase, or other technological adjustments (124).

#### Ways to Better Enable Non-Vehicular Transportation Options

There is a potential to use existing easements owned by the local governments to reduce the cost of right-of-way acquisition for multi-use or shared paths. In some instances, it may be appropriate to acquire transportation right of way “on top” of an existing easement.

Consideration is given to the compatibility of the existing use with the addition of a bicycle or shared use path. Where uses are not in conflict, the acquisition cost would be minimal because of the restrictions of the existing easement. This strategy may also be effective with some private easements such as power company easements.

#### Sidewalk Activities

Generally, the implementation of sidewalks rests with the local governments in Muscogee, Harris, Lee, Russell, and Chattahoochee Counties. The development and application of a bike / pedestrian suitability rating system would facilitate evaluation, such as the systems from the Georgia Department of Transportation. Sidewalk requests are normally generated by a public request in which the city would evaluate and prioritize annually. Some factors that have traditionally been utilized to consider and prioritize sidewalk projects are as follows:

- Traffic volume on adjacent roads
- Proximity of traffic signals and posted speed on road
- Right-of-Way that would be requested for project
- Roadway profile
- Functional classification
- Evidence of existing pedestrian use
- Segment fill gap in the sidewalk system
- Provides new sidewalk where one does not exist
- Are adjacent to transit routes
- Adjacent to land-use and zoning designation
- Located within school region

#### Sidewalk Design Standards

Sidewalk design standards have been developed by the American with Disabilities Act (ADA), by the Georgia and Alabama Departments of Transportation, and the American Association of State Highway Transportation Officials (AASHTO). GDOT developed the Georgia Pedestrian and Streetscape Guide in 2003 and updated it in March 2019. This guide was developed to aid jurisdictions in pedestrian facility design. The local transportation and public works departments to make sure that pedestrian facilities in the C-PCTS MPO are constructed to the highest standards could adopt these design standards (125).

In 2017, the Alabama Department of Transportation’s (ALDOT) Metropolitan Planning and Multimodal Services Bureau updated the Alabama Statewide Bicycle and Pedestrian Plan that was previous done in 2004. The purpose of the plan:

- to establish a vision for bicycling and walking as modes of transportation in Alabama
- to help guide investment in bicycle and pedestrian facilities that maximize limited available funding.

#### Intermodal Opportunities

As mandated by the FAST Act, it is important to design a bicycle transportation system that allows for the transition between bicycle and other transportation modes. Whereas, the coexistence of bicycles and motorized vehicles has been examined in this document, the following areas should be addressed whenever possible:

- Bicycle Accommodation on Transit Buses – Intermodal transitions between bike / pedestrian facilities to transit encourage the use of both modes of transportation.
- Currently, METRA has 45 buses and 34 are equipped with bicycle racks.
- As funding allows, the bus fleet will all be equipped with the bike racks.
- All future buses purchased may be equipped with the bike racks.
- The presence of bike racks allows travelers to ride their bikes farther than they would if they were to walk to catch a bus, thus increasing the potential ridership for one bus stops.
- The expanded radius from the transit stops may also encourage ridership in lower density residential areas with the transit service area in Columbus.
- Currently, there is no such capability for accommodation on Lee County transit vehicles, due to their smaller size (127).

#### Public Transportation (Transit)

This section discusses the public transportation services in the Columbus area, the purpose and need for these services, existing conditions, and future developments – how these will potentially affect the type and extent of public transportation services, reports the results of the needs analysis and discusses some potential funding strategies to provide recommended services.

#### Transit System Purpose / Justification

By 2045, population growth / housing is projected to remain relatively steady with more substantial growth occurring in Harris County in Georgia and Lee and Russell Counties in Alabama. Fort Benning will continue to be a place where people from all over the region travel to and from work each day. Because of these commuting patterns, the lack of travel options and thus heavy reliance on individual travel by automobile, there are future air quality concerns as well as the effect of future rising gasoline prices and shortages on the economy (127).

#### Multimodal Needs

To meet the region's, need and to respond the both the continuation and changes in travel patterns, the transportation network must be multi modal and travel's need to have other modes available to them as options to driving alone in their cars. Thus, public transportation must be a part of the total transportation solution to addressing a continued, acceptable level of mobility for the region. Transit plays a key role in increasing the tourism appeal of the River Walk investment and in connecting Fort Benning personnel to attractions such as the River Walk and other regional activities (128).

### Challenges to Regional Public Transit

The major challenges to providing expanded public transportation services and making it an option to single occupant travel include:

- How to provide service for those workers and others coming from outside the service area
- How to meet the needs of the existing and transit dependent riders while appealing to the choice riders
- How can transit enhance air quality and the environment
- How to educate developers about providing access
- Access via public transportation service
- How to increase service frequencies/decrease passenger wait times
- How to expand service to evenings / late night and weekends for shift workers
- How to pay for expanded enhanced service and operations (128).

### Changes in commute patterns

Changes in commuter patterns may require a serious examination and reconfiguration of the existing public transportation route network to service suburb-to-suburb travel demand. In addition, a second north transfer center may be required to facilitate attractive service in these areas and not require a transfer to take place in the downtown core area to reach a destination in these newly developed areas. A system of strategically located park and ride lots, developed over time may be needed to support the extension of viable public transportation service to these areas (135).

### Multimodal Planning

If public transportation is to help the region address future mobility needs, deter future, anticipated traffic congestion, and enhance opportunities for tourism, transit service providers must be an integral part of the planning of the development of the region.

This means making the consideration of public transit services, service areas/routes and plans a part of the development review process.

- Encouraging new development of locate for access to transit services and generating a willingness among the development community to help pay for then enhancement and expansion of these services.
- Also required is a regional context and service provision structure for transit service, which allows for the effective planning and funding of these services across jurisdictional lines so the regional mobility needs might be able to address by viable travel options provided by transit.

### Requirements for New Development of Public Transportation

Because the public transportation network should not and cannot function well in a vacuum, it needs to be part of the overall comprehensive transportation planning process.

- This process must start when new development concepts are put on the table if future traffic congestion is to be effectively addressed through the planned investments in transportation improvements.
- Traffic impact studies should incorporate transit as a means of access and mobility for a new development and not always recommend new roadways, roadway widening, and

geometric roadway improvements as the only viable way of access and mobility. The current plans of the area transit providers should be used as input to these studies.

- New development should be encouraged to locate along existing and planned transit lines.
- Developer incentives could be given, such as a relaxation of onsite parking requirements if convenient and viable access to transit is planned and facilitated by the design of the development.
- Developers and investors could be encouraged to meet with transit providers to discuss their mobility and access needs, and how transit could meet these needs (136).

#### Proposed Transit Projects

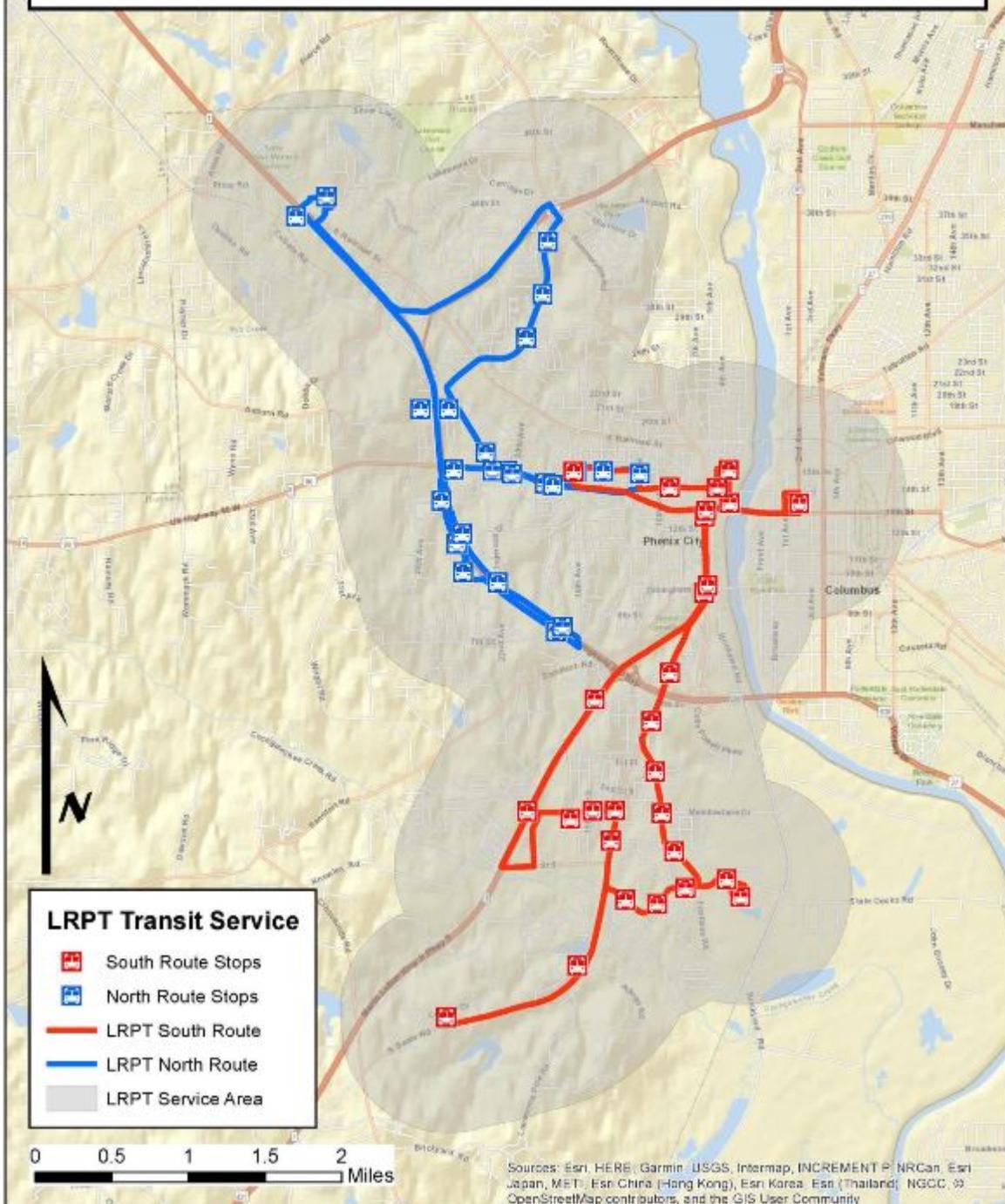
##### **METRA / Columbus:**

- Continue transit connections with future alternative transportation biking and walking trails.
- Continue connections to key retail and employment locations requiring transit access.
- Continue to support the use of existing and future park and ride locations throughout the urban service area.
- Continue to transition disabled para-transit customers to fixed route buses by increasing on-street access once the rider exits the bus and then becomes a pedestrian.
- Continue to coordinate transit and travel access with public and private non-emergency transit services
- If feasible, convert

##### *PEX / Phenix City:*

- Identify funding sources to continue and expand transit services.
- Promote marketing in Phenix City to improve ridership.
- Continue to purchase and replace cameras and tablets as needed in operations.
- Replace fixed route and para-transit vehicles based on the useful life and on the availability of match funding.
- Replace bus stop signs and / or add shelters and benches.
- Construct a fenced parking lot for transit vehicles and small building to house supplies and tablets (216).

# LRPT Transit Routes & Stops



# Phenix City Design Guidelines 2009

## Project Area

The project team and DRA defined the area which is covered by these design guidelines (figure2). The Downtown/Riverfront District is the name given to the area covered by the guidelines. The District is bounded on the east by the Chattahoochee River with primary corridors along sections of the Broad, 13<sup>th</sup> 14<sup>th</sup> 16<sup>th</sup> and Dillingham Streets. The northern terminus is formed by the railroad tracks at South Railroad Street, while the southern boundary is located at the junction of Dillingham and Broad Streets. The junction of 12<sup>th</sup> Avenue and 14<sup>th</sup> Street forms the western most point of the District (3).

The District Areas are:

1. Dillingham and Broad Street
2. Holland Creek/Chattahoochee River Greenway
3. Broad Street Mixed-Use
4. Downtown Commercial Corridor
5. Historic Commercial District
6. Riverview Neighborhood

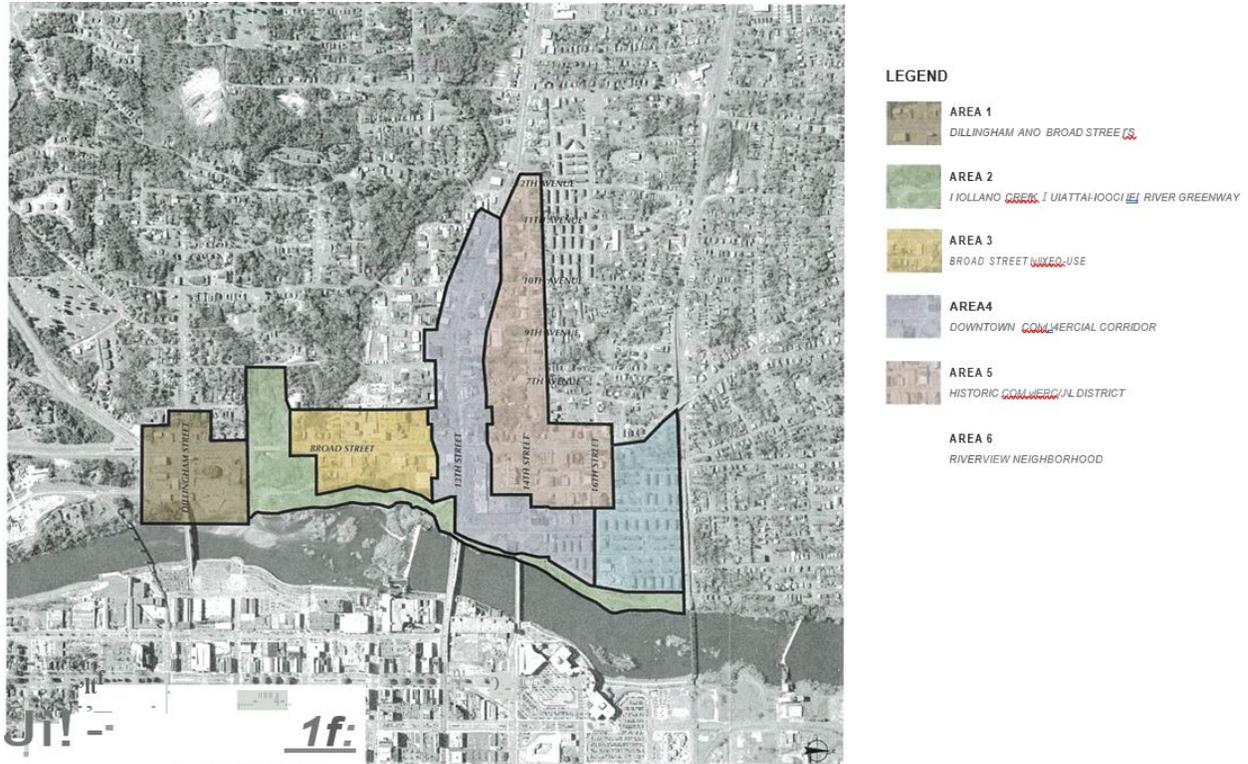
## Guidelines for Site Development

The Downtown/Riverfront District is identified in the District Map (Figure2). The District is bounded on the east by the Chattahoochee River with primary corridors along sections of the Broad, 13<sup>th</sup> 14<sup>th</sup> 16<sup>th</sup> and Dillingham Streets. The northern terminus is formed by the railroad tracks at South Railroad Street, while the southern boundary is located at the junction of Dillingham and Broad Streets. The junction of 12<sup>th</sup> Avenue and 14<sup>th</sup> Street forms the western most point of the District.

The Downtown/Riverfront District is composed of six main areas. These areas have been based on historic and existing characters and future development plans for these areas. The area within the District shows a typical section for each.

1. Dillingham and Broad Street (Figure 3)
2. Holland Creek/Chattahoochee River Greenway (Figure 4)
3. Broad Street Mixed-Use (Figure 5)
4. Downtown Commercial Corridor (Figure 6, Figure 7)
5. Historic Commercial District (Figure 8, Figure 9)
6. Riverview Neighborhood (Figure 10)

The guidelines presented in this document apply specifically to the Downtown/Riverfront District with some specific guidelines that apply to the specific areas. The Downtown/Riverfront Design Review Board is responsible for reviewing applications for proposed changes within the District and granting Certificates of Appropriateness (COA) for projects which meet these guidelines (13).



### Parking in the Rear of Buildings

Locating parking areas in the rear of buildings minimizes the aesthetic impact of parking, improves streetscape definition, encourages walkability and allows for the emphasis of other design objectives, such as streetscape quality and landscaping (25).

### Parking

#### Surface Lots

Throughout the district automobile parking will be handled on street, behind businesses or occasionally and in limited amounts on the side of the business.

When on-street parking is not an option, parking located behind the building is desirable. It may be desirable to create a small amount of parking on the side of some buildings. This parking should be composed of less than 10 parking spaces and be located along the access to rear parking. Most parking should be located behind the building,

#### Parking Along the Side of Buildings

- Side parking lots should be effectively screened from the right-of-way by masonry walls and evergreen tree and shrub plantings.
- Parking lots with 50 or more parking spaces should be divided into separate areas with walkways and landscaped areas, grade separations or bio-retention area in between, which are a minimum of 15 feet in width.
- Where pedestrian paths cross the traffic flow, raised speed tables shall be provided as a traffic calming device. Sidewalk paving materials shall continue across any intervening

driveway or speed table at the same prevailing grade and cross slope as on the adjacent sidewalk clear zone (26).

### Bicycling Parking

All buildings space with parking lots shall include an area for parking bicycles.

- Bicycle parking space should be located within the parking lot near the building
- entrance or in an area outside the parking lot adjacent to the building entrance
- within a landscaped area.
- The quantity of bicycle parking spaces shall be five percent of the total number of
- automobile parking spaces within the development.

### Landscape

Landscape in the District is used to soften and break up expanses of hardscape, provide shade and add beauty to the downtown.

### General Landscape Recommendations

- Maintain species diversity by conserving and planting a variety of tree species.
- Plant primarily native trees that will blend into the broader landscape and ecology of the region.
- Plant no more than 30 percent of all trees in a given area with a single genus (i.e., maple); and plant no more than 30 percent of any one genus with a single species (i.e., red maple); and plant no more than 30 percent of any one species using a single cultivar (i.e., 'Red Sunset' red maple).
- Large deciduous trees shall be a minimum of 10 to 12 feet in height, with a minimum circumference of three- and one-half caliper inches (measured six inches from the ground) immediately after planting (27).
- Evergreen trees shall be a minimum of six feet immediately after planting.
- Plant large canopy trees wherever adequate space exists.
- Evaluate site conditions-sunlight, soil pH, nutrient availability, soil moisture, and growing space--and select species for planting whose requirements match those conditions.
- Select species that will best provide the function desired on the site (i.e., evergreen trees for buffering and screening) and for their suitability to the existing topography, soils, and vegetation.
- Save strips of woodland to connect to other natural areas as corridors for wildlife movement.
- Use highly efficient irrigation technology such as drip irrigation or use captured rain or recycled site water to reduce potable water consumption for irrigation by 50% over conventional means (29).

### Plazas and Streetscapes

Plazas are defined as the broad open spaces, or open-air space enclosed on two or more sides by buildings, designated for public use. A streetscape landscape refers to the area along the

front elevation of a building.

- Match the mature size of trees species to the amount of available growing space.
- Select species from the Native Street Trees Appendix C.
- Large and medium sized trees should be used in streetscapes and plazas.
- Choose trees to enhance architectural design and do not block important building and structure detailing.
- Trees planted within streetscapes and plazas should be spaced at a maximum interval of 50 feet on center unless adjacent parking lot trees are occurring within 30 feet.
- Maintain an eight-foot minimum height to branching for pedestrian clearance.
- Plant trees where limbs will not impede access for delivery or emergency vehicles.
- Permeable or open paving systems that accommodate pedestrians may be used in the surface of plazas to provide water to tree roots and decrease storm water loads by diverting water from the storm sewer into the soil.
- Consider the installation of root channels or structural soil under sidewalks to increase rooting area, improve the health and longevity of street trees and discourage tree roots from heaving and breaking paver and concrete sidewalks.

#### Parking Areas

- Select trees that can withstand the hot, dry microclimates and poor soil conditions of parking areas.
- Plant moderately fast to fast growing trees to realize tree benefits as soon as possible, because parking areas and the trees in them often have short life spans.
- When planting rows of trees include an assortment of species to avoid noticeable gaps when one dies or is damaged.
- Insure there is adequate clearance from trees for vehicular turning, backing, and parking.
- Group trees in islands so that they can share rooting space.
- Consider the use of uncurbed tree planting islands in the front of swales or linear shallow depressions that also serve to filter and absorb storm water runoff.
- Irrigate tree islands to ensure new tree survival and improve tree long-term tree health.
- Parking lots located along public right-of-way shall be screened using a combination of densely planted evergreen and deciduous plants full to the ground and to a minimum height of six feet to 90 percent opacity within two years of installation. Wood horizontal rail or wood vertical screen fencing may be incorporated within the vegetative screening at a maximum height of 42 inches (30).

#### Trees and Utilities

- Avoid trees with aggressive root systems near underground utilities.
- Maintain at least 15-foot clearance between overhead power lines and tree limbs.

- Plant only small maturing trees beneath overhead electrical power lines to ensure clearance can be maintained.
- Plant medium trees at least 20 feet from overhead utilities.
- Plant large trees at least 40 feet from overhead utilities.
- Prune trees according to professional standards, employing natural target pruning to remove undesirable limbs at the branch collar.
- Employ crown reduction pruning instead of tree "topping" to reduce tree size beneath utility lines.
- Remove trees in conflict with overhead electrical power lines if clearance cannot be maintained through proper pruning.
- Tunnel under tree roots instead of trenching through tree roots within the critical root zone for the installation or repair of cable, phone, electric, gas, water, or sewer lines (30).

#### Service Areas, Appurtenances and Utilities

- Service areas, utilities and appurtenances such as overhead wires, trash containers, mechanical units and storage areas are necessary components of the built environment. Proper placement of these elements can make a big impact on the appearance of the District. In general, these elements should be located out of view from the public right-of-way, behind buildings. Outdoor storage areas and loading docks should be screened from the view of adjacent streets using six-foot wooden screen fencing, masonry walls or opaque evergreen tree and shrub plantings.
- Overhead utilities should be buried where possible or run along alley ways behind properties
- Appurtenances and ground level mechanical equipment should be screened using wooden screen fencing, masonry walls or opaque evergreen tree and shrub plantings.
- Roof-mounted mechanical equipment should be placed so that it is not visible from the right-of-way and screened as needed (31).

#### Rhythm

Rhythm is the recurring patterns of lines, shapes, forms, or colors (materials) on a building or along a streetscape. For example, the rhythm of openings on a building refers to the number and placement of windows and doors on a facade. Rhythm also occurs on the larger scale of streetscapes as created by development patterns (orientation and setback) and details of individual buildings (scale, height, etc.) (37).

#### Guidelines for Signs

Appropriate and effective signage in the downtown is of great importance to the character of the area and success of businesses. These guidelines seek to strike a balance between minimizing visual clutter and ensuring that attractive signs are present to guide shoppers and add interest to the built environment. The model for signing the Downtown/Riverfront District is rooted in the established

traditions for of downtown signage. These guidelines are intended to apply to both historic buildings facades and newly constructed facades.

#### Number of Signs

Each business establishment is limited to a single principal sign per street front that the business faces. Secondary and Special Purpose signs are not restricted in number. However, the total square footage of all signs/banners cannot exceed five percent of the total square footage of the facade (including signs placed on the outside and inside of windows and doors).

#### Sign Types

##### **Free Standing Signs**

- Billboards shall not be allowed within the District. Existing billboards should be removed.
- Pole signs are typically found along suburban corridors and are not appropriate in the District. Existing pole signs should be replaced with low masonry monument signs. Maximum height for monument signs should be 10 feet. Monument signs are appropriate for municipal buildings with deeper setbacks and former historic residential properties which have been converted into commercial uses.
- Menu board signs are common in bustling downtowns. They are located on the sidewalk and draw attention to specials of the day. They should always be professionally constructed of durable materials like wood or metal and must have the name of the business professionally printed along the top in at least three (3) inch high letters. The remainder of the board may utilize chalkboards or dry-eraseboards for hand-lettering. They must be two feet wide and four feet in height. No moving parts, glow-in-the-dark or fluorescent paint or letters are allowed. Menu Boards must be removed from public space when the business is closed each day (43).

#### Guidelines for Streetscapes

Use existing Broad Street standards

##### **Materials**

- Trees & Landscaping
- Street Furniture & Lighting
- Public Signs
- Traffic Signals & Utilities
- Sculpture & Public Art

##### Sidewalks throughout District

- Limit crosswalk lengths throughout District
- Promote health, tourism, commerce
- New projects required to include sidewalks per City standards
- Drives
- Drives minimized, consolidated curb cuts

Lighting

- Standard
- Paving
- Materials from Broad Street Corridor project
- Brick pavers- basket weave
- Colored concrete
- Brown detectable warning pavers

Furniture

- Follow standards from Broad Street project
- Benches, trash (50).

To Improve Pedestrian Safety and Calm Traffic

- Length of crosswalks should be limited
- Crosswalk length should be limited with corner bump-outs (51).

## Phenix City Downtown Revitalization Study

### Land Use Assets and Problems

- Lack of adequate buffers between incompatible land uses.
- Zoning that is not in accord with existing or potential land use.
- Commercial clutter.
- Vacant space.
- Some uses that are not appropriate to a downtown location.
- Outside storage (9)

### EXISTING ZONING

- Four different types of zoning exist within the boundaries of the Downtown Planning Area. They are:
- R3 High-Density (Multi-Family) Residential (25.5%)
- C-1 Central Commercial District (55%)
- C-2 General Commercial (11.5%)
- A/O Apartment/Office (8%)

### Existing Zoning

<b>Classification</b>	<b>Acreage</b>	<b>Percent</b>
R-3	46.30	25.5 %
C-1	99.84	55 %
C-2	20.94	11.5 %
A-O	14.42	8 %
<b>TOTAL</b>	181.5	100.0 %

C-1 Central Commercial is the predominant type of zoning within the overall planning area. It applies to 55 percent of the total planning area.

The C-2 General Commercial district extends along 7<sup>th</sup> Avenue from 14<sup>th</sup> to 12<sup>th</sup> Streets. R-3 zoning district includes Riverside Apartment Complex. This parcel is considered a high priority in the redevelopment efforts planned for downtown Phenix City.

The A/O Apartment- Office District is a transition area between the residential neighborhoods to the north and the C-1 commercial district along Broad Street (7).

## PARKING

A parking survey was prepared to determine the location and number of cars which may be parked in the downtown area. The survey examined three types of parking:

- Public
- site specific
- unimproved lots "Existing Parking"

A major parking problem is both vehicular and pedestrian accessibility. Also, many of the street parking lots are not well organized and spaces are not clearly marked. 46.3 percent of parking in the downtown planning area is site-specific for a particular development. These spaces are not, therefore, generally available for general public use (11).

**Table 4 Existing Parking Downtown Planning Area**

<b>Type of Space</b>	<b>Number of Spaces</b>	<b>Percent</b>
Private Off-Street	1333	50%
Private Unimproved	250	10%
Public Off-Street	655	25%
On-Street	397	15%
<b>TOTAL</b>	<b>2635</b>	<b>100%</b>

## SIDEWALKS

The Downtown Planning Area does not have a critical sidewalk problem. Only 2 percent of the area has sidewalks in poor condition. Sidewalk improvements should continue to be a priority component of downtown revitalization. The recently completed Riverwalk is evidence of a commitment to safe public access. Figure 6 shows the condition of sidewalks and Table 5 presents a statistical analysis of sidewalk conditions (11).

**Table 5: Sidewalk Conditions Downtown Planning Area**

	<b>Linear Feet</b>	<b>Percent</b>
Good Condition	29,360.60	88 %
Fair Condition	3,449.90	10 %
Poor Condition	649.95	2%
<b>TOTAL</b>	<b>33,460.45</b>	<b>100 %</b>

### Liabilities

The planning area's visual problems detract from the City's overall appearance and also reflect a declining district of Phenix City.

- Many facade treatments need rehabilitation and improvement.
- Housing stock in and adjacent to most of the downtown planning area is in poor condition and shows an average to below-average level of maintenance.
- Overhead utility lines clutter most major streets, including the major entryways into downtown.
- Public infrastructure is deteriorating and in poor condition.
- Signage is unorganized and inconsistent.
- Some signage in the planning area is out of scale with its surroundings and tends to compete with other signs and in some cases with the buildings themselves.
- Many parking lots are not appropriately screened or landscaped and are not attractive. Parking lots should also be striped for more efficient use.
- Vacant buildings and poorly maintained properties detract from the appearance of the planning area and contribute to a perception of decline.

Regardless of current aesthetic liabilities the Downtown Area has great potential to become a very pleasing, aesthetically desirable part of Phenix City. This potential can only be achieved through an organized, cohesive quality in terms of buildings, signs, landscaping, streetscape. (13).

### Street Improvements

Recommendations for activities to upgrade street conditions in the Planning Area include:

- Upgrading all streets currently classified in fair to poor or poor condition through a combination of improvements (e.g., resurfacing, milling, patching) as necessary.

- Resolution of street deficiencies in a comprehensive manner. Where possible, the city should totally eliminate street deficiencies by correcting street elevation, base, surface, drainage and alignment problems at one time, in a comprehensive approach, instead of addressing one problem (e.g., overlay to correct surface deterioration) and leaving others (e.g., inadequate drainage) which may result in substandard conditions, premature deterioration or increased liability (27).
- Coordinating street improvements with other required infrastructure improvements. The city should plan and coordinate the timing of street improvements to coincide with other public utility and infrastructure improvements (e.g., water, sewer, gas) required in the area. This will help prevent newly paved streets from being affected by repairs or construction activities.
- Development of a Street Management Plan / Program to anticipate and address future street and circulation needs in the Downtown Area in a planned, comprehensive manner. Activities included in this plan should be incorporated into the city's Capital Improvements Budgeting Program (28).

## 2021 CEDS Draft

### Transportation Systems

I-85 Corridor is the major interstate connecting five states and is the connective thread in Phoenix City. The interstate begins in Montgomery Alabama runs through Peterburg, Virginia. Seventeen miles of I-85 runs NW in Lee County through the City of Auburn and the City of Opelika with eight exits. The major highways located in the region are US Highway 80,29, and 431, which are major avenues of transportation for freight and passengers throughout the Southeast (15).

### Commercial Airport

Lee- Russell region does not have a commercial airport. The closest regional airports are in Columbus, Georgia and Montgomery, Alabama.

### Major Railroad CSX

The Norfolk Southern Company transportation route connects Birmingham Al to Savannah, Georgia by way of the City of Opelika and Phenix City, Alabama.

### Amtrack Future Economic Development

Future investments in Amtrack under the American Jobs Plan will connect new cities via passenger rail. The City of Auburn will be along the connections from Montgomery, Alabama to

Atlanta, Georgia, which will offer new economic development for the local economies (16).

### Lee-Russell Region

Limited public transportation for residents includes taxis, shuttles, or buses. Public and private entities offer demand-based transportation for eligible clients.

### Chattahoochee River

The Army Corp of Engineers' failure to dredge the river inhibited the movement of ships, which closed the port and therefore used as a recreational designation (16).

## 2021 CEDS Draft

### Land Development Patterns Lee and Russell Counties

Auburn is the largest urban area in the region and continues to be the fastest growing metropolitan area in the East Central portion of Alabama. The economic driver is Auburn University the largest employer in the region. All the growth in Lee County is near I-85 in Auburn and Opelika along 280 and I-185 in Phenix City. In Russell County, manufacturing and education have the largest impact on the regional economy.

### Economic Base Multiplier

Lee County has an Economic Base Multiplier of 8.63, meaning that an increase in basic employment of 1 person would lead to an 8.63 percent increase in jobs in the County. Russell County has an Economic Base Multiplier of 6.36, meaning that an increase in basic employment of 1 person would lead to a 6.36 percent increase in jobs in the County. Overall, education and manufacturing are by far the largest industry exports for the Lee Russell region.

### Shift-Share Analysis

Lee County has three industry sectors that are growing rapidly and the industry clusters present are: transportation & warehousing; manufacturing; and educational services. These three industries added approximately 3,371 new jobs between 2002 and 2017. In Russell County, finance & insurance as well as health care & social assistance were the fastest growing industry sectors, which showcase the County's competitive advantage. Approximately 863 new jobs were added to Russell County's economy from 2002 to 2017 (35).

The shift-share analysis also showcases what industries are declining at a faster rate than the State's average. For Lee County, these industries were: agricultural, forestry, fishing & hunting; and utilities. In Russell County, the following industries are declining at an accelerated rate: agricultural, forestry, fishing & hunting; mining; utilities; information; professional, scientific & technical services; administrative, support & waste management services (35).

## Comprehensive Plans

The cities of Auburn, Opelika, Phenix City, Smith Station, Lee County, and Russell County have comprehensive plans to determine the community's goals and aspirations for the future (31).

### Phenix City 2014 Comprehensive Plan

Promotes a vision for future development and redevelopment.  
Emphasis sense of place in neighborhoods and downtowns  
Promotes multiple nodes of transportation  
Development along main corridors  
Focused on redevelopment rather than annexing new lands  
Promotes infill development by offering business incentives to relocate in the city  
Support further development along the river  
Redevelopment of Brownfield fostering new growth in the city limits (31).

## Natural Hazards

Lee and Russell Counties are affected by a wide range of natural and human-caused hazards that negatively impact life and property. Both counties have been included in Federal Disaster Declarations six times since 2010 related to the impacts from flooding, severe storms, hurricanes, and tornadoes.

The region is highly susceptible to tornadoes, floods, severe thunderstorms, and drought. Lee and Russell counties are susceptible to long periods without any perception which results in drought conditions. Tornadoes are the costliest hazard that impact Lee or Russell counties because tornadoes can affect any location in the region, due to occurrences being randomly located and the impossibility of predicting specific area of tornado strikes (59).

## Flooding

There are two primary types of flooding that affect this planning area: riverine flooding and flash flooding. Lee and Russell counties experience both types of flood events. Flash floods are generally more prevalent in the urbanize areas with abundant impervious surfaces and other areas of obstructions to water runoff. The Chattahoochee River, which forms the eastern boundary of Lee and Russell counties, is a primary factor in riverine flooding in the region (60)

## Columbus-Phenix City Transportation Study

### Planning Factors:

The MPO develops the UPWP to provide comprehensive, cooperative and continuing transportation planning (known as the "3-C Process") for the Columbus-Phenix City area. The FAST Act requires that the metropolitan planning process consider and analyze the following ten factors for each planning activity. *The ten planning activity factors with C-PCTS's associated goals and objectives are shown below and are integrated into the UPWP task elements.*

- Increase the safety of the transportation system for motorized and non-motorized users.  
**Goal: A safe transportation system:** *On December 16, 2019, the Columbus-Phenix City Transportation Study (C-PCTS) MPO Policy Committee adopted the Georgia Department of*

Transportation (GDOT) and the Alabama Department of Transportation (ALDOT) Safety Performance Management Targets for 2020. The Safety Targets are adopted on a yearly basis. The Safety Targets will be addressed in Task 2.1, 3.4, 4.1, 4.5, 4.11, 4.12, 4.13, and 6.1.

Metrics:

- Number of automobile collisions per year – (January 31, 2019 to January 1, 2020 (Georgia) – 9,013 with 18 fatalities. Data received from GEARS & Columbus Police Department and Harris County Sheriff's Department)
- Number of bike crashes & fatalities per year - (2019 Georgia) – 18 bicycle crashes with no fatalities. Data received from GEARS & Columbus Police Department)
- Number of pedestrian fatalities per year – January 31, 2019 to January 1, 2020 (Georgia) – 9 fatalities. Data received from GEARS & Columbus Police Department)
  - Objective 1: Locate the top five (5) most dangerous intersections. MPO Staff continues to work with the Law Enforcement Offices and the Engineering Departments of the counties / cities within the MPO region to locate the top five most dangerous intersections. These intersections may be funded through the MPO or with local funds.
  - Objective 2: Continue to educate drivers and bicyclists-pedestrians about safely sharing the road.
  - Objective 3: MPO Staff will work with the Transit agencies on incorporating incident data for Safety Planning.
- Increase the security of the transportation system for motorized and non-motorized users.

**Goal: A secure transportation system:**

Metrics:

- Improve the safety of transit facilities including stops and vehicles. METRA currently has camera's on all buses and is currently discussing ways to improve security on the bus stops.
- Support the development of regional preparedness and evacuation planning.
- Increase the accessibility and mobility of people and for freight: **Goal: An accessible transportation system:**

Metrics:

- Dial-A-Ride ridership per year. METRA transports 60,000 riders annually (about 200 per day).
- Average Truck Speed on the National Highway System
  - Objective 1: Strive to integrate local, regional, and national transportation systems to facilitate movement of people and freight between modes. The MPO's Citizen's Advisory Committee has a member from the Freight Community to help the MPO with the needs of the freight community.
  - Objective 2: Support freight facilities connecting the region to national and global markets. MPO Staff is working with GDOT on several roadways that are heavily traveled with freight (i.e. J.R. Allen Parkway/Beaver Run Road, Williams Road, Veteran's Parkway). The MPO currently has a consultant performing a study on the J.R. Allen Parkway/Beaver Run Road to see how this major thoroughfare can be improved.
  - Objective 3: Enhance connectivity between housing, jobs, services, and educational facilities.

- Objective 4: Continue to improve system accessibility for people with special transportation needs, including persons with disabilities, the elderly, and the young and low-income populations. Increase ADA compliance with intersection improvements. *MPO Staff continues to work with the Cities of Columbus (Georgia) and Phenix City (Alabama) on implementing projects identified in the ADA Compliance Documents for each city.*
  - Objective 5: Encourage land use policy that supports access for disabled persons, efficient mass transit, and non-motorized travel.
  - Objective 6: Number of projects that comply with Complete Streets. (A complete street is a safe, accessible, and convenient street for all users regardless of transportation mode, age, or physical ability. Complete streets adequately provide for bicyclists, pedestrians, transit riders, and motorists. Complete streets promote healthy communities and reductions in traffic congestion by offering viable alternatives to driving). *The MPO and City staff continues to work with the consulting firms designing the Buena Vista Road Spider Web, and the Cusseta / Old Cusseta Road, and the Buena Vista Road Interchange TIA projects to include the Complete Streets policy.*
- Protect and enhance the environment, promote energy conservation, improve quality of life, and promote consistency between transportation improvements and State and Local planned growth and economic development patterns.

***Goal: A sustainable transportation system:***

*Metrics:*

- Percentage of workers commuting by bus
- Percentage of workers commuting by bicycle
- Percentage of workers commuting by walking
  - Objective 1: Continue working with the local bicyclists and organizations to create a safer community for pedestrians and cyclists. *MPO Staff will utilize the Safety Targets to educate commuters on safety measures.*
  - Objective 2: Create inventory of bike lane mileages and types as a shape file. *Please click on this link for updated bike lanes / multi-use trails.*  
*<http://arcg.is/115XvW>*
  - □ Objective 3: Update inventory of sidewalk mileage and type as shape file. *MPO Staff continues to work on producing an inventory of sidewalks in Columbus and Phenix City. The MPO staff included a study in the 2045 MTP to complete a sidewalk study throughout the MPO urbanized area.*
  - Objective 4: Continue to add bike-pedestrian infrastructure to the network. *MPO Staff continues to work with the City of Columbus on implementing projects identified in the MPO's Alternative Transportation Plan. Some of these potential projects are listed in the 2045 MTP.*
- Enhance the integration and connectivity of the transportation system, across and between modes, for people and freight.

***Goal: An integrated transportation system:***

*Metrics:*

- Promote the use of Park and Ride. *MPO Staff continues to work with the transit agencies to promote the use of Park and Ride locations.*
- Percentage of workers commuting by bus
- Percentage of workers commuting from other counties
  - Objective 1: Reduce congestion on major freight and passenger routes. *MPO Staff is working with GDOT on the US 80 / Beaver Run Corridor on traffic signal upgrades and two roundabouts to increase travel time and reduce wait time at the traffic signals. Message boards and ramp meters have been installed along this corridor GDOT, MPO, and City Staff worked together on message boards and ramp meters that were installed along this corridor. MPO staff along with the City of Columbus installed a round-a-bout along River Road (SR 219) at Bradley Park Drive.*
  - Objective 2: Improve the internal connectivity of the transportation network 14
  - Objective 3: Increase access, expansion and improve the reliability of public mass transit
- Promote efficient system management and operation. **Goal: An efficient transportation system:**  
*Metrics:*
  - Level of Travel Time Reliability (LOTTR)
  - Peak Hour Travel Time Ratio (PHTTR)
  - Truck Travel Time Reliability (TTTR)
    - Objective 1: *June 19, 2018, the Columbus-Phenix City Transportation Study (C-PCTS) MPO Policy Committee adopted the Georgia Department of Transportation (GDOT) Travel Time Targets and on August 21, 2018, the MPO Policy Committee adopted the Alabama Department of Transportation (ALDOT) Travel Time Targets for 2018. The Travel Time Targets will be addressed in Task 2.1, 3.4, 4.1, 4.5, 4.11, 4.12, and 4.13*
- Emphasize the preservation of the existing transportation system. **Goal: Maximize transportation system:**  
*Metrics:*
  - Number of rezoning cases that do not have a negative impact on the transportation system. (Addressed within Work Element – 3.4). *Staff has completed twenty-one (21) traffic analysis for the rezoning cases with zero (0) cases that do not affect the transportation network.*
  - Number of completed projects or projects under design and/or construction that increase capacity without widening the road:
    - Objective 1: Promote projects that increase capacity and safety without widening. *The Buena Vista Road Diverging Diamond Interchange (TIA) project will increase capacity and safety without widening the roadway / bridge. GDOT is in the process of designing a Diverging Diamond Interchange, which will replace the current interchange on Bradley Park Drive in Columbus.*
    - Objective 2: Promote multi-modal transportation that diverts travel demand off single occupancy automobile trips.
- Improve the resiliency and reliability of the transportation system and reduce or mitigate storm water impacts of the surface transportation.  
*Metrics:*
  - Gallons of storm water diverted off roadways and land use changes.

# Downtown Phenix City Design Standards

## Keys to Downtown Phenix City

### Broad Street (p. 2)

- Broad Street is a very wide street that offers the possibility of creating a strong boulevard that can establish a real sense of Phenix City's "Main Street" and civic heart of the community.

### Bridges (p. 3)

- The three bridges-Dillingham Street, 13<sup>th</sup> Street, and 14<sup>th</sup> Street Pedestrian Bridge-are strong visual characteristics of the Downtown edge.

### Sense of identifiable and compact scale (p. 3)

- A comfortable sense of scale arises from the unit of shops to blocks to streets.
- Corners and points of visual emphasis have tall buildings with professional offices, service retail, or hotels and corporate offices, particularly where views can add value to property.
- New and existing residential and hotels are within walking distance of the commercial center.

### Pedestrian is encouraged (p.3)

- Walkable block lengths give a sense that everything is within easy walking distance.
- Awnings, overhangs, or colonnades protect walking areas.
- Shops that come directly to sidewalk edge reinforce a strong sense of sidewalk environment.
- Sidewalk environments pay special attention to materials, lighting, and maintenance.
- Shop merchandising addresses the pedestrian.

### Automobile is domesticated (p.3)

- Auto traffic gives Downtown a sense of commercial vitality.
- Potential for "front-door" parking invites customers to drive the retail streets.
- Storefront parking slows traffic and establishes a buffer between pedestrians and moving traffic.  
Back-door parking establishes a proper place for employee parking, vendors, and service while
- providing back-up for street parking---employees are not allowed to park "out front".  
Surface parking lots are not be allowed on primary commercial streets. It breaks the sense of
- commercial continuity as well as the character and vitality of downtown; it requires additional curb cuts that break sidewalks, and is not in keeping with the character of a pedestrian-oriented downtown.
- Commercial drive-throughs are allowed only away from main streets and in service and parking areas.
- Gas stations are located away from the main streets, in locations that support convenience rather than mere visibility.

### Mixed-Use Downtown (p. 9)

Create places for people to live, work, worship, recreate, and shop.

## Discussion

Downtown vitality is increased when the city core hosts a wide variety of activities that occur throughout the day and throughout the week. When people live, work, worship, and recreate, as well as shop and attend to civic business in the downtown, there is the best potential for business survival, for safety, and a highly developed sense of place.

In Downtown Phenix City, upper stories above retail used as offices, professional services, and housing can accommodate a variety of activities. There should also be mixed-income housing developments particularly along the Chattahoochee River where topography and views make ideal residential sites. Concentrating the markets, services, and retail goods users encourages residents, visitors, and workers from both sides of the river to "use" downtown-particularly as pedestrians.

## Cross References:

THREE STORY EDGES, STREET EDGES AND PARKING, BUILDING/STREET RELATIONSHIP, FREESTANDING COMMERCIAL BUILDINGS, CONTINUOUS SIDEWALKS

## [Taller Buildings at Corners](#) (p. 10)

Anchor corners and visual focal points Downtown with taller buildings.

## Discussion

Intersections of major streets, especially 13th and Broad, or Dillingham and Broad, are the most intense nodes of civic and commercial activity. They have the highest visibility, the most pedestrian activity at their crosswalks, and offer the most important addresses in the commercial center. The tallest buildings in the Downtown district should be located at these corners where their scale and prominence are most appropriate, their mass is in best relation to the scale of the street, and where the most intense street activity occurs.

## Cross References:

THREE STORY EDGES, BUILDING/STREET RELATIONS, BUILDING/STREET RELATIONSHIPS

## [Continuous Sidewalks](#) (p. 13)

Pedestrians are the life-blood of a thriving retail center. Always encourage activities and conditions that bring people out of their cars and onto the sidewalks of downtown throughout the day and throughout the week.

## Discussion

The health and vitality of most service and specialty retail areas depends on a high volume of pedestrians moving to and from their shops. Destination shopping may bring a customer into the downtown, but a sense that one can accomplish several things conveniently with each stop will attract pedestrians and create the opportunity for additional shopping. It is important to get customers out of their cars and onto the sidewalks to create this potential for shopping triggered by opportunity, visibility and impulse.

Drive-up service, drop-offs, and other in-car conveniences are disruptive to this pattern of street

vitality in a downtown. Service of this type should never be allowed on the main retail streets. Limited drop-offs may be accommodated in off-street parking or rear service areas, but should always be evaluated in terms of their potential conflict with the best interest of the downtown's retail vigor.

Cross References:

GOOD SIDEWALKS, BUILDING/STREET RELATIONSHIPS

[Good Sidewalks \(p.14\)](#)

To create the best and safest sidewalk environment, maintain a continuous, predictable walkway which follows the pattern of the adjacent street.

Discussion

Sidewalks are the pedestrian thoroughfares of communities. They are social meeting places for neighbors and the first place of contact for merchants and their customers. Good sidewalks encourage pedestrian activity and make time spent in the downtown pleasant and inviting. The best sidewalks are relatively open and "uncluttered" by street furniture, light posts, and trash receptacles. They have predictable widths and direction with consistent relationships to the adjacent streets and storefronts. Curbs cuts should be minimized and special consideration should be given to the increased activity and contact with traffic at street intersections.

Sidewalk materials should be selected for good footing in all weather, as well as a sense of durability and commitment to the importance of the pedestrian. Decorative sidewalk materials can also be used to convey passage from one district or node to another.

Cross References:

BUILDING/STREET RELATIONS, STOREFRONTS, APPROPRIATE LANDSCAPES.  
STREET EDGES AND PARKING LOTS, TRANSITIONS TO RESIDENTIAL  
NEIGHBORHOODS

[APPROPRIATE LANDSCAPES \(p. 16\)](#)

Maintain a commercial character along sidewalks and street-fronts, supported by the use of well-maintained appropriate plantings and street furnishings, to reinforce and enhance the landscape character of Downtown Phenix City.

Discussion

The public realm, consisting of Downtown streets and sidewalks, is shaped by the form and character of its landscape plantings, street furnishings, and open space. A landscape concept should strengthen Downtown character and identity by supporting pedestrian activity on the street. Landscape should also strengthen the image and character of the buildings that form the street walls. Plant materials should be appropriate to their context and adjacent uses, realizing that retail, office, residential, and civic environments are different and should have different plant organization, density, and materials.

Street trees, furnishings, and lighting should be simple, and should channel rather than impede one's vision or movement along the street. Urban planting should consist primarily of large-scale trees placed strategically between ships, with low ground cover in tree wells. The plantings

together with benches and pedestrian-scale lighting should be located at the curb in order to maintain a wide pedestrian movement area between these furnishings and storefronts. Signage and landscape elements should be designed to complement the storefront image, with signs placed in standard locations on the buildings to enhance their visibility and work in concert with the street trees and other urban plant materials.

#### Cross References

STREET EDGES AND PARKING LOTS, OFF-STREET PARKING AND SERVICE, TRANSITIONS TO RESIDENTIAL NEIGHBORHOODS

#### [STREET EDGES AND PARKING LOTS \(p.17\)](#)

Maintain a strong edge between the street and the sidewalk. Discourage freestanding buildings in the Downtown core, especially those with large amounts of adjacent parking,

#### Discussion

Downtown gains its sense of identity and legibility from its building density and the relationship of those buildings to the street and sidewalk. Downtown patterns are very different from those of adjacent residential neighborhoods. A pattern of strong street edges, lined with buildings gives sense of continuity and reinforces a distinctly downtown scale. This concentration of buildings ensures Downtown's viability and economic health by encouraging pedestrian activity and a sharing of customers.

Freestanding buildings break this pattern of continuity. This may be appropriate for civic and religious buildings, but when commercial buildings set themselves apart from each other, they dilute the continuity of the street and public realm, pull customers out of the flow of retail activity, and usually detract from the overall vitality of the downtown. Freestanding buildings are an automobile-oriented pattern of suburban development. Downtown is much better served by establishments that reinforce the pedestrian patterns and characteristics of the center.

#### Cross References:

GOOD SIDEWALKS, CONTINUOUS SIDEWALKS, BUILDING/STREET RELATIONS, APPROPRIATE LANDSCAPES, OFF-STREET PARKING AND SERVICE

#### [Good Vehicular streets and parking \(p. 18\)](#)

Domesticate vehicles and traffic and give primary importance to people rather than cars.

#### Discussion

Bustling auto traffic gives the downtown a strong sense of commercial vitality and prosperity. Cars should be encouraged, but domesticated, to give people/pedestrians the highest priority and safety. The potential for "front-door" parking is important and should be maintained in downtown. Storefront parking at the street edge invites customers to drive the main retail streets. Constant movement in and out of angled parking slows street traffic, giving merchants the highest degree of visibility. Pedestrians have a sense of speed that is non-threatening. Cars parked on the street become a buffer between pedestrians and moving traffic along the street. Parking on the sidewalk should be prohibited in all locations Downtown. This condition interrupts the flow of the sidewalk and separates pedestrians from merchandising and display

areas. Sidewalk parking forces pedestrians into the path of backing cars and is distinctly unsafe. In every way, this pattern breaks with the character of a true downtown and a sense of community. Employee parking and service areas should always be to the rear. This pattern protects street parking for paying customers. Rear service areas can also include overflow customer parking, and this must be clearly marked from the street. In addition, overflow public parking must have safe and easy access back to the main street and sidewalk. This may be accomplished with mid-block pedestrian passages that are clearly distinguished from service areas or alleys that may be uninviting or unsafe.

Cross References,

BUILDING/STREET RELATIONS, GOOD SIDEWALKS, CONTINUOUS SIDEWALKS, OFF-STREET PARKING AND SERVICE

[Housing Over Retail/Commercial](#) (p. 19)

Capture upper floors of retail/commercial buildings Downtown for residential and office development.

Discussion

New construction in Downtown Phenix City should have substantial scale and height to help establish a good relationship to Broad Street. This needed height also creates real potential for mixed uses in the downtown, with retail/shops on the street level, professional offices and service/commercial above, and residential units at the top of the building. Upper story uses can be rental units, condominiums, or live/work units. These units offer convenient locations for new jobs being created downtown, and are within easy walking distance to jobs across the river in Columbus. These upper floor units have potential for exceptional views of the river and easy access to the civic and recreational amenities that will evolve as Downtown develops. People living Downtown also create a sense of busy vitality throughout the day and evening, and supply a market for commercial businesses, service providers, restaurants, and shops that are considering locating Downtown.

Upstairs offices and residential units should have an identifiable "front door" which opens from a main street or pedestrian connector. Off-street parking areas should have easy access to upper floor uses but these should not be the main points of entry. The coming and going of residents and visitors should be identified with the public face of downtown rather than a parking lot, and should contribute to the energy and vitality of the city.