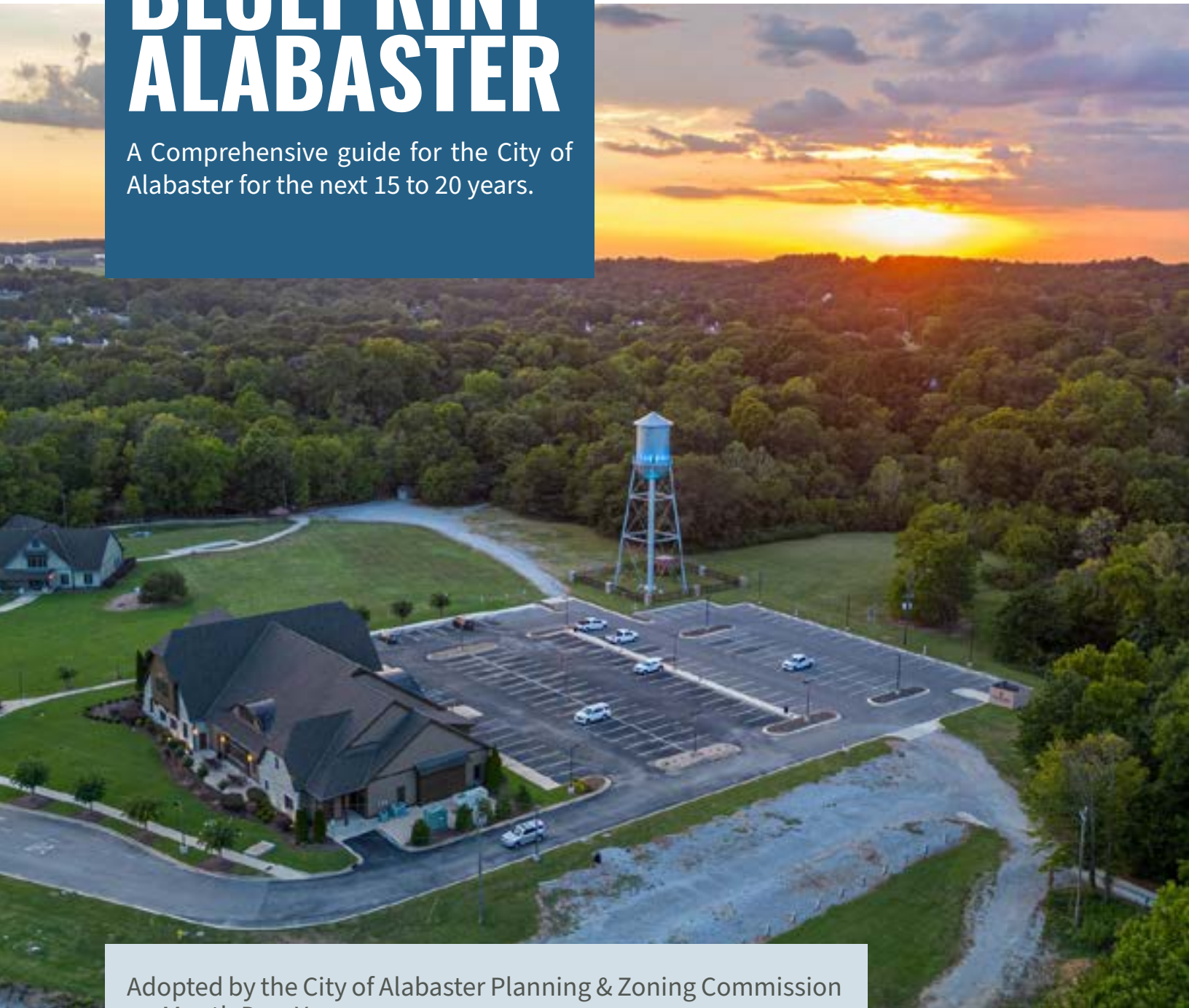


BLUEPRINT ALABASTER

A Comprehensive guide for the City of
Alabaster for the next 15 to 20 years.



Adopted by the City of Alabaster Planning & Zoning Commission
on Month Day, Year.

This project was supported by funding from the Regional Planning Commission of Greater Birmingham (RPCGB) and the Birmingham Metropolitan Planning Organization (MPO) Building Communities Program. The contents of this document do not necessarily reflect the official views or policies of the Birmingham MPO or the RPCGB. For more information on this program, please visit <https://www.rpcgb.org> or call (205) 251-8139.

The contents of this Comprehensive Plan reflect the City of Alabaster's community values. The Plan serves as a guide to interpreting citizen values into future land use decisions, capital investments and public policies. As such, this Comprehensive Plan is not legally binding upon the City of Alabaster.

Document last revised on April 04, 2025

Adopted by Alabaster Planning & Zoning Commission on **Month Date, 2025**

Endorsed by the Alabaster City Council on **Month Date, 2025**

Image source on cover: City of Alabaster



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1| PLAN OVERVIEW

The City of Alabaster is brimming with enthusiasm and growth. The City now faces important choices that will permanently shape its future. How will it handle this growth? Where will this growth go? Can Alabaster continue to afford the types of services that residents have come to expect? How can it address the effects of past choices, such as sprawling, disjointed development and disproportionate representation of certain lot and house sizes? How can the City provide a community that offers opportunity and delight to residents, businesses, and visitors? These are difficult questions that elicit a wide range of answers, not all of which will be mutually compatible.

The topics found within this Plan Overview chapter are:

Purpose of the Plan 11

Plan Organization 11

Legal Basis for Planning in Alabama 13

Relationship between the Comprehensive Plan and the Zoning Ordinance 13

Relationship to Adjacent Municipal Plans..... 14

Summary of the Plan Development and Public Involvement Process.... 18

Guiding Principles 22

Users’ Guide 24



Source: City of Alabaster

PURPOSE OF THE PLAN

In 2024, the City of Alabaster in Shelby County, Alabama is home to approximately 33,875 residents and 12,500 housing units spread across 25 square miles. The previous Alabaster Comprehensive Plan, branded as Alabaster Forward, was adopted in 2016. While many projects were implemented and partnerships thrived, the City is facing high growth pressure and new development trends as it has grown physically through annexation and through popularity with the Alabaster School System. In addition, the City's strategic location along I-65 has contributed to its appeal, drawing people for various purposes such as shopping, entertainment, and access to the fully-equipped Shelby Baptist Hospital. Thus, it is time to look forward and consider how Alabaster will grow in the next 10-15 years.

As one of the fastest growing cities in Shelby County, planning is essential to prepare for future growth and development and the inevitable changes in the City, such as the conversion of vacant land to new development, increased traffic congestion, and additional strain on already overstressed local infrastructure. To address these issues and prepare for the future, this Alabaster Comprehensive Plan, branded as Blueprint Alabaster, is intended to promote a smart growth approach wherein development aligns with infrastructure.

This Comprehensive Plan is not a legally binding document nor a zoning ordinance. It is a policy document that is intended to serve as a guide for elected officials and

City leaders with decision-making regarding land use, growth management, capital improvements decisions, development and redevelopment. The Plan is also intended to provide a framework for guiding public and private decisions that will affect new development as well as reinvestment in existing residential and commercial areas. This Plan is based on residents' vision of how the City should grow and develop. It is a long-term vision that may extend beyond the lifetime of those participating in drafting the Plan and is intended to be implemented across the tenure of elected officials and City staff.

More specifically, this Comprehensive Plan should be used as a guide for decision-making regarding location and intensity of growth, transportation system and other infrastructure investments, economic development strategies, addressing housing needs, protecting agricultural and environmentally sensitive areas, and protecting residents' safety and welfare.

PLAN ORGANIZATION

This Comprehensive Plan contains seven chapters and four appendices. Chapters 2-6 are organized by the following planning elements: Future Land Use, Mobility, Livability and Public Services, Parks and Recreation, and Code Reform. Each chapter's recommended actions are organized by topic and are also included in the implementation table found in [Chapter 7](#).

Table 1.1: Plan Organization

Plan Chapter		Description
1	Plan Overview	This chapter includes the purpose of the plan, describes the legal foundation for planning in Alabama, notes the difference between the Comprehensive Plan and the Zoning Ordinance, provides a high-level summary of the public involvement process, the Plan's Guiding Principles and includes a users' guide.
2	Future Land Use	This chapter presents the Future Land Use Map, which is intended to guide the City's future zoning and land use decisions. Recommended actions are provided for different geographic growth areas, including mixed-use areas, the Historic Main Street and areas appropriate for infill and greenfield development.
3	Mobility	This chapter provides recommended actions pertaining to improving the operations and safety of the existing transportation system, expanding the multi-modal transportation network (made of trails, sidewalks and bicycle facilities) and exploring public transportation options.
4	Livability and Public Services	This chapter provides recommendations for providing adequate public infrastructure, enhancing government services, employing better code enforcement, and strategies to promote entrepreneurship and attract new businesses.
5	Parks and Recreation	This chapter provides recommended actions pertaining to enhancing and expanding parks and recreational opportunities for residents.
6	Code Reform	This chapter highlights recommended codes to modify or adopt and includes a list of recommended modifications to the Zoning Ordinance and Subdivision Regulations to help align the regulatory documents with the City's land use vision for the future (as described in Chapter 2).
7	Implementation	This chapter includes a detailed implementation matrix that lists all of the Plan's recommended actions and assigns each action with a suggested timeframe for implementation and a list of potential implementation partners.
A	Appendix A: Public Involvement Summary	The appendix includes a detailed documentation of the public involvement process associated with the development of this Plan. Each of the outreach methods are explained in detail, and a participation rates table is provided, along with the Visioning Survey results and information gathered through the various outreach methods.
B	Appendix B: Existing Conditions and Trends	This appendix includes an in-depth assessment of existing conditions and trends in Alabaster. Topics include: population and demographics, existing land use, zoning, housing, the existing transportation system, a summary of the existing active transportation infrastructure, maps of existing parks, community facilities and historic sites, natural and environmental features, and a list of the projects currently being funded under the 1-cent sales tax Alabaster Fast Forward Program.
C	Appendix C: Future Land Use Map and User Guide	This appendix includes detailed descriptions and maps of the Future Land Use categories.
D	Appendix D: Traffic Analysis and Recommendations	Appendix D was developed by Kimley-Horn and Associates and presents an in-depth traffic analysis of 12 select intersections throughout the City. The list of intersection recommendations that resulted from the analysis is shown in Table 24 of the Appendix.

LEGAL BASIS FOR PLANNING IN ALABAMA

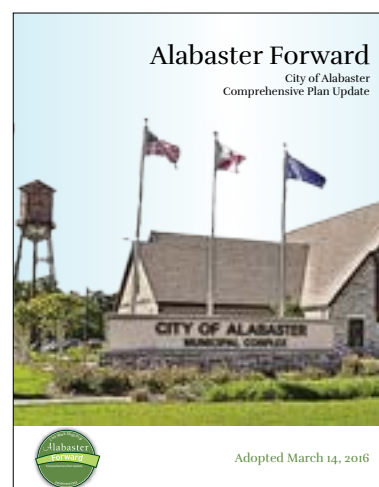
This Comprehensive Plan was developed in accordance with Alabama Code of Law Sections 11-52-8 through 11-52-10. The Alabama Legislature provides guidance for municipalities that choose to exercise their ability to plan for their city's growth and development. The Code of Alabama, 1975, Section 11-52-8 and Section 11-52-9 directs planning commissions "to make and adopt a Comprehensive plan for the physical development of the municipality, including any areas outside of its boundaries which, in the commission's judgment, bear relation to the planning of such municipality." Section 11-52-8 goes further to state "Such plan, with the accompanying maps, plats, charts and descriptive matter shall show the commission's recommendations for the development of said territory." The procedure for adoption of the Comprehensive Plan is established in Section 11-52-10 of the Code of Alabama.

Since planning in the State of Alabama is not compulsory, and there is no specific requirement on the frequency of Comprehensive Plan updates. However, it is strongly recommended that the Alabaster Planning and Zoning Commission and City Council regularly review and update the Comprehensive Plan. Periodic updates become even more important if there are large land use or jurisdiction changes, such as annexations or land swaps, or if a new study or plan has been completed that impacts this Comprehensive Plan. Frequent review and updates also will help safeguard the City from legal challenges and encourage proactive initiatives to steer the City toward its vision.

This plan is the seventh Comprehensive Plan prepared for the City of Alabaster since 1971. A chronological list of previous citywide planning projects undertaken by Alabaster is listed below:

- 1971: Comprehensive Plan for Alabaster
- 1978: Comprehensive Plan for Alabaster

- 1990: Reshaping Alabaster: Planning for the Future
- 1995: Alabaster Comprehensive Plan
- 2005: Alabaster Comprehensive Plan: A City for Families! Planning for the Future!
- 2016: Alabaster Forward



Source: City of Alabaster

RELATIONSHIP BETWEEN THE COMPREHENSIVE PLAN AND THE ZONING ORDINANCE

This Comprehensive Plan will become the adopted policy document that will establish goals and policies for the location, type and intensities/densities of land uses desired by the residents of the City, based on existing land uses today and desired land uses in the future. The Future Land Use Map in the Comprehensive Plan (see Chapter 2) expresses the community's vision for how they want to see Alabaster be preserved and developed over time. It is intended to serve as a guide for future zoning decisions, which in turn will guide new development permits that are approved in the City.

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

In short, the Comprehensive Plan neither changes the Zoning Ordinance, nor the zoning on any specific property. Instead, it guides the decisions of the Planning and Zoning Commission and the City Council as they apply the Zoning Ordinance and make decisions about changes to zoning on individual properties. The Planning and Zoning Commission and Council should refer to the Future Land Use Map whenever they evaluate a proposed rezoning or land use question. If the proposal is consistent with the Future Land Use Map, then they should approve it; if it is not, then they should evaluate other alternatives. The Future Land Use Map is not a static document, however; it can and should be periodically updated to reflect changes in real conditions and community preferences. Changing the Future Land Use Map category for a parcel of land requires a Future Land Use Map amendment, and changing the zoning for that parcel requires a rezoning application and public hearing.

Table 1.2: Comprehensive Plan vs. Zoning Ordinance

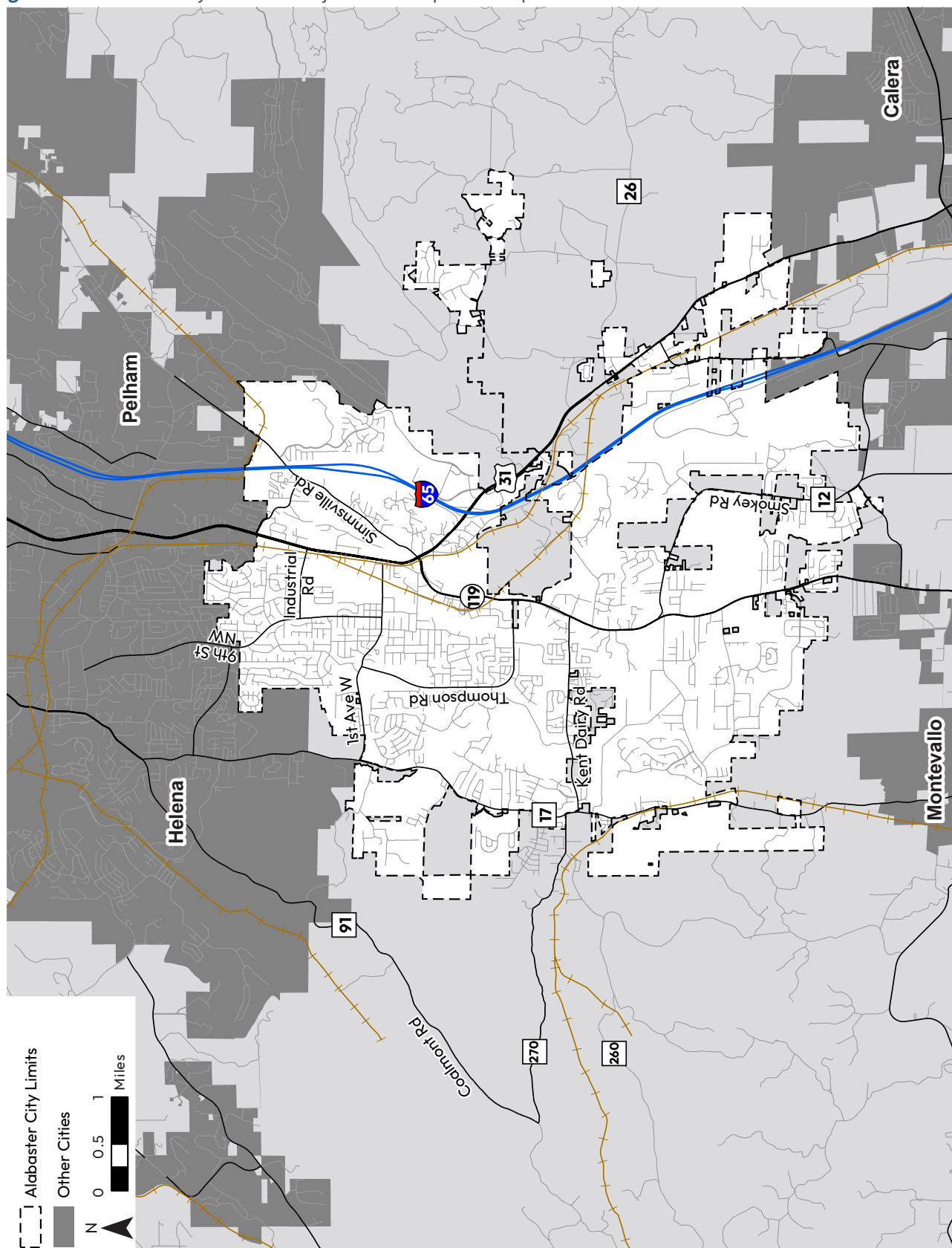
Comprehensive Plan (Policy document)	Zoning Ordinance (Legally binding document)
Provides general policies as a guide. It is not legally binding.	Provides specific regulations. It is law and legally binding.
Describes what should happen in the long term, not necessarily the recommended land use for today.	Describes what is and is not allowed today, based on zoning district regulations.
Flexible to respond to changing conditions.	Predictable, fairly rigid, and requires formal text amendments and rezoning applications.
Includes Future Land Map categories, e.g., Traditional Neighborhood, Community Commercial	Includes Zoning Districts, e.g., R-3 Single Family Residential District, B-3 Community Business District.

RELATIONSHIP TO ADJACENT MUNICIPAL PLANS

The adjacent municipalities along Alabaster’s city limits include Shelby County, Calera, Helena, Montevallo and Pelham (See **Figure 1.1**). While each municipality is moving in a slightly different direction based on its own conditions, all have adjacent land use characteristics that fit one of three types: commercial corridor, suburban residential, and light industrial.

It is essential that the City of Alabaster continue to coordinate with its adjacent municipal neighbors, especially as new growth and redevelopment occurs in order to mitigate potential impacts to the City, and to leverage potential benefits. The following is a description of the latest planning efforts led by Alabaster’s adjacent municipalities.

Figure 1.1: Alabaster City Limits and Adjacent Municipalities Map



SHELBY COUNTY COMPREHENSIVE PLAN (2023)

- The Shelby County Comprehensive Plan was developed by the RPCGB, adopted by the Shelby County Planning Commission on March 6, 2023, and ratified by the Shelby County Commission on April 10, 2023. The Plan includes 10 Guiding Principles and its overarching vision is “Quality Inspired... It’s in Our Nature.” In addition, the Plan contains 11 Chapters and four Appendices. Chapters 4-10 are organized by the following planning elements: Future Land Use & Development, Infill Development, Code Modifications, Transportation and Infrastructure, Parks, Recreation and Trails, Livability and Public Services and Economic Development. Appendices include the Visioning Survey Results, Existing Conditions and Trends, Two Future Growth Scenarios and a Future Development Map Book. Visit <https://www.shelbyal.com/385/Shelby-County-Comprehensive-Plan>.
- The Future Development Map categories found in Chapter 4 of the Shelby County Comprehensive Plan are very similar to the ones used in this Comprehensive Plan.

CALERA COMPREHENSIVE PLAN (2021)

- The Calera Comprehensive Plan was developed by the RPCGB, adopted by the Calera Planning and Zoning Commission on June 1, 2021, and endorsed by the Calera City Council on June 7, 2021. The Plan contains nine Chapters and two Appendices. Chapters 3-8 are organized by the following planning elements: Future Land Use, Catalytic Project Ideas, Transportation and Infrastructure, Livability and Public Services, Economic Development, and Recreation and Green Systems. Appendices include the Public Involvement Summary and Existing Conditions. Visit <https://www.cityofcalera.org/>

[DocumentCenter/View/1329/Calera-Comprehensive-Plan](#).

- The City of Alabaster neighbors Calera on the southeast side of the City, primarily along the I-65 and US-31 corridors, as well as along CR-12 (Smokey Road). Calera’s Future Land Use Map calls for continued industrial and commercial oriented land use along US-31 and I-65, and a mix of residential uses off of CR-12 (Smokey Road).

HELENA COMPREHENSIVE PLAN (2022)

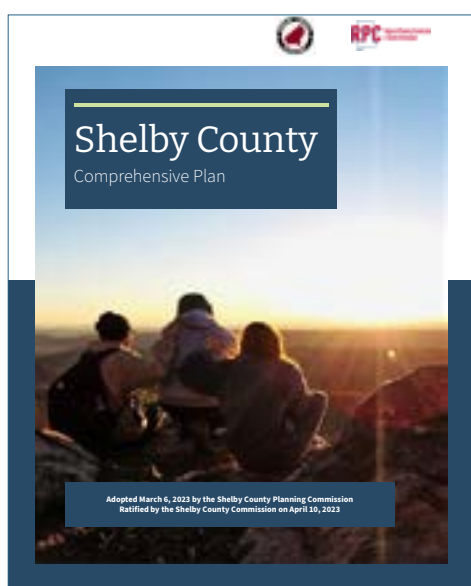
- The Helena Comprehensive Plan: One Connected Community was developed by the RPCGB with assistance from MKSK and Sain Associates. It was adopted by the Helena Planning and Zoning Commission on September 15, 2022 and endorsed by the Helena City Council on September 26, 2022. The Comprehensive Plan contains thematic chapters, goals and recommended actions related to Great Places, Prosperity and Connections. Visit https://static1.squarespace.com/static/5bfc5ef3f93fd4e73b6c10fa/t/6333392f971e5e18084985e6/1664301370092/22_0512+Helena+Comprehensive+Plan_ADOPTED_LR.pdf
- The City of Alabaster neighbors Helena on the north side of the City, primarily along CR-17 and CR-95 (9th Street NW). The Helena Future Land Use Map calls for a mix of residential neighborhoods along both of the corridors.

MONTEVALLO COMPREHENSIVE PLAN (2020)

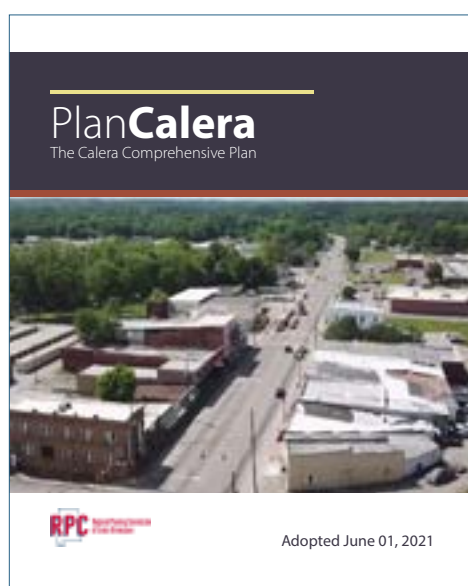
- The Making Montevallo Comprehensive Plan was developed by the RPCGB, adopted by the Montevallo Planning and Zoning Commission on July 16, 2020, and endorsed by the Montevallo City Council on July 27, 2020. The plan contains nine Chapters and three Appendices. Chapter 3 is a list of catalytic project ideas, and Chapters 4-8 are organized by the following planning elements: Future Land Use, Transportation, Green Systems, Economic Development, and Livability and Code Reform. Appendices include the Public Involvement Summary, Existing Conditions and a Housing Market Analysis. Visit https://www.cityofmontevallo.com/Assets/Files/Montevallo_ComprehensivePlan_Adopted_20200716.pdf.
- The City of Alabaster neighbors Montevallo on the southern edge of the City, primarily along the State Route 119 (SR-119) corridor. Montevallo's Future Land Use Map calls for a mix of Mixed Neighborhood and Rural Residential uses to continue along the SR-119 corridor.

PELHAM COMPREHENSIVE PLAN (2020)

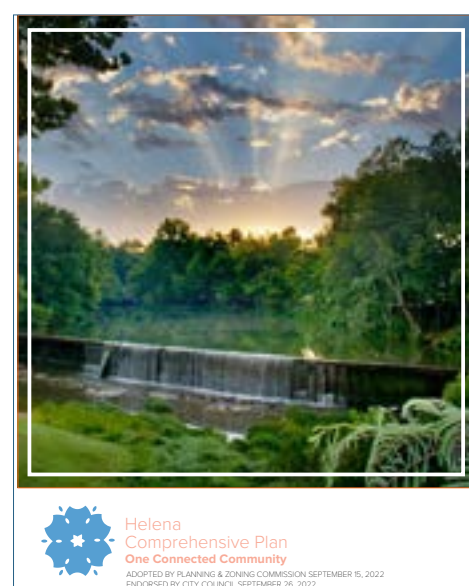
- The Plan Pelham Comprehensive Plan was developed by the RPCGB, adopted by the Pelham Planning Commission on January 9, 2020, and endorsed by the Pelham City Council on February 3, 2020. The Plan contains eight Chapters and three Appendices. Chapters 3-8 are organized by the following planning elements: Future Land Use, Transportation, Economic Development, Green Systems, and Planning and Public Services. Appendices include Existing Conditions, a Housing Market Analysis and the Public Involvement Summary. Visit <https://pelhamalabama.gov/168/Comprehensive-Plan>.
- The City of Alabaster neighbors Pelham on the most northern edge of the City, along the US-31 and CR-11 (Simsville Road) corridors. Pelham's Future Land Use Map calls for General Commercial and Mixed-Use to continue along the US-31 corridor. In addition, it calls for Suburban Residential and a mix of General Commercial and smaller scale Neighborhood Commercial uses to continue along the CR-11 (Simsville Road) corridor.



Source: RPCGB & Shelby County



Source: RPCGB



Source: MKSK & RPCGB

SUMMARY OF THE PLAN DEVELOPMENT AND PUBLIC INVOLVEMENT PROCESS

The process to develop the Comprehensive Plan was divided into four main phases:

- Phase 1: Community Visioning and Existing Conditions (February to May 2024)
- Phase 2: Plan Development and Recommendations (June to December 2024)
- Phase 3: Plan Finalization and Public Comment Period (January to March 2025)
- Phase 4: Plan Adoption and Endorsement (April to May 2025)

Effective outreach provides ample opportunity for residents to be involved in the plan development process. It educates residents about the purpose of the planning effort, and the important role they play in developing the plan. As a part of the plan development process, community stakeholders were engaged in several different ways to provide input. Alabaster residents were engaged and gave input through the following online and in-person public outreach methods:

PROJECT WEBSITE

A formal website for the project was updated throughout the life of the project. This website, www.BlueprintAlabaster.com served as an information gateway for the Plan and provided easy access for the public to take the Visioning Survey as well as view Plan documents, public input results, other related information.

EMAIL E-BLASTS

Email was the main form of communication used to provide information for the Comprehensive Plan events, calls to action, and distribution of documents at Plan milestones. Recipients included an initial list from the 2016 Alabaster Forward Comprehensive Plan effort, as well as those who opted into the project website, took the Visioning Survey and those who attended the Kickoff Community Meeting. It was the intention of this Plan that the email subscriber list would grow as the Plan progressed.

VISIONING SURVEY

This multiple-choice and open-ended question survey was available via a link on the project website and was also provided in hard copy form at City Hall, civic facilities and at the Kickoff Community Meeting. The Visioning Survey was open for answers from February 13, 2024 to May 1, 2024 and included a series of questions that were intended to illustrate the City's strengths, weaknesses, opportunities, as well as residents' perceived issues and desires. In total, 602 survey responses were received.

See **Appendix A: Public Involvement Summary** for the detailed results of the Visioning Survey.

ONLINE MAPPING TOOL

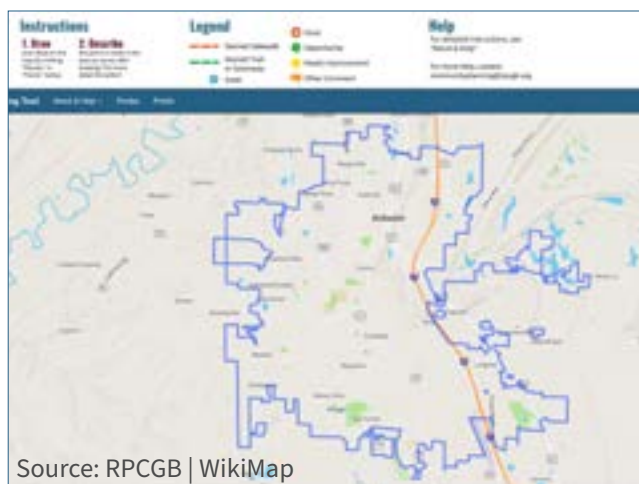
A Map Your Ideas activity was available using an online mapping tool. The link was provided on the project website and allowed participants to map their issues, needs, and ideas on an interactive street map of Alabaster. Participants were able to note locations of community assets, areas that need improvement, opportunity areas, traffic issue areas, streets needing sidewalks, along with any other comment they wanted to geographically pinpoint.

The Wikimap was open for answers from February 13, 2024 to May 1, 2024 and received 103 comments.

See **Appendix A: Public Involvement Summary** to view the Online Mapping Tool results.



Source: RPCGB | Project Website



Source: RPCGB | WikiMap



Source: RPCGB | Kickoff Community Meeting



Source: RPCGB | Kickoff Community Meeting

KICKOFF COMMUNITY MEETING

The Kickoff Community Meeting was held on March 18, 2024 at Alabaster City Hall Council Chambers from 5:30pm to 7:00pm, and a total of 48 people attended. The purpose of the Kickoff Community Meeting was to gather feedback regarding the state of the City today and resident's issues and desires regarding economic development, quality of life, transportation and infrastructure, community development, and parks, open space and trails. Participants viewed a rolling presentation and were encouraged to provide feedback to the planning team through the following interactive activities:

- Issues and Opportunities Banners Activity – During this activity participants were asked to write down what is working, what is not working, and what is

needed regarding a variety of topics and subtopics related to economic development, quality of life, transportation and infrastructure, community development, and parks, open space and trails.

- Visioning Survey
- Transportation Priority Mapping Activity – This input activity was based on the 2022 Alabaster Master Plan for a Walking and Biking System. The study mapped and identified where additional sidewalks, trails and biking accommodations are needed and/or desired. Therefore, the participants were asked to identify which segments they would like to see prioritized for construction if funding were available.

See **Appendix A: Public Involvement Summary** to view the activity results from the Kickoff Community Meeting.

DRAFT PLAN REVEAL COMMUNITY MEETING

This meeting was held on March 4, 2025 from 6:00pm to 7:00pm at the Alabaster City Hall, and a total of 32 people attended. At this meeting, an overview presentation of the new Comprehensive Plan was given to the public to reveal the key recommendations that had emerged from the public input process. Participants were asked to indicate which of the Plan's recommended actions they support.

Those that could not attend had the opportunity to view the overview presentation on the project website and to submit comments during a 30-day public comment period that was open from March 5 to April 4, 2025.

STEERING COMMITTEE

A 25-person steering committee composed of city staff, elected officials, board members, non-profit organizations, faith-based institutions, residents, business owners and others with a stake in the future of Alabaster played a critical role in ensuring that this new Comprehensive Plan is grounded in the values and the aspirations of the people of Alabaster. The members of the diverse

steering committee were selected by the Mayor and City Administrator based on their dedicated civic engagement, professional expertise, and knowledge of the City.

The Steering Committee acted as spokespersons for the planning effort, played a critical role in providing direction and feedback to the planning team at crucial moments in the process. Each meeting included a presentation from the planning team and opportunities for discussion and feedback.

- Steering Committee Meeting #1 (April 16, 2024) – Review of Existing Conditions and Trends
- Steering Committee Meeting #2 (May 16, 2024) – Review of the Kickoff Phase Public Involvement Results
- Steering Committee Meeting #3 (August 20, 2024) – Review of the Transportation System Analysis and Key Recommendations
- February 2025 – Reviewing and commenting on the Draft Plan



Source: RPCGB | Draft Plan Reveal Meeting

Table 1.3: Public Involvement Participation Rates

Web Content	Date	# of Participants
www.BlueprintAlabaster.com Website - # of Unique Visitors	As of April 2025	2,013
Visioning Survey		
Visioning Survey – hard copy and online versions	February 13, 2024 to May 1, 2024	602
Online Mapping Tool		
Online Mapping Tool	February 13, 2024 to May 1, 2024	103
Face-to-Face Meetings		
Kickoff Community Meeting	March 18, 2024	48
Draft Plan Reveal Community Meeting	March 4, 2025	32
Steering Committee Meetings		
Review of Existing Conditions and Trends	April 16, 2024	17
Review of the Kickoff Phase Public Involvement Results	May 16, 2024	13
Review of the Traffic Analysis and Key Recommendations	August 20, 2024	10



Source: City of Alabaster | Draft Plan Reveal Meeting



Source: City of Alabaster | Draft Plan Reveal Meeting

GUIDING PRINCIPLES

These Guiding Principles emerged through the planning process and express the local values of Alabaster residents. The influence of the Guiding Principles is seen throughout the Plan as they shape many of the chapter topics and recommended actions. These principles were also instrumental in the development of the Future Land Use Map that is shown in Figure 2.1 of Chapter 2.

LINK UTILITY INFRASTRUCTURE CAPACITY AND GROWTH

Alabaster residents expressed a strong concern that infrastructure capacity may not be able to keep pace with residential growth. Potable water, roads, sewer, and other utilities and public services come with costs for service expansion and maintenance. These costs are borne by residents and service users. Therefore, new growth should be linked to infrastructure availability and capacity to ensure that costs and development are appropriately linked. The same applies to infill development. Areas of the City with existing utility infrastructure may be good candidates for infill development that takes full advantage of that infrastructure without requiring costly service expansions. This is more cost-effective from an infrastructure perspective and represents good stewardship of public finances.



Source: Birmingham MLS

COORDINATE LAND USE AND TRANSPORTATION DECISIONS

Residents repeatedly expressed both frustration with traffic congestion and excitement about Alabaster's emerging multi-modal network of trails and sidewalks. These two are connected, and both relate to land use practices. Transportation and land use are so strongly linked that this guiding principle can be thought of as an extension of land use principles. Achieving transportation choice means developing a built environment that facilitates walking and biking as truly viable alternatives to driving. Opportunities for strategic connections should be pursued to promote connectivity of facilities for all modes. Along with recommendations to facilitate more efficient traffic flow through the City's busiest intersections, multi-modal infrastructure development and appropriate land use choice are intended to help ease congestion over time.

PROMOTE HOUSING VARIETY

This Plan promotes a variety of housing types that will allow Alabaster families and individuals the freedom to live in Alabaster throughout all phases of their lives and to choose the type of home that best fits their needs and desires. This variety is arranged strategically on this Plan's Future Land Use Map, with denser residential areas located in areas that make the best use of existing infrastructure and the less dense residential areas on the edges of the City. For places where various housing types are envisioned in one neighborhood, they should be allowed to intermingle side-by-side rather than being segregated from street to street.



Source: Arise Knox Square | 55+ Community

ENSURE ACCESS TO RECREATIONAL OPPORTUNITIES

This Plan underscores the importance of parks and natural spaces for enhancing residents' quality of life and supporting economic development. Access to these areas promotes physical health, mental well-being, and social cohesion by providing spaces for exercise, relaxation and community activities. Preserving natural environments, such as forests and wetlands, ensures ecological balance and biodiversity, benefiting current and future generations. Well-planned recreational spaces also drive economic growth by attracting tourists and increasing property values. They act as community hubs, fostering a sense of belonging. Future development should prioritize creating and maintaining accessible, well-connected recreational areas to ensure sustainable and vibrant communities.

SUPPORT COMMUNITY CHARACTER THROUGH CONTEXT-SENSITIVE DESIGN

Community character is defined by unique attributes that make a place distinctive. Context-sensitive design ensures new developments respect existing architectural styles, cultural heritage, and natural landscapes, creating a harmonious environment. Preserving community character fosters pride and belonging among residents and attracts visitors and new residents. This approach also promotes sustainability by integrating new developments seamlessly, using local materials and traditional techniques, and reducing environmental impact. Future development should follow principles that respect and enhance community identity, creating vibrant and attractive places that celebrate heritage and ensure a sustainable, inclusive future.



Source: City of Alabaster



Source: City of Alabaster



Source: Maxus Construction

USERS' GUIDE

This Comprehensive Plan includes several recommended actions that cover a range of topics. It is the intent that this Comprehensive Plan document will be consulted by a range of users, therefore, a description of how it can be used by the various users is described below:

FOR USE BY THE ALABASTER PLANNING AND ZONING COMMISSION

Members of the Alabaster Planning Commission should use this Plan to determine their decisions regarding rezoning requests, special exception uses, variance requests, and subdivision requests, all of which should be consistent with the Future Land Use Map and categories. All topical chapters contain actions that, although not necessarily immediately identifiable on the Future Land Use Map, are nonetheless best implemented through land use decisions.

FOR USE BY THE ALABASTER CITY COUNCIL

The Alabaster City Council is encouraged to utilize this Plan as a roadmap for decision making to ensure that the resident's long-term vision for the City is supported and that the actions in this Plan are implemented.

FOR USE BY CITY DEPARTMENT HEADS AND STAFF

City staff will consult the Plan when reviewing and updating development ordinances, creating staff reports, and making recommendations for facilities, services, and capital improvement projects. Department heads and other leaders will use the Plan to inform the preparation of work plans, budgets, and capital improvement programs. Relevant decisions made by all levels of staff should be consistent with the vision outlined in this Plan and concrete recommended actions.



Source: City of Alabaster | City Council



Source: City of Alabaster



Source: City of Alabaster

FOR USE BY THE PUBLIC

Residents are encouraged to refer to the recommended actions, the Future Land Use Map, and other maps and figures when presenting a proposal before the City Council or other bodies. The Plan serves as a point of reference to avoid confusion and stimulate productive conversations about growth, development, and investment for the future of Alabaster.

FOR USE BY OTHER AGENCIES AND PARTNERS

Alabaster's partners include nonprofits, businesses, and educational institutions. All these groups can use this Plan to identify and implement mutually beneficial actions with the City.

FOR USE BY ADJACENT MUNICIPALITIES

As mentioned in a previous section of this chapter, Shelby County, Calera, Helena, Montevallo and Pelham share boundaries with the City of Alabaster, and these municipalities are encouraged to consult this Plan's Future Land Use Map when making land use decisions that may affect the edges of the municipalities.

FOR USE BY DEVELOPERS

Developers, builders, property owners, and development groups are encouraged to use this Plan to develop projects and site plans that are consistent with the Future Land Use Map and that consider the broader citywide context in which their projects are situated. This Plan should stimulate productive conversations about the character of development and techniques for promoting development that is sustainable both environmentally and economically.

Source: City of Alabaster





Source: Alumni Properties

2| FUTURE LAND USE

Located in western Shelby County, Alabaster is conveniently situated along two primary north-south roadways: I-65 and US-31. Both provide direct connections to Birmingham as well as to adjacent municipalities and the broader region. These connections have allowed Alabaster to grow rapidly in recent years, welcoming thousands of new residents to the community. Amidst this growth, Alabaster’s neighborhoods, schools, and green spaces remain treasured by its residents.

However, traffic congestion exacerbated by sprawling growth has begun to impact residents’ quality of life. At the same time, more growth is anticipated for the region, including Alabaster. This planning effort thus represents a significant decision point for the community to determine what form that growth may take. It is the intention of this Comprehensive Plan to encourage sustainable development that makes efficient use of community infrastructure, provides a wider variety of housing options, and facilitates walking and biking as truly viable alternatives to driving.

This chapter first presents the Future Land Use Map followed by recommendations for three distinct types of growth areas to promote orderly and sustainable future development.

The topics found within this Future Land Use chapter are:

About the Future Land Use .. Map	27
Accommodating Future	30
Targeted Growth Areas: Mixed-use.....	32
Sustainable Growth Areas: Infill & Redevelopment.....	48
Controlled Growth Areas: Greenfield/Edge Areas.....	53

ABOUT THE FUTURE LAND USE MAP

The Future Land Use Map is a long-range tool intended to guide future zoning decisions. It is not a zoning map. The Future Land Use Map illustrates a vision of land use for the future. Zoning is one tool to facilitate that future. Whereas zoning maps are parcel-specific and establish detailed requirements for setbacks, height, use, parking and other characteristics, the land use categories on the Future Land Use Map recommend a range of potentially appropriate land uses and intensities. There is not a 1:1 correlation between Future Land Use categories and zoning districts. In general, the land uses represented in each Future Land Use category may be accomplished using one or more zoning districts.

Alabaster’s desired future land use patterns are shown on the Future Land Use Map (**Figure 2.1**). The map indicates the intended distribution and intensity of land uses over the next 5-15 years and should be used as a guide to direct where different types of development should occur. The Future Land Use Map illustrates the planning area and includes current Alabaster municipal boundaries and extra-jurisdictional lands.

In some instances, the recommended future land use category is the same as the existing land use. In other locations throughout the City, the Future Land Use Map contains areas where existing uses are proposed for a change in land use, a change in intensity of use, or for redevelopment. In these cases, it is not the intent of this Plan to adversely affect residents’ quality of life or property value. The Future Land Use Map demonstrates to potential developers or purchasers that the City maintains a long-range view of how its components should be reconfigured over time.

In general:

- The Future Land Use Map is a generalized depiction of intended uses. It is not an “existing land use map,” although in many cases future uses in an area may be the same as those that exist today.
- The rezoning of any given property should be guided by the Future Land Use Map, in conjunction with the policies of the Comprehensive Plan.
- While the Future Land Use Map influences future zoning decisions (such as petitions for rezoning), it does not alter the current zoning map and does not affect the zoning in place at the time of this Plan’s adoption.
- Land use categories on the Future Land Use Map recommend *a range of potentially appropriate land uses and intensities*, whereas a zoning map establishes *detailed district-specific requirements* for setbacks, height, use, parking, and other attributes.

FUTURE LAND USE MAP CATEGORIES

The Future Land Use Map uses color-coded categories to express public policy on future land uses throughout the City. The land use designations have been drawn based on parcel lines, existing and desired development patterns, streets, environmental features, and other logical boundaries.

The 14 Future Land Use categories are listed below.

Appendix C: Future Land Use Map and User Guide describes in detail each category, including a listing of appropriate primary and secondary land uses.

- **Agriculture**
- **Rural Residential**
- **Suburban Residential**
- **Traditional Neighborhood**
- **Multifamily**
- **Institutional**
- **Parks and Open Space**
- **Neighborhood Commercial**
- **General Commercial**
- **Mixed-Use**
- **Employment Center**
- **Extraction and Mining**

Source: RPCGB

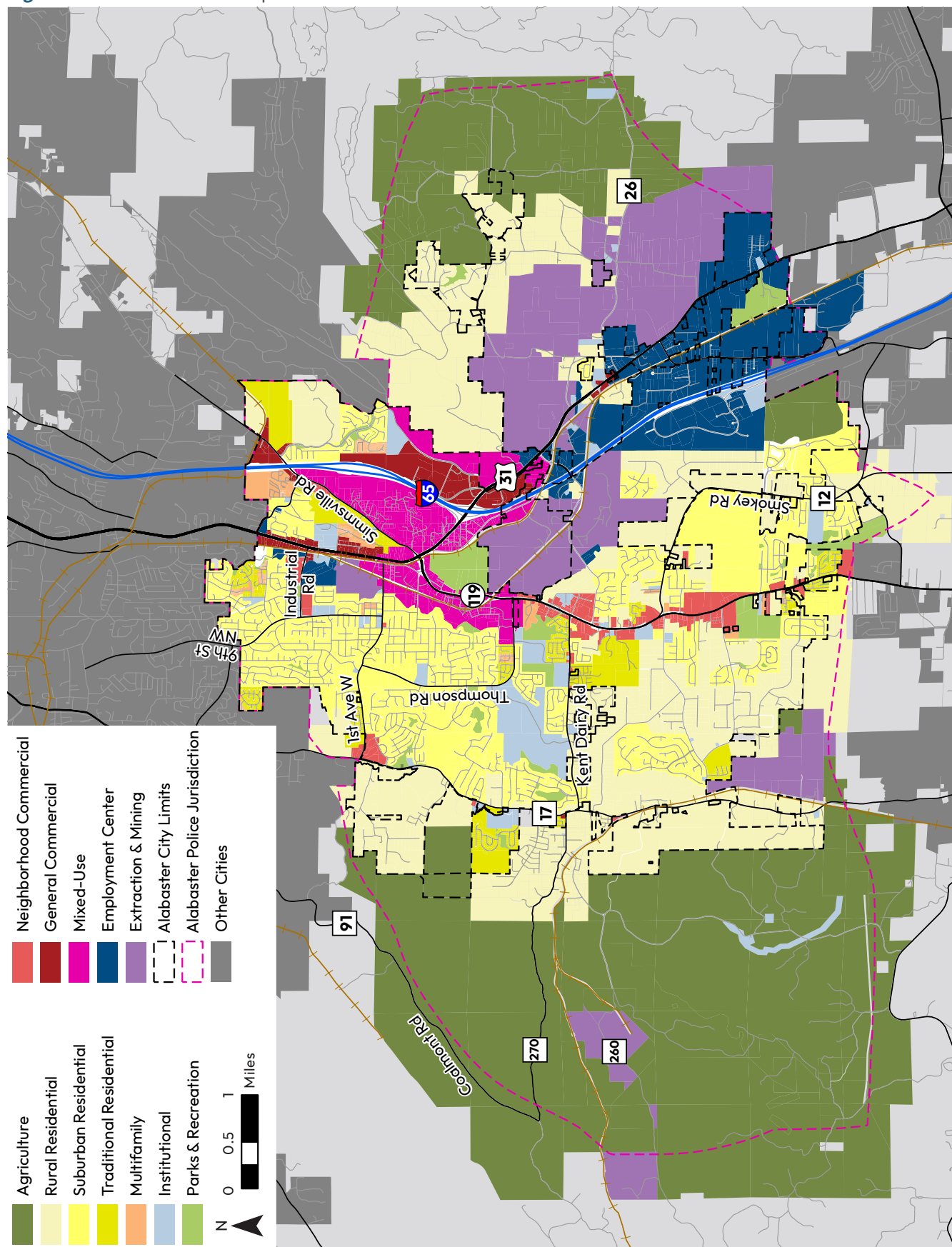


THE TRANSPORTATION CONNECTION

Because land use and transportation are inextricably linked, this Comprehensive Plan cannot fully plan for future land uses without planning for transportation needs as well. Any decision made regarding land use, such as the type or density of development, will have associated impacts on transportation. These decisions can either exacerbate congestion or help to relieve it. Similarly, transportation investments can in large part determine the success of land use decisions, especially mixed-use or dense developments which aim to promote multimodal transportation.

The accompanying **Appendix D** to this Plan contains detailed recommendations for transportation improvements throughout the City, primarily focusing on intersection and corridor improvements. In addition, this Comprehensive Plan includes a Mobility Chapter containing recommended actions pertaining to improving roadway operations and safety, implementing the Alabaster Master Plan for Walking and Biking, and enhancing public transportation (see **Chapter 3: Mobility**).

Figure 2.1: Future Land Use Map



ACCOMMODATING FUTURE GROWTH

While the City of Alabaster still has ample opportunity for physical expansion to its east and west, this Plan urges City leaders to recognize greenfield land as a finite, non-renewable resource. Once developed, it is not likely to be redeveloped for generations, and land use decisions made today will have effects for decades. This Plan acknowledges that greenfield development and annexation are likely to continue and, therefore, presents an orderly approach to future development.

While this planning process did not produce a consensus on the rate, amount or character of growth desired, the choices that the City of Alabaster makes in terms of the location, type and character of development will have a profound influence for decades to come. Growth could:

- Continue under current growth patterns, which can be characterized as a suburban development pattern of low-density single-family residential subdivisions and strip-oriented commercial centers along major roadways that do not have any definitive focus or organization. To continue this trend into the future would require the extension of public services and infrastructure, as well as annexation, either at the City's direction or initiated by landowners.
- Be managed in a more orderly and sustainable fashion, as desired by City leaders and residents. These land use policies would allow and encourage more development in and around existing neighborhoods, maximizing the efficient use of existing infrastructure before costly new construction or service extensions are required. Alabaster should encourage mixed-use and infill development, as well as the redevelopment of older shopping centers, while minimizing the conversion of undeveloped land in the more rural edge areas of Alabaster.

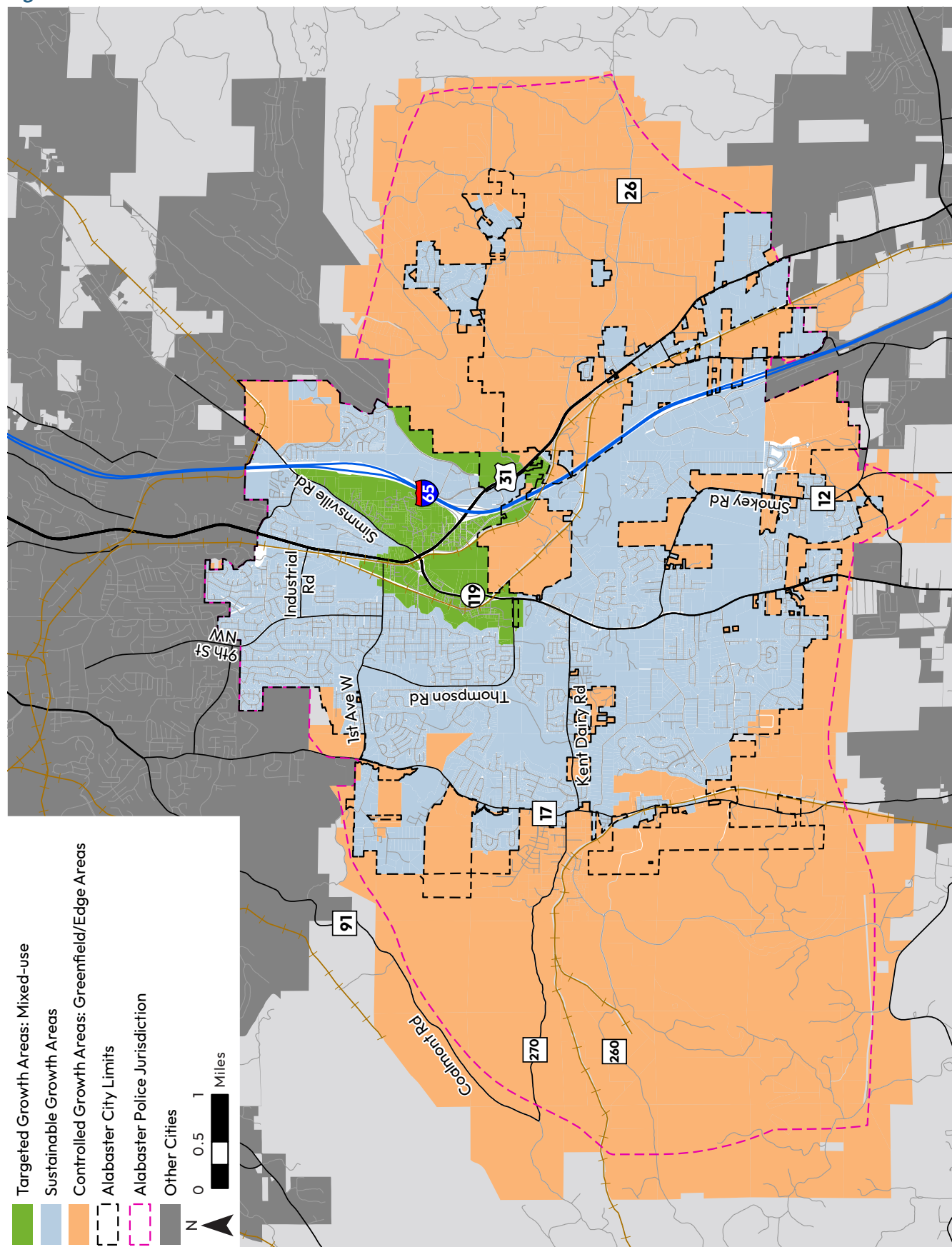
Residents no longer want to see one subdivision after another of the same design layout and limited housing choice. To follow that pattern would also represent an inefficient use of public infrastructure and could contribute to continued congestion. Therefore, the second option was chosen: orderly and sustainable development. Alabaster and its surrounding area were divided into the following types of growth areas:

- **Targeted Growth Areas: Mixed-Use**
- **Sustainable Growth Areas**
- **Controlled Growth Areas: Greenfield/Edge Areas**

The remainder of this Chapter includes detailed recommendations for each growth area. These distinct growth areas represent the most efficient stewardship of municipal services and infrastructure and are shown in **Figure 2.2**. For example, mixed-use development should be directed toward any of the mixed-use areas identified in the Targeted Growth Areas, while the infill and redevelopment of underutilized sites is recommended for the areas located within the Sustainable Growth Areas. Finally, the undeveloped “greenfield” edge areas of the City should be developed cautiously in the Controlled Growth Areas, with land either preserved as-is or reserved for low-density, larger lot residential uses.

Orderly and sustainable development can only be achieved through decisions made by the City Council, Planning and Zoning Commission, and Board of Zoning Adjustments. This is why it is vital that land use and zoning decisions be made in concurrence with the Future Land Use Map, and that land development ordinances, such as the Zoning Ordinance and Subdivision Regulations, be updated (see recommendations listed in **Chapter 6: Code Reform**).

Figure 2.2: Growth Areas



Targeted Growth Areas: Mixed-use

A key concept of this Comprehensive Plan is to encourage mixed-use development that is compact, diverse, walkable, and that enhances character and form through appropriate design at appropriate locations. Mixed-use development refers to the construction of centers and/or buildings that combine restaurants, offices, housing, live-work spaces, civic buildings, cultural buildings and other complementary uses arranged in an environment that is convenient for customers, employees, residents and tourists.

The Mixed-Use areas shown on the Future Land Use Map are those that are “targeted” for growth, and they include the following four areas:

- Siluria Mill
- Historic Main Street
- Simmsville Area
- US-31 and Old Highway 31

These four areas have distinct contexts, and each will be best suited to a unique blend of land uses. Specific recommendations for each area are provided below.

SILURIA MILL

Located in the heart of Alabaster, Siluria Mill encompasses approximately 300 acres and stretches westward to Buck Creek, southward to Thompson Road, eastward to the CSX Railroad, and northward to 6th Avenue Southwest. Formally known as the town of Siluria before its annexation by the City of Alabaster in 1971, this area was home to the historic Buck Creek Cotton Mill. Today, the site is occupied by Alabaster City Hall, Senior Center, and the Police Headquarters, along with other city-owned properties. Siluria Mill is a prime location for redevelopment and the City has a desire to transform the area into the city’s civic and cultural epicenter with mixed-use developments to serve a range of residents.



Action 1

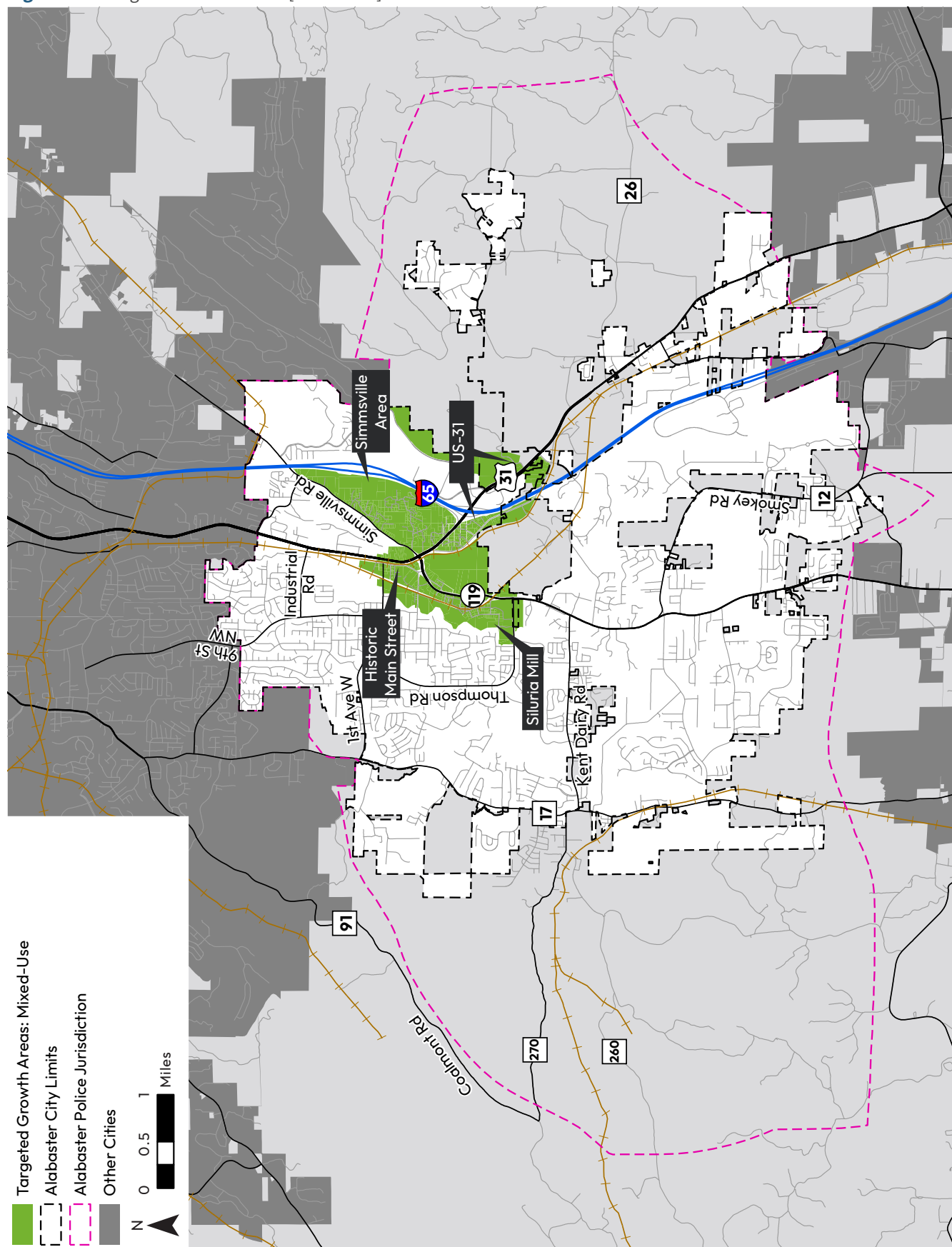
Encourage mixed-use development in Siluria Mill.

A successful town center depends upon a diverse mix of compatible uses organized around a walkable grid and vibrant public spaces. Such places do not occur overnight – they are gradually built out by multiple developers over long periods of time as the community evolves. It is recommended that the City carefully consider what zoning district(s) it will use to regulate the development of Siluria Mill.

The existing Mixed-Use District (MXD) is an effective tool for master-planned developments, but might lack the flexibility to enable Siluria Mill to develop incrementally and organically, with the density necessary to make it a true center for the community. There are two options to ensure that mixed-use development is incorporated into the redevelopment of Siluria Mill - adopt a new mixed-use district or adopt an overlay district for Siluria Mill.

- **Adopt a new mixed-use zoning district for the Siluria Mill area.** Mixed-use zoning districts permit a diverse mix of housing, civic, and commercial uses, including retail, restaurants, and offices arranged flexibly on top of one another or side by side. It does not require shopfronts with housing above; it simply permits this and other flexible arrangements of uses that can shift to adapt to evolving community preferences. It can also include design standards that promote walkable development, such as small block sizes, buildings that face the street, and locating parking lots behind buildings. By focusing regulation on the form and feel of development and allowing more flexibility in

Figure 2.3: Targeted Growth Areas [Mixed-Use]



choice of uses, a mixed-use district will not only help a town center get built, it will help it thrive. For more information about mixed-use zoning districts see **Action 14 in Chapter 6: Code Reform.**

- **Adopt an overlay district for the Siluria Mill area.** An Overlay District is “laid over” existing base zoning and requires higher standards than would otherwise exist. Overlay districts generally follow geographic boundaries, such as along a highway corridor, and apply more uniform development standards to a variety of existing zoning districts. This helps to avoid the visual chaos and functional inefficiencies of places where design decisions on adjoining properties are made independently, promoting small, incremental development, alongside larger developments. Typically, overlay districts work best when there is only one base zoning district within the area that is applied. One advantage of an overlay district for the Siluria Mill area is that the City would not have to rezone any property, as the base zoning would remain in place.



Source: Congress for the New Urbanism



Action 2

Establish an entertainment district in Siluria Mill.

Within an established entertainment district, public consumption of alcohol is permitted beyond the premises where they are bought. This goes hand in hand with public events such as live music, arts festivals, and other gatherings. Other municipalities in the Birmingham region with entertainment districts include:

- Birmingham (Uptown Entertainment District, Pepper Place Entertainment District, Five Points South Entertainment District, and Avondale Entertainment District)
- Calera (Downtown Entertainment District)
- Helena (Old Town Helena)
- Homewood (Downtown Homewood Entertainment District and West Homewood Entertainment District)
- Hoover (Stadium Trace Village)
- Pelham (Campus No. 124)
- Trussville (Trussville Entertainment District)



Action 3

Continue to support the expansion of Alabaster's civic campus and development of additional greenspaces in Siluria Mill.

The expansion of the civic campus and the development of additional greenspaces are central to creating a vibrant and cohesive town center in Siluria Mill. These initiatives aim to provide residents with enhanced recreational opportunities, foster community engagement, and preserve the natural beauty of the area. By developing new parks, expanding existing facilities, and creating inviting public spaces, the City of Alabaster is laying the groundwork for a more connected and active community. The City is encouraged to continue to support and promote the following Alabaster Fast Forward projects that are being funded with the additional 1-cent local sales tax that was enacted on February 27, 2023:

- **Village Green Project:** The Village Green Project aims to create a central gathering space that enhances the community's social and cultural life. Key features include the addition of an amphitheater and bathroom facilities, providing a venue for concerts, Fall Fest, the Farmers' Market, and the Christmas Water Tower lighting. Property acquisition has been completed for this project and construction is currently underway.
- **Senior Center Expansion:** Recognizing the growing needs of our senior population, the Senior Center Expansion will provide

additional space for activities, fellowship, and various programs. This project will create a welcoming environment for the City's seniors, promoting social engagement and active living. Construction is currently underway.

- **Recreation Center:** The development of a new city recreation and community center on 24 acres at SR-119 and Thompson Road represents a significant investment in the community's health and well-being. This facility will feature a new park, green space, parking, retail development, upgrades to Larry Simmons Stadium, a new traffic signal, and a splash pad/water feature. Additional amenities include basketball courts, offering diverse recreational opportunities for residents. Site clearing is scheduled for late 2024, with construction expected to start in the Spring of 2025.
- **Public Library:** A new, modern public library is essential to support the City's growing population and foster lifelong learning. The new library will be located next to the City's new recreation center at the intersection of SR-119 and Thompson Road. The library will serve as a central hub for educational resources, community programs, and digital access, reinforcing the City's commitment to enhancing public services. Preliminary planning phases are underway, with construction anticipated to begin in early 2025.

For more information visit: <https://www.cityofalabaster.com/600/Alabaster-Fast-Forward>



Action 4

Encourage a diversity of housing options in Siluria Mill.

During the public involvement process associated with this Plan residents identified the need for new housing types to be constructed within the City. Due to its walkable nature, and intent to become a town center, Siluria Mill presents a wonderful opportunity to diversify the types of housing choices available in Siluria Mill as it redevelops overtime. Moreover, future development within Siluria Mill will need to be well connected to existing neighborhoods to enhance livability and preserve aspects of the existing neighborhoods.

It is recommended that the City encourage the following housing types in Siluria Mill:

- **Single-family detached dwellings:** a free-standing residential building, consisting of only one dwelling unit and is completely separated by open space on all sides from any other structure.
- **Single-family attached dwellings:** two or more dwelling units placed one on top of another and/or side by side sharing common walls, common floors, and ceilings. Single family attached dwellings may include condos or lofts, multiplexes, duplexes and townhouses.
- **Live / work units:** a dwelling unit that contains, to a limited extent, a commercial component. Live work buildings are typically free standing, with the commercial component limited to the ground level. They are intended to provide a housing and business accommodation in order to foster the development of small businesses and

artisans, provide more job opportunities, allow homeowners to increase their quality of life by reducing automobile usage, and to encourage the construction of the pedestrian realm.

- **Mixed-use building:** the combination of commercial / retail and office or residential uses within a single building of two or more stories.
- **Senior living units:** multi-unit senior housing developments for independent and assisted living needs.

Whether through a mixed-use district or an overlay district, new residential housing should conform to the following:

- Development should be easily accessible by pedestrians.
- Buildings should be sited so that they frame the street, and their faces are oriented toward the street.
- New commercial development should be integrated with the surrounding neighborhood services.
- Off-street parking for new development should be provided to the rear or side of the building.



Source: Royal York Property Management



Action 5

Continue to extend and make connections to the Buck Creek Trail.

The long-term phased-vision by the City is to extend the Buck Creek Trail from Buck Creek Park north to Patriots Park and south to Veterans Park. The first two improvement phases include new paving, lighting, and ADA improvements along the existing segment of the trail from the YMCA to Buck Creek Park, and extending the trail to Thompson Middle School, Alabaster Municipal Park and Thompson High School.

These improvements will enhance access and mobility for residents and students, promoting healthier lifestyles and greater connectivity. For more information about the existing and proposed trail system, see [pages 68-76 in Chapter 3: Mobility](#).



Source: City of Bethlehem, PA



Action 6

Ensure that future developments improve pedestrian and vehicular connectivity.

Improving connectivity and accessibility is fundamental to the success of Siluria Mill as a town center. Already, the City has made great strides in enhancing pedestrian and bicycle infrastructure. In recent years, new sidewalks, street trees, and lighting were installed along 11th Avenue SW, and multiple studies have been developed to expand the Buck Creek Trail. These improvements will facilitate safer, more efficient movement for residents and visitors, supporting a healthier, more active lifestyle.

As Siluria Mill develops, the City can avoid making a crucial mistake plaguing its more developed neighbors: poor connectivity. Poor connectivity – the lack of convenient points of access within and between neighborhoods – makes walking and bicycling inconvenient and dangerous, further forcing Alabaster residents to rely on automobiles for even the most basic trips.

The City should ensure that new development proposals provide a high degree of pedestrian and vehicular access within the development itself and to adjoining developments or neighborhoods. Excessive cul-de-sacs and long blocks should be discouraged, while sidewalks, intersections, and street stubs that enable connections to future adjacent developments should be promoted.

HISTORIC MAIN STREET

Historic Main Street, located along the stretch of US-31 between 2nd Street and SR-119, has long been the commercial heart of Alabaster. This area currently hosts a mix of retail, institutional, and office uses. However, many of the buildings are vacant, as the area has shifted its role from the primary commercial center to a supporting node. The northern portion of US-31, SR-119, and the Propst Promenade have emerged as the main commercial hubs of the city. Despite this shift, Historic Main Street has retained significant historical and architectural value, recognized by the community as a vital asset and source of local pride.

In pursuit of elevating Alabaster's Historic Main Street to a thriving economic and cultural hub, this section outlines several strategic recommendations aimed at fostering development, enhancing aesthetics, and improving functionality. Each recommendation is designed to address key areas of growth and revitalization, leveraging existing programs and exploring new opportunities to create a more vibrant and accessible main street.



Action 7

Promote the grant program provided by the Alabaster Downtown Redevelopment Authority.

To encourage economic development and improve the aesthetic character of commercial property, the Alabaster Downtown Redevelopment Authority (ADRA) created a Façade Improvement Grant Program for buildings within the Alabaster Project Area District (which is a three-mile radius from the proposed new recreation center off SR-119 and Thompson Road). The purpose of the grant program is to rehabilitate and /or restore commercial buildings to compatible exterior design and to encourage new investment and commercial development in Alabaster. Eligible projects include:

- Signage and awnings
- Replacement of missing decorative features
- Restoration of doors, windows, and chimneys
- Storefront or façade rehabilitation
- Removal of non-historic materials or additions
- Exterior paint (if used as an architectural element)
- Improving ADA access from the outside of the building as part of a larger project
- Historic preservation - related maintenance which requires specialized care or expertise
- Landscape improvements
- Exterior lighting
- Parking lot improvements

Each project is eligible for design consultation/ project assistance from the City's Building Official and Zoning Administrator, in addition to one of the following:

- Base grant up to \$2,500: direct grant, no match required
- Base grant + matching grant \$2,500 base grant in addition to ADRA matching dollar-for-dollar investment by property owner over the base grant amount, capping the ADRA's total investment at \$25,000 per application (requires 50/50 match from the applicant for grant funds over and above the \$2,500 base grant amount).

For more information visit: <https://www.cityofalabaster.com/DocumentCenter/View/7709/Program-Guidelines-ARDA-Facade-Improvement-Grant-v11202023-PDF?bidId=>

DID YOU KNOW?

The Alabaster Downtown Redevelopment Authority (ADRA) is dedicated to the development and revitalization of downtown Alabaster. Established under Chapter 54A of Title 11 of the Code of Alabama (1975), the Authority aims to transform and rejuvenate key areas of the City. To learn more visit <https://www.cityofalabaster.com/624/Alabaster-Downtown-Redevelopment-Authori>



Action 8

Improve the alley behind Alabaster's Historic Main Street and the CSX railroad.

Transforming the alley directly behind Historic Main Street and between the CSX railroad presents a valuable opportunity to enhance both the aesthetic and functionality of Alabaster's Historic Main Street. This initiative supports the broader vision to revitalize the area and maintain its role as the community's heart. By restriping parking spaces, adding more lighting, incorporating murals, and improving landscaping, the alley can become a dynamic public space that contributes to the overall rejuvenation of the area.

Glenwood Springs, CO provides a successful example of this type of transformation. The City has worked to beautify and improve its downtown alleys to make them more pedestrian-friendly and accessible for businesses. The Downtown Development Authority (DDA) of Glenwood Springs focuses on enhancing these alleys by addressing barriers to pedestrian use and unlocking their potential. The DDA's strategy includes several key goals:

- Creating inviting, active spaces with paving, benches, signage, lighting and color to foster social interaction.
- Attracting more pedestrian activity through inviting alleys, streetscape connections and plazas.
- Consolidating waste service and collection to improve aesthetics and functionality.
- Making physical and aesthetic improvements to enhance safety and utility.

One successful project in Glenwood Springs is the alley between 7th and 8th and Grand and Colorado streets, which included a trash consolidation plan to further enhance the downtown experience.

Implementing similar strategies in Alabaster will not only improve safety and appeal but will also meet residents' desires for a revitalized Historic Main Street. By unlocking the potential of the City's alley system, Alabaster can create a welcoming environment for both residents and visitors, fostering social interaction and stimulating economic activity.



Source: Glenwood Springs Downtown Development Authority



Action 9

Assess vacant or underutilized properties to identify potential sites for new parking facilities for the Historic Main Street or for shared parking agreements.

Accessible parking is crucial for fostering a park-and-walk environment, as it ensures convenient access to retail and recreational destinations, encouraging foot traffic and economic activity. The City is encouraged to conduct an assessment to identify vacant or underutilized properties for conversion into new parking areas which could greatly enhance the accessibility of Alabaster's Historic Main Street. Shared use parking agreements, which allow multiple property owners to coordinate and share parking spaces, further optimize space utilization and reduce congestion. By implementing this recommendation, the City can support local businesses, enhance the attractiveness the Historic Main Street, creating a more inviting and functional shopping experience.



Source: Strong Towns



Action 10

Collaborate with ALDOT to make improvements along the Historic Main Street stretch of US-31 to enhance safety and accessibility.

Several factors constrain the future redevelopment of Alabaster's Historic Main Street, including the CSX railway, heavy traffic on US-31, and a shortage of parking facilities, as mentioned above. During the public involvement process associated with the development of this Plan, residents noted that the lack of safe parking along US-31 was a major reason they avoided the historic shopping area.

To enhance safety and appeal, it is recommended that the City collaborate with the Alabama Department of Transportation (ALDOT) to reduce speeds and promote walkability and safety. Lower traffic speeds improve safety for pedestrians and bicyclists, creating a more welcoming environment for businesses and visitors. Studies show slower traffic increases foot traffic, supporting local commerce and community engagement. Angled parking could be reintroduced as a component of this. Angled



Source: Google

parking increases the number of spaces and improves accessibility, making it easier for visitors to explore Historic Main Street. This configuration also acts as a buffer between pedestrians and moving vehicles, enhancing safety.



Action 11

Enforce and strengthen regulations for automobile repair shops to enhance the appearance of 1st Street SW and Historic Main Street.

During the public involvement process associated with the development of this Plan, residents expressed concerns about the negative impact of automobile repair businesses along 1st Street SW. They reported that the excessive number of cars stored outside designated areas detracted from the corridor's sense of place and visual appeal. In response, the City is encouraged to

enforce existing regulations for these businesses. Effective enforcement is vital for preserving the aesthetic and functional integrity of commercial areas.

The current Zoning Ordinance requires service work to be conducted within enclosed buildings and vehicles to be stored in paved, screened yards. However, compliance is often insufficient. Additional standards, such as requiring solid fences or walls to screen outdoor vehicle storage areas and ensuring these screens are well-maintained, could enhance visual appeal and neighborhood quality (see **Action 18 in Chapter 6: Code Reform**). Enforcement will be critical. These measures will support the revitalization of Historic Main Street and contribute to a vibrant, welcoming environment along 1st Street SW.

Source: Google





Action 12

Encourage the redevelopment of the Alabaster Shopping Mall.

Immediately behind Alabaster's Historic Main Street is a 15-acre shopping center, located along 1st Street SW at 2nd Place SW and anchored by America's Thrift Store. The center is currently home to a variety of businesses, including the 99 Cent Store, Scrubs for Less, Gym Time, Metro Mobile, America's Thrift Store, a barber shop and a restaurant. While the center is mostly occupied, it presents a significant opportunity for redevelopment to better serve the community, make higher and better use of prime urban land, and enhance its aesthetics and integration with the Historic Main Street. This area has the potential to be connective tissue tying Alabaster's Historic Main Street to the emerging Siluria Mill district.



Source: BCT Design Group

The following recommendations are a few short-term and long-term recommendations:

- In the short term, the City should focus on using the existing Façade Improvement Grant Program to revitalize the shopping center. The City should encourage the property owners to apply for grants to update signage, improve facades, and enhance exterior features like landscaping and lighting.
- In addition, the City should encourage pedestrian connectivity by exploring the feasibility of developing sidewalks along 1st Street SW to link the shopping center to Historic Main Street, fostering a park-and-walk atmosphere. While this might be difficult due to the CSX railway and limited right-of-way access to pedestrian facilities, creating synergy is critical for long-term stability.
- In the long term, the shopping center should undergo a comprehensive redevelopment to transform it into a dynamic mixed-use environment. This redevelopment should consider a diversity of uses and public spaces. Uses could include retail, office spaces, and residential units to create a vibrant community hub, and public spaces could include a park, plaza, or other type of green space to enhance community engagement and support local events.

By creating a comprehensive, multi-functional development, the shopping center can serve as a key asset to the community, boosting local economic activity and improving the connectivity with Historic Main Street. By leveraging these grants and improving connectivity, the shopping center can become more visually appealing and functionally integrated with the surrounding area, setting the stage for future redevelopment. The CSX railroad presents a notable challenge in creating seamless connectivity between the Alabaster Shopping Center and Historic Main Street.



Action 13

Collaborate with businesses, the Alabaster Business Alliance and Main Street Alabama to encourage the development of Alabaster's Historic Main Street.

To enhance the vibrancy of Historic Main Street, the City should partner with local businesses, the Alabaster Business Alliance and Main Street Alabama. This collaboration will leverage their expertise to drive development that boosts the area's appeal and functionality. Engaging these stakeholders will align investments with the community's vision and foster local economic growth. This approach will help transform Historic Main Street into a dynamic destination, attracting quality businesses and contributing to the area's development.



Action 14

Continue to support the Alabaster Downtown Redevelopment Authority.

The Alabaster Downtown Redevelopment Authority (ADRA) is dedicated to the development and revitalization of downtown Alabaster. Established under Chapter 54A of Title 11 of the Code of Alabama (1975), the Authority works to redevelop and revitalize the Historic Main Street area, including infrastructure improvements, building renovations, and the creation of public spaces.

SIMMSVILLE AREA

The Simmsville area of Alabaster is situated along CR-11 (Simmsville Road) from the intersection of SR-119 and US-31 to where the road passes under I-65. Historically characterized by low-density residential uses, Simmsville has gained popularity as the City has grown. With many aging homes in the area and the anticipated development of District 31 nearby, this Plan envisions a reimagining of Simmsville as a vibrant mixed-use center with a walkable neighborhood core. The proposed transformation includes mixed-use and commercial developments along US-31 and the properties fronting I-65. The interior of Simmsville is envisioned as a Traditional Neighborhood Development (TND), promoting a cohesive community atmosphere with pedestrian-friendly streets and diverse housing options. Further study and the development of a master plan will be essential to realize this vision, ensuring that Simmsville evolves into a cornerstone of the City's future growth.



Action 15

Promote mixed-use development at the intersection of US-31 and CR-11 (Simmsville Road) and at the intersection of CR-11 and CR-68.

In order to facilitate the implementation of this recommendation, the City is encouraged to modify the Zoning Ordinance to adopt a set of mixed-use zoning districts as recommended in **Action 14 in Chapter 6: Code Reform**. A Mixed-Use Center District, intended for larger scale mixed-use developments, could promote mixed-use development at these intersections in Simmsville.



Action 16

Preserve and enhance neighborhood character by implementing Traditional Neighborhood Development (TND) principles as the area redevelops.

Implementing Traditional Neighborhood Development (TND) principles as the Simmsville area redevelops will help accommodate all ages of the community by including a variety of housing types and encouraging pedestrian movement with interconnected streets, thoughtful public spaces, and neighborhood-appropriate businesses. TNDs offer significant benefits over conventional subdivisions by fostering diverse housing options, providing mixed land uses, promoting pedestrian movement, and potentially reducing required infrastructure.

Successful TNDs include:

- A community anchor: Features such as a park, community meeting space, corner store, post office, library, or entertainment center within a ¼ to ½ mile (5 to 10-minute walk) of homes.
- A range of housing types: Attracts people of various ages and socioeconomic levels.
- A mix of land uses: Supports residential needs, including shops, offices, and restaurants.
- Interconnected streets: Reduces traffic congestion by offering multiple route options. Streets are relatively narrow, shaded by trees, and include sidewalks and sometimes bike lanes.
- Proximity of buildings to the street: Creates a sense of place by framing sidewalks with street trees and building walls.

- Public parks and civic spaces: Brings the community together, serving as places to relax and recharge with friends and neighbors.
- Residential uses should have adequate buffering from incompatible uses, including I-65. A town center or community anchor within the TND should be located along US-31 and CR-11 (Simmsville Road) or at the intersection of CR-68 and CR-11 (Simmsville Road).

To implement this recommendation, the City has two options. First, the City could adopt a separate TND zoning district as described in **Action 8 in Chapter 6: Code Reform**. Or, the City could create specific regulations for TNDs within the Subdivision Regulations to implement these principles.

Hampstead (shown here and on the following page) is a TND in Montgomery, Alabama. Hampstead broke ground in 2008 to become a model community and illustrates all the core TND principles.



Source: Hampstead



Source: Hampstead



Source: Hampstead



Source: Hampstead



Action 17

Ensure that new residential developments are adequately served by park facilities.

See **Action 7 in Chapter 5: Parks and Recreation.**



Action 18

Implement and support the Alabaster Master Plan for Walking and Biking.

In 2022, the City of Alabaster developed a Master Plan for Walking and Biking to identify logical connections and routes for walking and biking accommodations for residents. In the Simmsville area, the Plan recommends the development of a multi-use path that parallels CR-11 (Simmsville Road) from Weatherly Club Drive down to the intersection of US-31 and eventually down SR-119. The development of this multi-use path would enable the residents of Simmsville to access the Siluria Mill District, Buck Creek Park and Trail, and the trail system at the city's new park space, currently known as the "Mountain property." For more information about the Alabaster Master Plan for Walking and Biking, see **pages 68 and Figure 3.1 in Chapter 3: Mobility** for more information.

US-31

The area surrounding US-31 currently features a combination of undeveloped land, vacant commercial properties, and low-density residential homes nestled along the rolling terrain. Due to its proximity to key roadway interchanges, this corridor is primed for redevelopment. The City anticipates increased interest in this area once the adjacent District 31 development is underway. The Community's vision for this area includes a mix of uses aimed at creating a vibrant, multi-functional community. Redevelopment should emphasize a range of housing options that can accommodate various demographics, with particular consideration for those who would benefit from close proximity to essential services and amenities. Planned extensions and infrastructure improvements will further support connectivity in this area, providing additional access points to commercial hubs and residential neighborhoods, ultimately enhancing the area's appeal as a dynamic and inclusive community.



Action 19

Encourage mixed-use development between US-31 and Old Highway 31.

Source: Style Blueprint





Action 20

Encourage the development of diverse housing types, especially for seniors.

As this area redevelops, it is crucial to focus on providing a diverse range of housing options, particularly for senior citizens who would benefit from the close proximity to essential services like Shelby Baptist Medical Center. Offering a variety of housing types ensures that residents can age in place within their community, maintaining social connections and access to familiar amenities. Future developments in this area are encouraged to provide the following types of housing:

- **Independent living:** Apartments or cottages that offer seniors the opportunity to live independently while still being part of a supportive community. These units often include features that make daily living easier and safer for older adults.
- **Assisted living:** Housing that provides personal care and support services, such as meals, medication management, and assistance with daily activities, allowing seniors to maintain a level of independence while receiving the help they need.
- **Cottages and townhouses:** Smaller, single-family homes that offer a more traditional living experience with the benefit of being a part of a larger community. These options can provide a sense of ownership and privacy while still being close to essential services and social activities.
- **Memory care:** Specialized facilities that cater to individuals with Alzheimer's disease or other forms of dementia. These communities provide a safe and supportive environment tailored to the unique needs of residents with memory impairments.



Action 21

Establish a new trailhead and parking lot off Old Highway 31 to provide convenient access to the new hiking and biking trails on the Mountain Property.

For more information, see **Action 8 in Chapter 5: Parks and Recreation**.



Action 22

Continue to support the Alabaster Fast Forward project aimed at extending Alabaster Boulevard to US-31.

Extending Alabaster Boulevard from its current terminus to the intersection of US-31 and South Colonial Parkway would provide a second entrance to the Colonial Promenade and to the existing residential neighborhoods to the north (Weatherly and Ballantrae). This action is also mentioned in **Action 13 of Chapter 3: Mobility**.



Source: Cottages on 5th, Birmingham AL | Source: Hannah Chambley, Bham Now

Sustainable Growth Areas

A substantial portion of the development needed to accommodate Alabaster's anticipated growth over the next 5-15 years should be directed toward the Sustainable Growth Areas (shown on **Figure 2.4**) so that existing infrastructure and services can be maximized to support new infill development and redevelopment. Increasing density in the developed "core" areas of the City areas can prove to be a much more efficient use of space than typical development patterns. It may seem counterintuitive, but strategically adding density within already developed areas will preserve the City's rural "greenfield" areas of undeveloped land.

The term "infill development" relates to construction in a pre-built area, often using vacant land or underutilized sites (such as parking lots) and can involve the revitalization of existing buildings, whereas the term "redevelopment" describes converting an existing built structure into another use. Both types of development can utilize existing infrastructure and thereby reduce the need to expand infrastructure, such as sewer and water lines, roads, and public services resulting in cost efficiencies.

Infill development will be most successful when carried out at all scales, from larger developments down to individual buildings. Residential demand in the Sustainable Growth Areas is expected to be satisfied mainly through developing traditional walkable neighborhoods on redeveloped or undeveloped land. Land that is unsuitable for development, such as wetlands and steep slopes, should be preserved as green space to provide recreational opportunities and ecosystem services. Furthermore, it is envisioned that the Sustainable Growth Areas should also accommodate considerable new commercial and industrial development, further strengthening and diversifying the city's tax base and employment opportunities.

Note: existing residential areas, particularly subdivisions, are recognized as stable areas and are anticipated to generally remain the same over the horizon of this Plan. In all cases, any infill development that does occur should be guided by compatibility with the surrounding land use context.

Recommendations for the Sustainable Growth Areas are provided below.



Action 23

Encourage infill development of vacant sites and redevelopment of older shopping centers.

Many older shopping centers are underutilized and have left behind empty storefronts and large vacant parking areas. These "grayfield" sites also provide a unique opportunity for redevelopment that can re-energize adjacent neighborhoods and commercial corridors while providing new options for housing. This provides new economic value for these sites and relieves pressure for new development in greenfield areas.

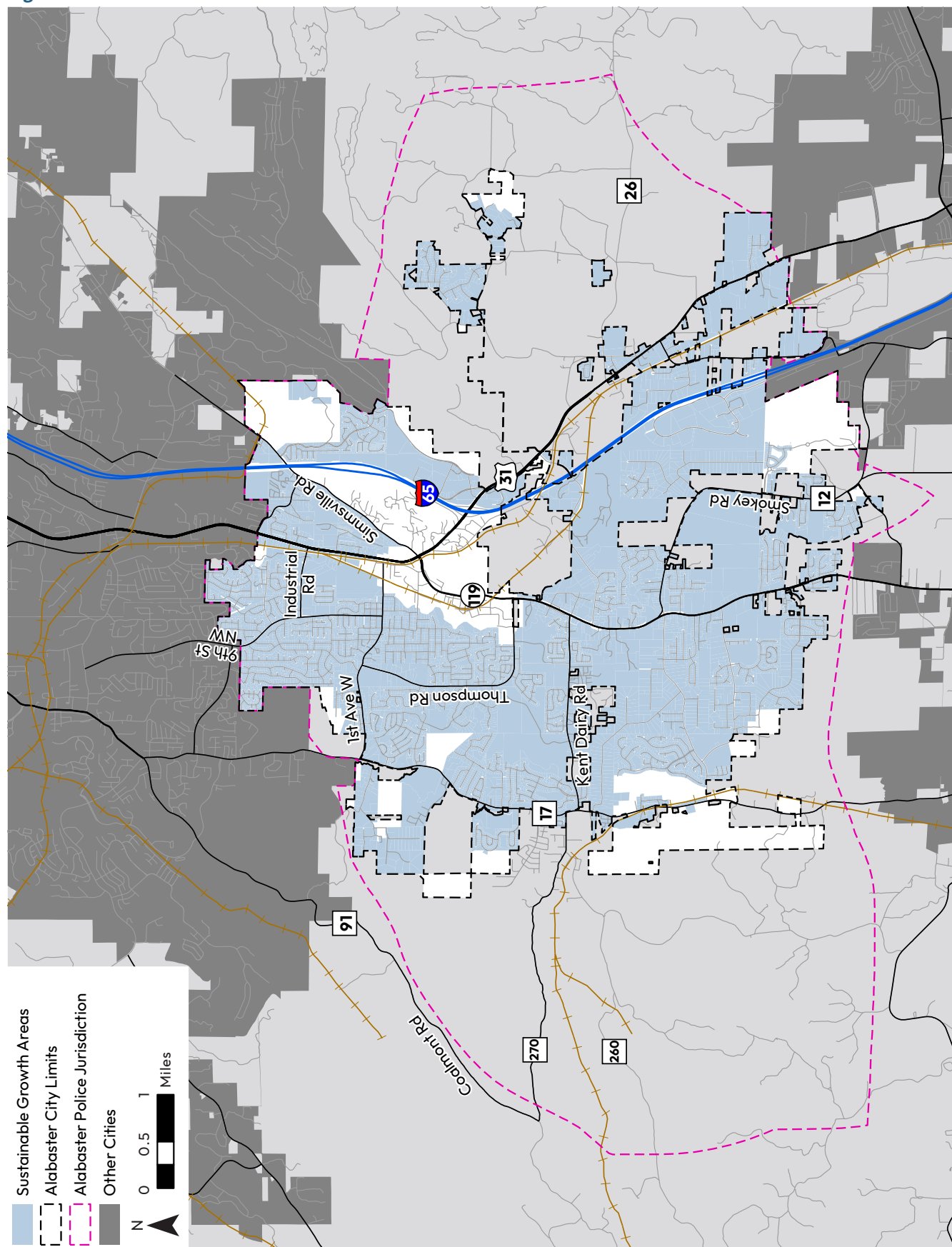


Action 24

Concentrate commercial development around major intersections and discourage additional highway strip development.

Commercial spaces along highways and other major corridors have traditionally been developed in automobile-dependent patterns. Land uses are typically strung out along the length of the corridor or highway, with some uses so far apart that driving is the only practical mode between them. Even adjacent parcels often lack cross access, meaning they have often not been

Figure 2.4: Sustainable Growth Areas



developed to allow any access without going back to the roadway. In contrast, development centered around an intersection – or some other central focal point – can cluster together before growing outwards, with proximity making walking between destinations more viable. Walkability is highly desired in commercial areas and can also result in fewer trips by car, meaning less congestion.



Action 25

Allow and encourage the development of surface parking and vacant lots into commercial areas.

Many commercial uses have been developed with excess parking, which consumes valuable land and often sits empty. One major tool for infill is to reclaim parking for people and buildings. This requires modifying parking requirements to allow new uses to be built without requiring more excess parking. The same guidelines apply to developing vacant lots for which the highest and best use often consists of people-centered uses over parking.



Action 26

Encourage property owners and developers to split parcels to create outparcels for new infill development.



Action 27

Encourage developers to include pedestrian access improvements in development proposals.

During the infill development process, developers may be required to provide access improvements that facilitate entry to the site. Access improvements such as driveways or roadway extensions prioritize vehicles but are not always welcoming to people arriving by other modes. Tailoring access improvements to pedestrians and cyclists creates more walkable vibrant spaces, which in turn benefits retailers. The City should encourage developers to include pedestrian access improvements, such as sidewalk or trail extensions, in development proposals.



Source: Infill in Columbus Ohio, 2009 (left), 2020 (right) | Google Earth



Action 28

Consider requiring the underground placement of utilities in large-scale redevelopment projects.

Underground utilities should be considered for all development projects that meet certain size thresholds. For example, it would not be feasible to require a single-family home redevelopment project to relocate utilities underground, but it may be desirable to require it of large-scale commercial projects such as a commercial strip center redevelopment. Along with the City and developers, relevant parties include the utility provider and road right-of-way holder.



Action 29

Recruit additional industrial development in appropriate locations.

To support the City's economic growth, new industrial development should be strategically located near US-31 South, close to the Calera city limits, and in the industrial park near the Shelby County Airport. This whole area is categorized on the Future Land Use Map as Employment Center, which is intended to support a mix of light industrial, office, and general commercial uses. Land within this area offers prime access to major transportation routes and infrastructure, making them ideal for attracting additional industrial investments.

This action is also mentioned in **Action 27 of Chapter 4: Livability and Public Services.**



Action 30

Maintain a database of sites and buildings that are suitable for new development and redevelopment.

There are many vacant or underutilized commercial, office, and industrial buildings in the City of Alabaster that could be well-suited to new or existing businesses. Often, one of the largest obstacles to starting or expanding a business is space. By maintaining a database of available business space, the City can help foster economic development and business growth and expansion. It is recommended that the City maintain an online database of commercial, office, and industrial properties and spaces available for sale or lease.

The database should include information such as square footage, existing zoning, lease rates and sale price, available utilities, condition, and any other pertinent information. Where possible, photos and floorplans would be helpful for prospective businesses. Depending on the City's capacity, consider the feasibility of partnering with 58 Inc., Shelby County's economic development team, for the creation and maintenance of the database. The City and partners should promote the database locally and to businesses considering locating to Alabaster. Additionally, the City should ensure that its sites are included in the existing [58 Inc. Retail Sites database](#).

By establishing and maintaining this database, the City of Alabaster can significantly improve access to suitable business spaces, driving economic development and facilitating the success of new and expanding businesses. This action is also mentioned in **Action 21 of Chapter 4: Livability and Public Services.**



Action 31

Encourage the development of senior living centers that are fully integrated into surrounding neighborhoods.

Because social isolation has been linked to poor health outcomes and death among seniors, this Plan seeks to ensure that senior residential facilities are incorporated into the City. These homes should be integrated into surrounding neighborhoods and connected by sidewalks and multi-use paths rather than relegated to commercial corridors.

More information regarding senior living housing types can be found earlier in this chapter in **Action 20**.



Action 32

Work with interested parties to identify sites, and aid in the submission of applications for funding for development of housing for the low and very low-income populations.

Alabaster is also encouraged to work with available non-profit agencies such as Habitat for Humanity to develop affordable housing units and improve living conditions.

Controlled Growth Areas: Greenfield/Edge Areas

Even with the Sustainable Growth Areas able to accommodate a substantial portion of anticipated population growth, it is unreasonable to expect edge growth development to stop completely, especially as

Alabaster's high quality of life makes it attractive for developers seeking to annex land into the City. There are outlying areas of the city where development may have minimal impact on existing infrastructure and services. In particular, new residential development is anticipated to the west of the current city limits. Development in the greenfield / edge areas (see **Figure 2.5**) should aim to be "controlled" by effectively:

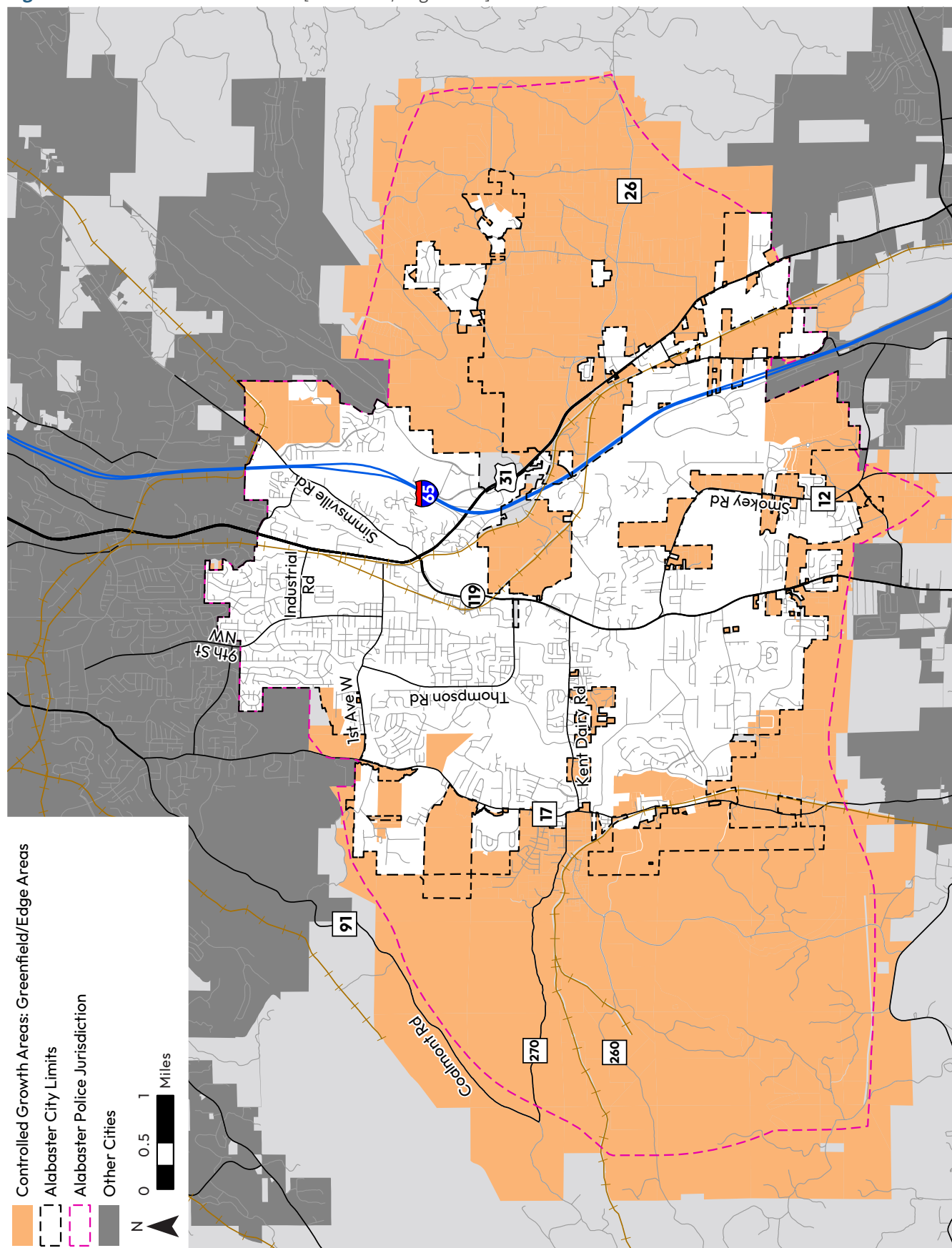
- Accommodating anticipated long-term population growth;
- Incorporating desirable neighborhood character; and
- Minimizing the need for additional below-grade and surface infrastructure to accommodate growth.
- Requiring adequate infrastructure to be placed or built concurrently

In general, it is advised that undeveloped land be left undeveloped if there is land closer to the "core" of the City that is similarly appropriate for the same type of development. If not, Alabaster runs the risk of "leapfrog" development, with development "leaping over" appropriate land, forcing costly infrastructure extensions and expanding infrastructure service areas.

While most of the outlying natural and undeveloped areas should remain as such, land that is proximate to existing infrastructure may be considered for new growth and development. Within the city's Controlled Growth Areas, there is a significant amount of vacant or natural land, as well as parks and public amenities. Additionally, there are extensive areas potentially suitable for residential development in the surrounding greenfield and edge zones, which fall within the city's police jurisdiction. These zones are included on the Future Land Use Map.

Recommendations for the Controlled Growth Areas are provided below.

Figure 2.5: Controlled Growth Areas [Greenfield/Edge Areas]





Action 33

Encourage the integration of small-scale commercial uses in new residential subdivisions.

Adopting a new subdistrict as part of the PDD Planned Development District would give developers the option to allow neighborhood commercial uses to intermingle with residential uses in master-planned communities. For more information, see **Action 10 in Chapter 6: Code Reform**.



Action 34

Devote appropriate land at the periphery of the City for estate and large-lot development.

The Future Land Use Map assigns land on the periphery of the City primarily to the Rural Residential and Suburban Residential land uses. These areas, particularly those furthest from public infrastructure and utilities, are appropriate for low-density residential uses. This was strongly desired by residents who voiced their opinions during the public involvement process associated with this Plan.



Action 35

Work closely and cooperatively with Shelby County to prevent the premature development of unincorporated areas that are not served by existing infrastructure.

It is recommend that the City of Alabaster and Shelby County planning staff give notification to each other about potential new developments

near the Alabaster city limits. Land within unincorporated Shelby County on the edges of Alabaster has generally been assigned lower-density and lower-intensity future land use categories to minimize the likelihood and need of future infrastructure extensions.



Action 36

Protect farmlands, steep slopes, waterways and scenic areas from inadvertent damage due to future development / construction.

The City should make certain that future development is sensitive to the natural topography, views, drainage patterns, existing vegetation, and agricultural elements that define this character. In addition, the City should encourage developments that are sensitive to the natural landforms and that maintain scenic vistas and natural drainage patterns. Proposals involving massive cut and fill alterations that modify the visual character of the area should be discouraged.



Source: American Legal Publishing

Source: Greater Birmingham MLS





Source: City of Alabaster

3| MOBILITY

Input from City leaders and residents have revealed the desire for Alabaster’s transportation system to become a more balanced multi-modal network; one that accommodates the predominant travel mode – the automobile, while reorienting travel between and within the City’s communities and neighborhood centers towards pedestrians and bicycles using a series of trails and paths to provide access. This chapter outlines recommendations to develop a safe, interconnected multi-modal transportation system that improves operational efficiency for motorists and non-motorists alike and enhances the quality of life for all travelers.

- The topics found within this Mobility chapter are:**
- Improve Roadway Operations and Safety 57**
 - Implement the Alabaster Master Plan for Walking and Biking 68**
 - Public Transportation 77**

Improve Roadway Operations and Safety



Action 1

Utilize Appendix D: Traffic Analysis and Recommendations to guide the implementation of roadway improvements.

While the City of Alabaster desires to sustain on-going commercial and residential growth, it also aims to promote a smart growth approach wherein development aligns with infrastructure. Therefore, Kimley-Horn and Associates was hired as part of this Comprehensive Plan effort to conduct an existing conditions analysis within the City to identify current deficiencies, develop roadway corridor and intersection improvement recommendations, establish priorities, and identify opportunities for future study. The result of their work is presented in **Appendix D and summarized in Table 24 of the Appendix**, which should serve as a guide to the City for future transportation investment decisions.



Action 2

Continue to work with ALDOT, Shelby County and the Birmingham Metropolitan Planning Organization to secure funding to construct improvement projects.

In Alabaster, transportation planning and funding allocations are provided at the federal, state, regional, county and municipal levels. The Alabama Department of Transportation (ALDOT), the Shelby County Highway Department and

the City of Alabaster manage the transportation system within city limits.

ALDOT funds and constructs improvement projects on state highways and I-65 within the city limits. These types of projects usually consist of roadway widening to provide additional lanes to accommodate increased traffic volumes and to facilitate left-turning movements.

The Shelby County Highway Department is responsible for the design, construction, and maintenance of county-maintained road and bridge projects, although funding for improvements to county-maintained roadways and bridges can come from federal, state or local sources.

Decisions regarding the use of federal transportation funds throughout the Birmingham metropolitan area are made by the Birmingham Metropolitan Planning Organization (MPO), which is a federally mandated and federally funded transportation policy-making body that is made up of representatives from ALDOT, local governments and transportation agencies, including Alabaster. Since most major transportation projects have costs that are beyond the fiscal means of local governments, these said governments (or “project sponsors”) seek federal transportation funding for projects. When federal transportation funding is secured for a project, the project sponsor typically provides a 20% local match of the total project cost.

ROADWAY JURISDICTION: WHOSE ROAD IS IT TO MAINTAIN?

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



INTERSTATES, US HIGHWAYS AND STATE ROUTES

Interstates, US Highways and State Routes are under the authority of the Alabama Department of Transportation (ALDOT). Visit the ALDOT website at <https://www.dot.state.al.us/reportaconcern.html> or call (334) 353-6554 to report a concern along these routes



The signs to the left identify interstates, such as I-65, then US Highway routes, such as US-31, and finally state highways, such as SR-119.



COUNTY ROADS

This 5-sided blue and gold type of sign at bottom left identifies county highways, such as County Road 11 (Simmsville Road), County Road 17, County Road 26 (Kent Dairy Road) that are under the authority of the Shelby County. The Shelby County Highway Department is responsible for planning, designing, constructing and maintaining Shelby County highways. Visit the County website at <https://www.shelbyal.com/272/Highway> or call (205) 669-3880 to learn more or report a concern.



LOCAL STREETS

Municipal streets are located within municipal corporate limits that are not state highways or part of the county highway system. Most municipal streets provide access to neighborhoods or within subdivisions. Each municipality, like Alabaster, is responsible for the construction, maintenance and repair of the local streets within their municipal limits. Call the Alabaster Public Works Department at (205) 664-6810 or visit https://seeclixfix.com/web_portal/JERjaaei5TQeBJiwT8xv47kE/report/category to report a concern.



Action 3

Continue to support local transportation system maintenance projects.

System maintenance refers to maintaining assets such as pavement, stormwater systems, signals, and lights. In the long run, preventative maintenance – especially of roadway surfaces – extends a roadway’s useful life and is more cost-effective than larger reconstruction projects. Use of a pavement management system such as pavement condition index (PCI) or pavement surface evaluation and rating (PASER) can help identify segments that are appropriate for these interventions. In contrast, the traditional “worst first” system skips over preventative maintenance to reconstruct roadways that have been allowed to fail. Other roadway assets, including traffic signals and timing, should also be evaluated to determine how operations can improve mobility without the need for costly capacity expansion.

cut-through traffic, it is recommended that they develop a traffic calming policy. This policy would establish a procedure for evaluating requests, collecting data, selecting a countermeasure and implementation. An official policy can also protect the city from improper use of traffic calming devices.

These projects can be expensive and time-consuming, but they don’t have to be. “Quick-build” options make use of lower-cost but effective materials such as reflective paint, movable concrete planters, and plastic flex posts to quickly and cheaply install traffic calming infrastructure. Quick-build retrofit projects resemble tactical urbanism installations, except these are installed and officially endorsed by the City. These can be proof-of-concept projects deployed to quickly provide safety where needed, or they can be pilot installations for new designs. Quick-build projects are designed to be modified to meet changing conditions. The key is to install them quickly – hence the name – to enhance safety as soon as possible.



Action 4

Consider quick-build retrofit traffic calming projects.

Inappropriately high speeds lead not only to more frequent and severe crashes for motorists, they also endanger pedestrians and other vulnerable road users. The key to slowing traffic is street design, not speed limit signs. Traffic calming refers to a collection of primarily physical measures that reduce (i.e., “calm”) negative effects of motor vehicle use. Restricting the speed and volume of traffic to appropriate levels helps reduce crashes, collisions, noise, vibration, and pollution. If the City sees consistent requests for mitigating neighborhood speeding and

Helpful documents have been published by:

- National Association of City Transportation Officials (NACTO) https://nacto.org/wp-content/uploads/2016/05/2016PeoplefoBikes_Quick-Builds-for-Better-Streets.pdf
- Smart Growth America <https://smartgrowthamerica.org/program/national-complete-streets-coalition/quick-build-demonstration-projects/>
- Vision Zero Network <https://docs.google.com/presentation/d/1saKQBszXz8pSqVmw74XmKudjKlHT26-/edit#slide=id.p1>



Action 5

Implement safety countermeasures and identify improvement projects that would qualify for federal grants.

The Federal Highway Administration (FHWA) has published a collection of 28 Proven Safety Countermeasures. Each countermeasure addresses at least one safety focus area – speed management, intersections, roadway departures, or pedestrians/bicyclists – while others are crosscutting strategies that address multiple safety focus areas. The City of Alabaster is encouraged to implement these safety countermeasures.

In 2023, the Regional Planning Commission of Greater Birmingham (RPCGB), on behalf of the Birmingham MPO, was awarded \$310,000 in federal funding through the federal Safe Streets and Roads for All (SS4A) grant program to prepare a Comprehensive Safety Action Plan for the entire six-county RPCGB region. The SS4A program funds regional, local, and Tribal initiatives through grants to prevent roadway deaths and serious injuries. The RPCGB's Action Plan will make each jurisdiction, including the City of Alabaster, eligible to apply for SS4A Implementation Grants.

Visit <https://highways.dot.gov/safety/proven-safety-countermeasures> and <https://www.transportation.gov/grants/SS4A> to learn more.



Action 6

Consider adjusting speed limits to prioritize safety.

During the public involvement process associated with this Plan, residents noted the pervasiveness of speeding and other traffic violations in some areas of Alabaster, including:

- 2nd Place NW
- Forest Parkway and Grove Hill Drive in the Park Forest subdivision
- Kentwood Drive and the area between the Kentwood subdivision and Thompson High School

The City is encouraged to consider lowering speed limits, install traffic calming infrastructure and prioritize speeding enforcement in these areas.

ALDOT sets speed limits on its highways according to the ALDOT Speed Management Manual. The manual outlines a process for local governments to request a speed study to evaluate potential speed limit reductions where appropriate. Therefore, the City is encouraged to work with ALDOT to request a speed study for highways as the need arises.

The most recent update to the Manual on Uniform Traffic Control Devices (MUTCD) revised the process for setting speed limits. It no longer utilizes the 85th percentile as the primary factor for setting speed limits. Other contextual factors such as pedestrian use, crashes, land use are factored into the speed limit recommendations. This should be considered for local roadways as the ALDOT Speed Management Manual has not yet been updated to reflect this new national standard.



Action 7

Adopt local access management standards to preserve traffic flow and reduce crashes along high traffic corridors.

All properties require access to a road through a driveway. Each driveway, however, creates a potential conflict point where vehicle paths cross, merge, or weave. High concentrations of

driveways along a road lead to high numbers of conflict points, which cause safety hazards and slow down traffic unnecessarily. Managing access – i.e., reducing the frequency of conflict points along a stretch of road – not only improves safety for motorists and pedestrians, but also improves the capacity of the road by preserving steady traffic flow.

“Access management” is a term for the systematic control of the location, spacing, design, and operation of driveways, median

ACCESS MANAGEMENT

By consolidating the number of intersections along a road, access management dramatically reduces the number of potential crash locations, all the while improving traffic flow and aesthetics. In this example, consolidating driveways and adding a median reduced 30 conflict points to only 3 — a 90% reduction.



CONGESTION & LEVEL OF SERVICE

Throughout the public involvement process associated with this Plan, residents voiced their concerns about congestion at specific intersections, with many of them requesting additional turn lanes. To assess the efficiency of traffic flow, traffic engineers rely on the Roadway Level of Service (LOS) scale, which grades vehicle traffic flows along a roadway from A to F, just like a report card.

The LOS of a roadway is based on a ratio of traffic volume to capacity (traffic volume refers to how many vehicles are using the road and capacity refers to how many vehicles the road was designed to accommodate a day). A high volume-to-capacity ratio, where the traffic demand is nearly equal to the traffic supply, will have a LOS F and will feel very congested to motorists.

While we rarely see the coveted “A” grade during peak hours, that’s not necessarily a bad thing. Most drivers find LOS B comfortable, and experienced road warriors can handle LOS C without breaking a sweat. Surprisingly, LOS C is often the target for suburban areas, with LOS D deemed acceptable during rush times. But why not aim for LOS A?

Achieving free-flow (LOS A) conditions during peak hours would demand significant expansion of a roadway, gobbling up precious space and requiring massive capital costs. Instead, optimizing the available roadway is a more efficient land use strategy than incessant widening projects. While widening roads can alleviate congestion and boost traffic flow, it comes at a cost: wider intersections. Unfortunately, wider intersections mean longer crossing times for both vehicles and pedestrians, potentially leading to more crashes.

Roadway construction requires substantial upfront investments, but the hidden cost is the additional maintenance required. Maintaining wider roads drains financial resources, which could be better allocated elsewhere. We must strike a balance, and we can’t neglect the wellbeing of pedestrians in our pursuit of cost-effective transportation solutions. Implementing safety measures like well-designed crosswalks, signals, and pedestrian-friendly features is crucial.

By balancing transportation expenses with pedestrian well-being, the City can forge a sustainable and efficient transportation system that caters to Alabaster’s needs.



Light Congestion: This image shows traffic flow conditions becoming unstable. Speed decreases as the number of vehicles increases. Driver comfort level decreases and ability to change lanes reduces. Minor accidents cause delays. During rush hour on urban highways, this level of congestion is considered acceptable.



Moderate Congestion: This image shows traffic flow near roadway capacity. Drivers experience a level of discomfort with the changes in speed and merging or changing lanes becomes difficult. Accidents cause delays. These conditions are common on urban highways during rush hour.



Heavy Congestion: This image shows traffic flow at a halt down and replaced with stop and go traffic. Travel time is unpredictable. Drivers experience a level of discomfort with the changes in speed and merging or changing lanes becomes even more difficult. Chance of accidents increases.

openings, and street connections to a roadway in order to minimize conflicts and friction caused by multiple closely spaced driveways and intersections.

It is recommended that the City of Alabaster develop and adopt a set of driveway spacing standards or local access management standards for high traffic corridors within its city limits. For example, while large portions of US Highway 31 (US-31) are already developed, these standards could take effect as redevelopment occurs or on the currently undeveloped portions of the highway.

A local set of access management standards should be stricter than those found in the 2022 Alabama Department of Transportation (ALDOT) Access Design and Management Manual. As described in the manual, ALDOT issues three types of permits in conjunction with proposed development and access to state roads and highways – turnout permits, permits for median crossovers, and permits for installation of traffic signals.



Action 8

Pursue access management retrofit projects along densely developed highway corridors.

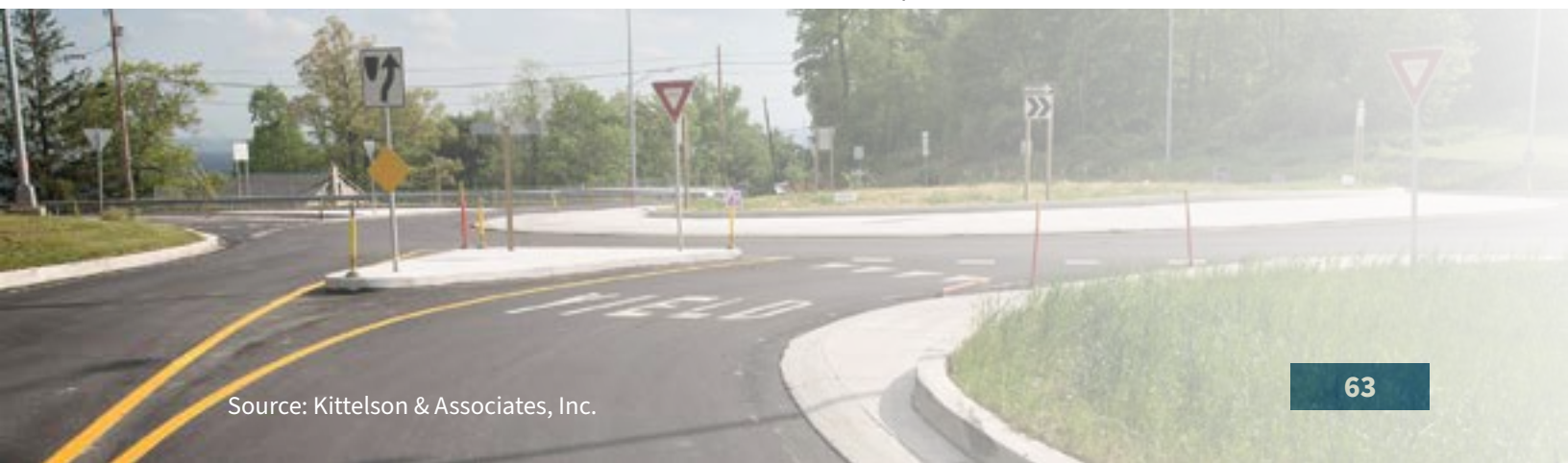


Action 9

Require new intersections to be evaluated for innovative intersection designs.

Intersections are a necessary component of the road network, connecting different routes and facilities, and providing the needed access to adjacent residential, commercial and industrial development. While they only comprise a small portion of total road system mileage, they account for a high percentage of all crashes, especially severe crashes that produce injuries and fatalities. A number of innovative intersection designs have been developed in recent years to provide alternative ways for accommodating left-turning vehicles.

It is recommended that the City of Alabaster require an Intersection Control Evaluation (ICE) for all new intersections. The ICE would be conducted during the preliminary design phase of the new intersection project and it would be used to determine the most appropriate intersection type for the project. Innovative intersection designs, which include roundabouts, enhance operational performance and safety by eliminating, relocating, or modifying conflict points within an intersection. The purpose of an ICE is to provide traceability, transparency, consistency and accountability when identifying and selecting an intersection control solution that both meets the project purpose and reflects the overall best value in terms of specific performance-based criteria.





Action 10

Work with ALDOT to get State Route 119 included in the RTOP program to maximize the operational efficiency of the roadway.

In 2021, ALDOT started the Regional Traffic Operations Program (RTOP), which is a new traffic signal program intended to modernize and improve traffic signals throughout the state that are located on state routes. The program includes outfitting all traffic cabinets on state routes with updated timing plans and hardware that allows for remote signal monitoring. The Department also invested in a Central Management Software System designed for traffic signals that will allow ALDOT, local agency partners, and consultants to remotely connect to, monitor, and implement changes in real time in response to planned and unplanned events such as crashes, parades, evacuations, etc. The program involves a process called “active management” that includes regular monitoring of the corridor operations, with timing adjustments to account for evolving traffic conditions and incident management.

Currently, the program has been implemented in the Birmingham area along US-31 from Calera to Gardendale (98 signals), US-78 from Graysville to Leeds (82 signals), US-280 from Birmingham to Hoover (30 signals) and US-11 from Bessemer to Trussville (117 signals). The City of Alabaster should work with ALDOT to get the signals along State Route 119 added to the RTOP program. Furthermore, the City should engage ALDOT and the management team for US31 in the City limits and understand the current management plan and coordinate with them on continued improvements.



Action 11

Expand traffic signal coordination along streets that warrant coordination.

Traffic signal coordination is a method of linking together groups of traffic signals along a roadway to provide for the smooth movement of traffic with minimal stops and delays. In traffic signal coordination, generally the busiest traffic movements are given priority. Depending on the roadway, the master cycle length of an arterial road could vary from 60 to 120 seconds. This means that if you were exiting a side street, and you just missed the light, it is possible to wait between 60 and 120 seconds, or whatever is the cycle length, before receiving another green light. Generally, the busier and the bigger the intersection, the longer the required cycle length.

Not all City streets warrant coordination. Typically, a street is selected for coordination if it carries a certain amount of traffic along the arterial during peak hours and is in a relative close proximity to other signalized intersections. In most cases, signals are interconnected and actively coordinated in the major direction of flow generally between 6 am to 10 a.m. and 3 p.m. to 7 p.m. during weekdays. The individual signals operate on a “free” or traffic activated basis outside of these hours.

Beyond coordination, the City should implement a traffic signal maintenance and operations plan city-wide to ensure all the signals are operating properly. This routine maintenance will extend the life of the equipment and highlight issues that need to be fixed. Maintaining the traffic signal detection and optimizing the timings provide some of the highest return on investment (ROI) for traffic operations.

It is recommended that the City of Alabaster develop and implement a Traffic Signal Coordination Master Plan on city streets that warrant coordination.



Action 12

Work with ALDOT to identify a potential new interchange on I-65 between US-31 (Exit 238) and County Road 87 (Exit 234).

An additional interchange to the south of the existing Exit 238 (US-31) would alleviate a significant demand on the US 31 corridor and interchange. While a project of this scale would come with a major capital investment, it would open the door to additional residential, commercial, and industrial development around the new interchange as well as in the existing corridors.



Action 13

Continue to support the Alabaster Fast Forward project aimed at extending Alabaster Boulevard to US-31.

Extending Alabaster Boulevard from its current terminus to the intersection of US-31 and South Colonial Parkway would provide a second entrance to the Colonial Promenade and to the existing residential neighborhoods to the north (Weatherly and Ballantrae).



Action 14

Explore the feasibility of potential new roadway connections.

The built environment of Alabaster features three prominent sets of barriers to east-west travel: US-31, the railroad lines, and several long, steep ridgelines. Limited crossings of these barriers concentrate traffic on US-31, which becomes severely congested at peak travel times. Although the City's established street pattern prevents the easy addition of new network streets in many areas, adding strategic connections will help lessen the burden that existing connections carry.

The City could utilize the RPCGB's Advanced Planning, Programming and Logical Engineering (APPLE) program to study corridors in which a new roadway could potentially be designed and constructed to provide connections between existing roadways. For example, the City could explore the feasibility of a new east-west roadway connection if 1st Avenue West is extended across US-31 to CR-11 (Simsville Road).



Action 15

Continue to support the construction of a connector road between State Route 119 and Smokey Road as part of the Walker Springs development.



Action 16

Install traffic signal preemption equipment at intersections adjacent to highway-rail grade crossings.

Traffic signal preemption involves a special timing sequence upon the arrival of a train when an at-grade crossing exists within 250 feet of the signalized intersection. A traffic signal controller is preempted by warning from the railroad crossing equipment. The primary function of preemption timing is to ensure a vehicle stopped on the railroad tracks at a red light is given sufficient time to clear the railroad crossing prior to the arrival of the train. It is also used to restrict traffic movements toward the tracks from the traffic signal when a train is approaching or within the crossing.

Most railroad preemption sequences include the following steps:

- Right of Way Transfer. This phase clears out any existing vehicular or pedestrian movements when the traffic signal controller (TSC) first

receives a preemption call. The TSC will ensure a programmed minimum green, pedestrian walk and pedestrian clearance time is met prior to terminating the phase.

- **Track Clearance.** This phase clears out the traffic going over the at-grade crossing, including a vehicle which may be stopped on the tracks at a red light.
- **Dwell or Limited Cycle Phases.** After track clearance, the TSC controls any phases that do not move over the tracks. If only one phase is active, the traffic signal is said to be in dwell. If multiple phases are activated, the traffic signal is said to be in limited cycle.
- **Exit Phase.** After the preempt call has ended from the railroad company equipment, the traffic signal transitions into exit phase. This phase has the heaviest traffic movement toward the tracks and may be the same phase as the track clearance.



Action 17

Pursue federal funding to make improvements at highway-rail grade crossings.

CSX Transportation and Norfolk Southern Railway are the two Class I railroad owners that operate tracks within Alabaster. There are 16 railroad crossings over roadways within Alabaster, and most of the rail lines cross major roadways at-grade. An example is the CSX line that mostly parallels US-31. This rail line runs so close to US-31 that the signal timing at the intersection of US-31 and CR-11/SR 119 is coordinated with the rail crossing gate's signals. The fast-moving trains present a problem for commuters during both the morning and afternoon peak travel hours in that trains often run during these travel periods. Although they are moving at a reasonable speed, the typical duration of a rail movement across

an at-grade intersection is about five minutes. This exacerbates the already long traffic delays, causing vehicles to stack up and exceed turn lane capacities, which then adds further to signal cycle failures.

It is recommended that the City of Alabaster work with the Shelby County Highway Department to pursue grant funding to improve the safety at highway-rail grade crossings or to remove such crossings when the opportunities arise. The following are current grant programs at the federal and state levels:

- The Federal Railroad Administration is administering the Railroad Crossing Elimination Program and the Consolidated Rail Infrastructure and Safety Improvements (CRISI) Program that were established by the Infrastructure Investment and Jobs Act.
- The Rail-Highway Program of ALDOT is administering the ALDOT Grade Crossing Hazard Elimination program as part of the ALDOT Rail State Action Plan.

Eligible types of work for these grant programs typically include but are not limited to:

- Improvements at public grade crossings to eliminate hazards posed by blocked crossings.
- Crossing consolidation, elimination, or relocation of roadway to eliminate a grade crossing.
- Installation or upgrade of active and/or passive warning devices at crossings to reduce hazards.
- Addressing corridor safety improvements at a minimum of three crossings located along the same segment of rail track.

For example, in 2023 the City of Pelham was awarded a \$41 million grant from the Railroad Crossing Elimination Program to realign CR-52 and build a bridge over the two current CSX at-grade railroad crossings.



Action 18

Continue to support automated systems to alert drivers and pedestrians when a train is blocking an intersection.

In February 2024, Alabaster allocated funds for a one-year pilot program for TRAINFO to install sensors at crossings on County Road 17 and Butler Road. The system will then send alerts to the City's Geographic Information System (GIS) system and website, message boards, and GPS apps letting users know that the crossing is blocked. The City is encouraged to continue building upon these efforts and expanding them throughout Alabaster.

Source: Thompson High School | Sky Bama



THE IMPACT OF SCHOOLS

Alabaster residents, leaders, and other stakeholders frequently noted that school traffic is a major contributor to congestion, especially at “hot spots” during pickup and dropoff times. The City of Alabaster and Alabaster City Schools are separate entities, and neither one has jurisdiction over the other. Reducing congestion benefits both, through shortening travel times for city residents in general and for teachers and students in particular. The two are encouraged to come together and examine potential solutions, including:

- Increasing the use of buses and alternate means of travel to school, such as walking and biking. The City is already working to provide safe pedestrianized routes to school. Examine other barriers, such as the availability of bike racks.
- Consider the increasingly popular “walking school bus” or “bike bus,” which let students walk or bike in groups, with parents or teachers as chaperones. These are great for younger students to gain confidence and

feel safe walking and biking. For more info, please see: http://guide.saferoutesinfo.org/encouragement/walking_school_bus_or_bicycle_train.cfm

- Improved pickup and dropoff locations. For schools that are more integrated into the surrounding neighborhood, these do not have to be in or directly adjacent to the school. Walking or biking across a pickup or dropoff line can be challenging for students traveling on foot or by bicycle.
- Some school districts restrict pickup and dropoff to families living a certain distance away from the school, incentivizing those living closer to school to walk, bike, or take the bus.
- Improve bicycle and pedestrian connectivity to schools. This is especially important when neighborhood back up to the schools providing direct access to the campus without walking or crossing major roadways.



Action 19

Partner with RPCGB to promote the CommuteSmart program for Alabaster commuters.

CommuteSmart is a federally funded initiative of the Regional Planning Commission of Greater Birmingham (RPCGB) that formed in 1999 to promote alternative commuting options for the Birmingham area. Since its formation, CommuteSmart has partnered with local agencies and employers to reduce traffic congestion and improve air quality by providing alternative commuting options, such as walking, biking, carpooling, vanpooling, transit and teleworking. The program offers a variety of incentives to encourage commuters to use these options, including gift cards, free emergency rides home and even direct payments for each alternative commute.

The City should partner with the RPCGB to actively promote CommuteSmart to residents and employers. Visit www.CommuteSmart.org to learn more.

Implement the Alabaster Master Plan for Walking and Biking

In 2022, the City of Alabaster utilized the Advanced Planning, Programming and Logical Engineering (APPLE) program provided by the Regional Planning Commission of Greater Birmingham (RPCGB) to develop a Alabaster Master Plan for Walking and Biking. The Master Plan identifies logical connections and routes for walking and biking accommodations that will most benefit users and can be implemented over time within the city limits of Alabaster.

The City requested that the development of the Master Plan focus on a walking and biking system along the north to south backbone of the city, which includes Patriot Park, Buck Creek Trail, Buck Creek Park, Warrior Park, the existing and planned widening of State Route 119 and Veterans Park. Additionally, the City envisions connections from this north/south trunk route to the east and west, offering accessibility to various activity centers through the city, including schools, parks, medical facilities, large population centers, shopping centers, etc.

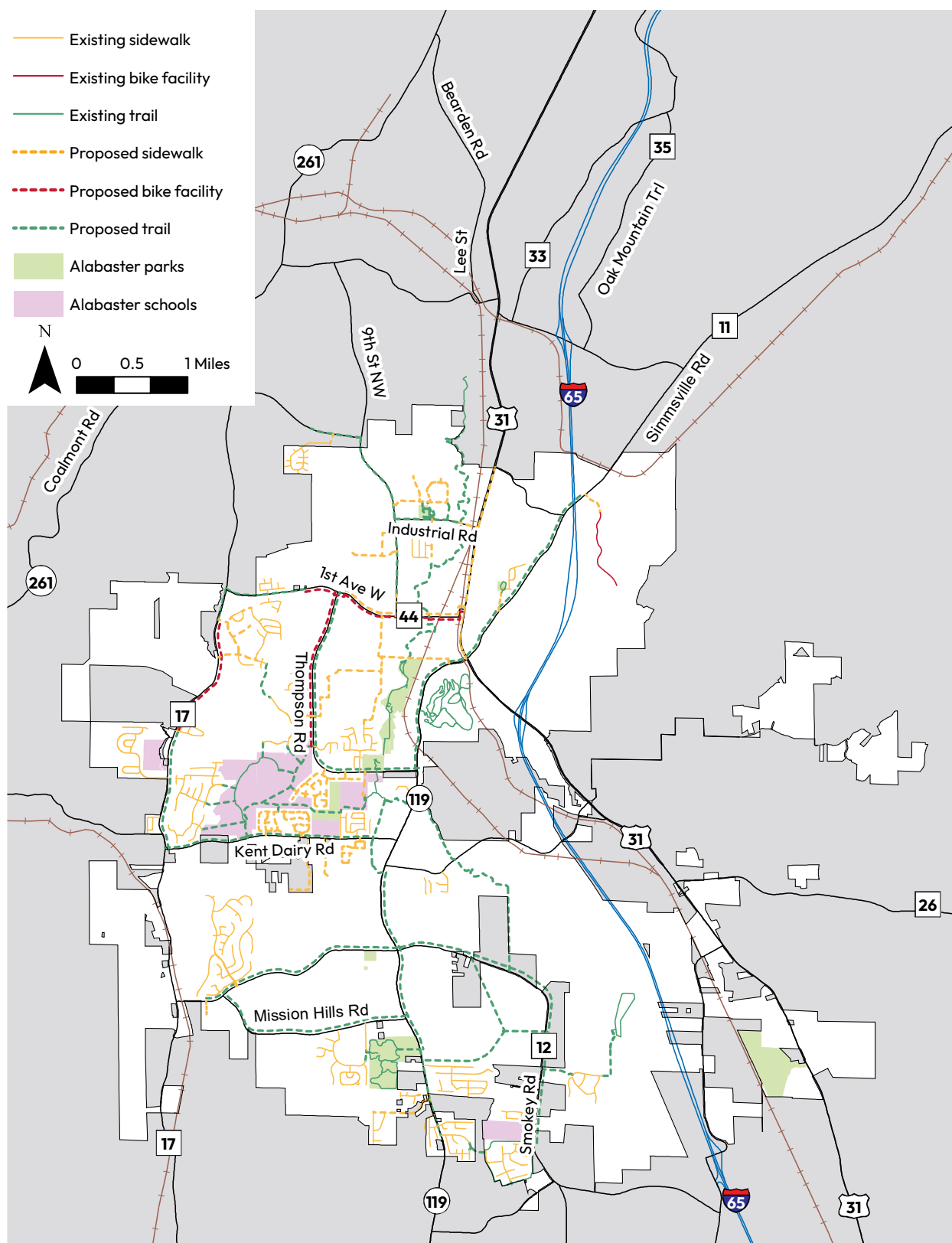
The Master Plan is comprised of existing facilities that are on the ground today, planned / programmed facilities and potential new facilities. In addition, the following types of walking and bicycling facilities were considered (and are described in Appendix B of the Master Plan):

- Sidewalks
- Bike lanes
- Uphill bike lanes
- Signed bike routes
- Shared-use paths
- Multi-use paths
- Trails
- Paved shoulders

A map of existing facilities and the envisioned Master Plan network of sidewalks, bicycle facilities and multi-use paths is shown in **Figure 3.1**.



Source: City of Alabaster

Figure 3.1: Alabaster Master Plan for Walking and Biking

Source: Sain Associates and RPCGB



Action 20

Continue to extend and make connections to the Buck Creek Trail.

Figure 3.2 illustrates a long-term Buck Creek Trail Expansion Phasing Map for extending the trail north to Patriots Park and south to Veterans Park, while providing connectivity to nearby residential areas and schools.

In 2024, the City again utilized the APPLE feasibility program provided by the RPCGB to develop a Buck Creek Trail Extension Study to assess the feasibility of extending the Buck Creek Trail from Buck Creek Park north to Patriots Park. Three potential alignments were studied, including proposed improvements, environmental constraints and opinions of probable costs.



Action 21

Expand multi-use path / trail infrastructure.

Approximately 12.4 miles of trails exist throughout Alabaster today (10.9 miles are public trails, while 1.5-miles of private trails currently existing in the Stagecoach Trace subdivision). Following full implementation of the proposed trail network shown in the Alabaster Master Plan for Walking and Biking, that number would increase to approximately 48 miles of multi-use paths. During the public involvement associated with the development of this Plan, residents identified the following as priority segments for new multi-use path construction: along Buck Creek, connections to Thompson High School from Thompson Road, County Road 17, and the existing Buck Creek Trail, along State Route 119 and Butler Road.

See **Figure 3.1** for a map of existing trails, the proposed multi-use path segments shown in the Master Plan, and the proposed segments identified by residents as high priority.



Action 22

Work with adjacent municipalities to make connections to the Buck Creek Trail for better regional connectivity.

Alabaster is bordered by the cities of Helena and Pelham to the north and the City of Montevallo to the south. An option for connecting to Helena includes using the proposed 9th Street SW multi-use path to reach Old Town Helena. An option for connecting to Pelham is using the proposed multi-use path extension of the Buck Creek Trail to follow Buck Creek to connect with the proposed extension of the Pelham Greenway Trail. For the southern connection, an option for connecting to Montevallo is to use a multi-use path to connect at the existing Ebenezer Swamp Trail, along Stagecoach Road.

DID YOU KNOW?

Alabaster recently secured federal funding for a \$1.3 million project to resurface sections of the existing Buck Creek Trail to become ADA compliant and extend the trail (using a 10-ft wide asphalt paved path) to the YMCA on Plaza Circle.



Action 23

Incorporate universal design to the greatest extent possible when developing future trails.

When developing future trails, the City should seek to incorporate the concept of universal design, a philosophy that attempts to meet the needs of the widest possible range of potential users. Universally designed trails include design elements that facilitate use by all people to the greatest extent practicable, given terrain constraints and the desired trail experience. This includes people with disabilities, people with varying comfort levels, and non-pedestrian users such as cyclists and equestrians. Some hikers use a wheelchair or power scooter as a personal mobility device, while others use a walking stick or backpack to make the hike more enjoyable.



Action 24

Expand sidewalk infrastructure.

Approximately 34 miles of sidewalks exist throughout Alabaster today. Most of these sidewalks are located within residential areas, near schools, or within large shopping centers like the Propst Promenade, but not connected to provide mobility between areas.

Following full implementation of the proposed sidewalk network shown in the Alabaster Master Plan for Walking and Biking, that number would increase to approximately 50 miles of sidewalks. During the public involvement associated with the development of this Plan, the areas around the schools and near Industrial Road were identified by residents as priorities for new sidewalk construction. See **Figure 3.3** for a map of existing sidewalks, the proposed sidewalk segments shown in the Master Plan, and the proposed segments identified by residents as high priority.



Action 25

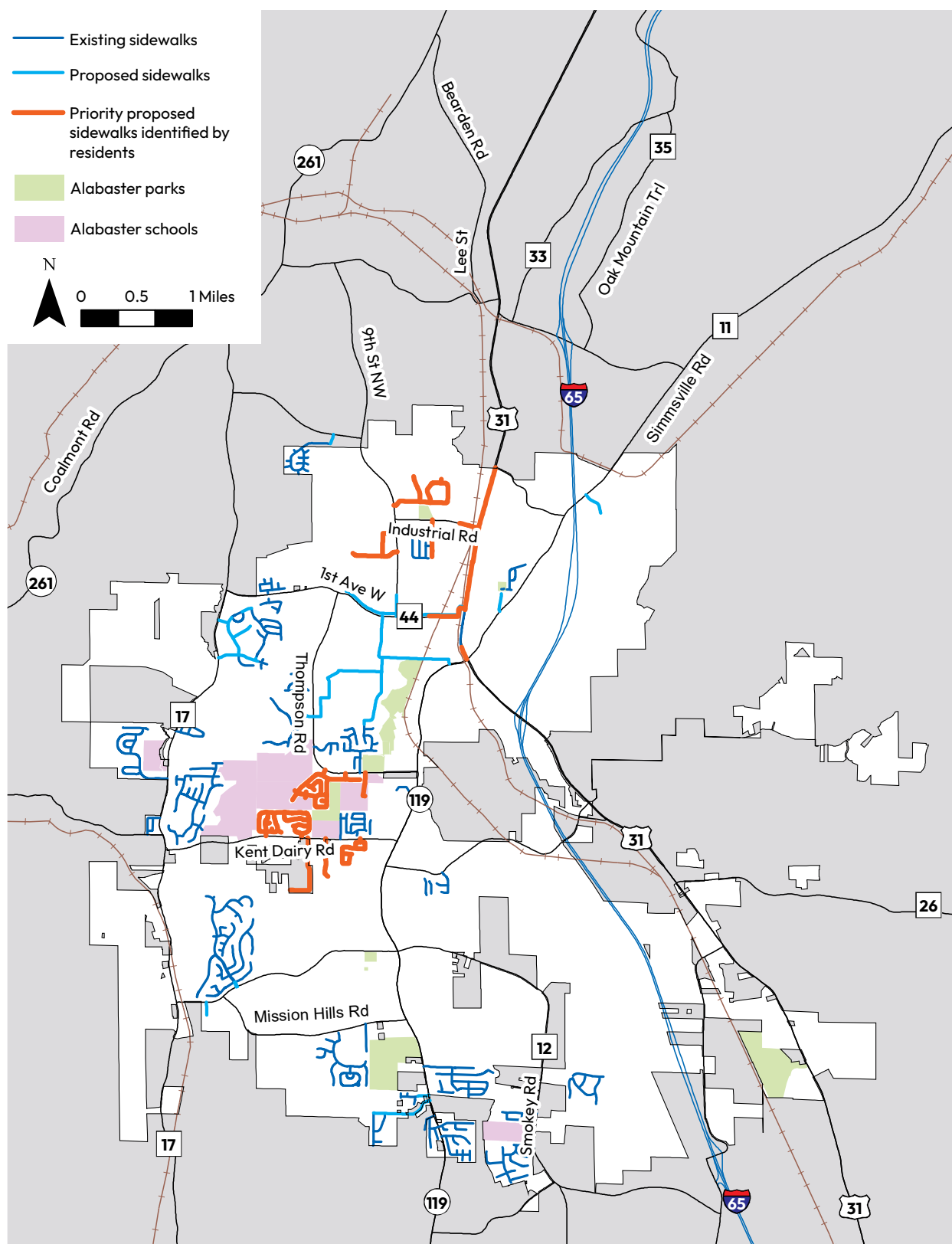
Expand pedestrian infrastructure to connect residential areas with Alabaster's historic Main Street, Siluria Mill, Propst Promenade, District 31, and other activity areas.

Source: RPCGB



DID YOU KNOW?

Alabaster recently secured federal funding for an \$800,000 project to construct sidewalk improvements to connect Thompson High School to Thompson Middle School and Municipal Park via a 10-foot wide off-road path adjacent to Warrior Drive.

Figure 3.3: Existing and Proposed Sidewalk Network

Source: Sain Associates and RPCGB



Action 26

Provide safe pedestrian crossings along busy roadways at appropriate locations.

Pedestrians are at their most vulnerable when crossing a street. A vehicle moving at only 30 mph has a 50% chance of killing or seriously injuring a pedestrian in the event of a collision. It is recommended that the City invest in highly visible, convenient, and accessible crosswalks at targeted intersections to encourage pedestrians to cross streets where motorists expect them to do so.

Traffic engineers have an ever-increasing toolbox of pedestrian safety measures. Appendix B of the Alabaster Master Plan for Walking and Biking describes and illustrates the following countermeasures that are intended to enhance pedestrian safety at intersections:

- Crossing enhancements, such as pavement markings, additional signage and lighting
- Curb extensions or “bulb outs”
- Crossing islands, or pedestrian refuge islands
- Proper locations for lighting at a crosswalk
- Parking restrictions within a certain distance of a crosswalk, which improves sight lines for both motorists and pedestrians
- Mid-block crossings
- Crossing islands
- Rectangular Rapid Flashing Beacons (RRFBs)
- Pedestrian Hybrid Beacons (PHBs)



Action 27

Expand bicycle infrastructure.

Currently only 0.8-miles of existing bicycle facilities exist within Alabaster today. This bicycle lane exists along Weatherly Drive in the Weatherly subdivision. Following full implementation of the proposed bicycle network shown in the Alabaster Master Plan for Walking and Biking, that number would increase to approximately five miles of bicycle facilities. During the public involvement process associated with the development of this Plan, Thompson Road and 1st Avenue West were identified by the public as priorities for new bicycle facilities. See **Figure 3.4** for a map of existing sidewalks, the proposed bicycle facility segments shown in the Master Plan, and the proposed bicycle facility segments identified by residents as high priority.



Action 28

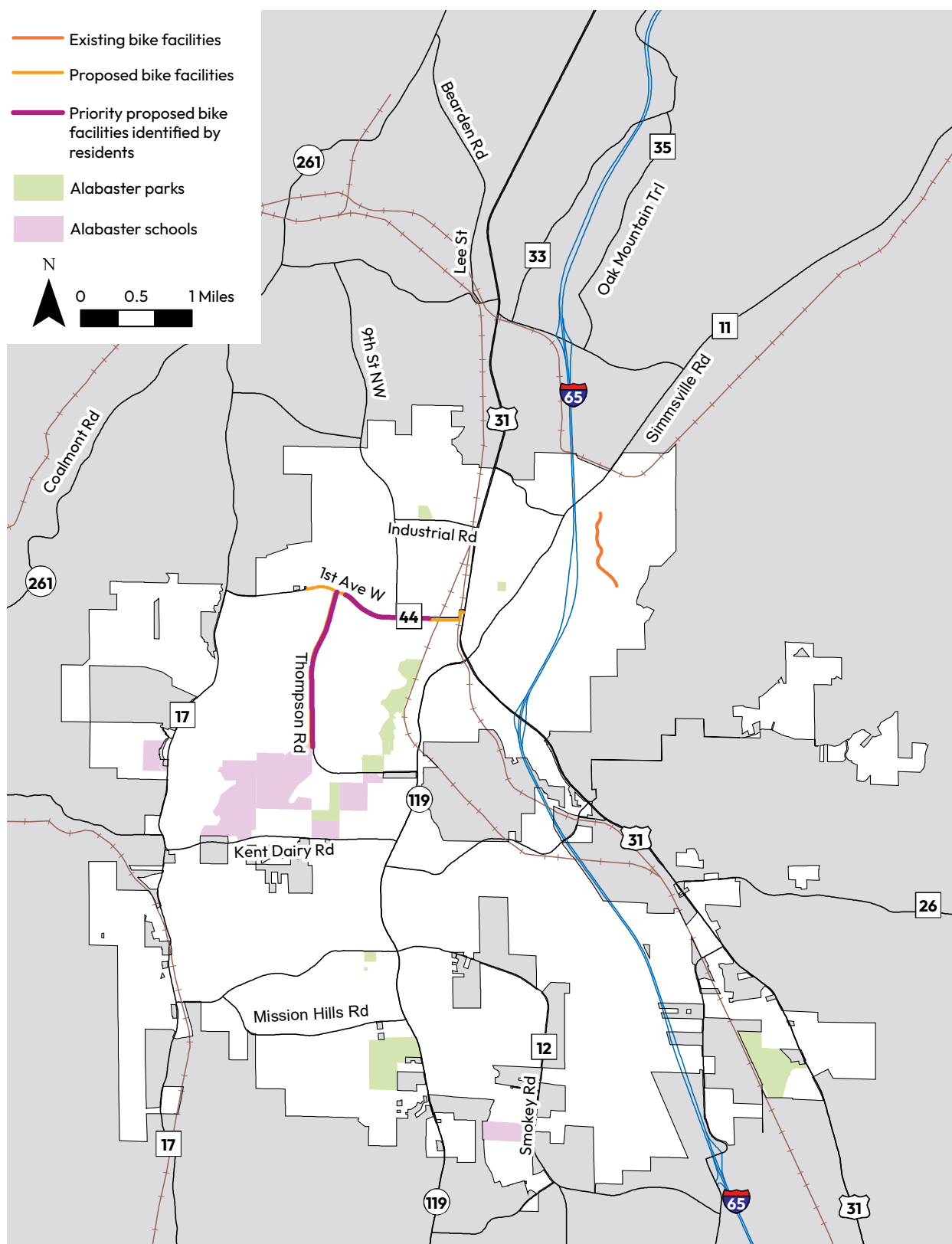
Install bike racks at the recreation center, library, and all city schools.

While the construction of bicycle infrastructure is a critical component of providing meaningful transportation choices, it must be supported by secure bicycle parking amenities at destinations to encourage ridership. The presence of bike racks is one way to advertise that Alabaster is welcoming to bicyclists of all ages.



Action 29

Require bicycle parking within commercial or high-density residential developments.

Figure 3.4: Existing and Proposed Bicycle Network

Source: Sain Associates and RPCGB



Action 30

Adopt a Complete Streets Ordinance.

Complete Streets provide safe access and circulation for all people, including motorists, bicyclists and pedestrians of all ages and abilities. A Complete Streets Ordinance would require the City to accommodate all modes of transportation in the planning, design, construction, operation and maintenance of public streets. Complete Streets balances the needs of different modes and supports local land uses, economies, cultures and natural environments.

Complete Streets design elements may include, but are not limited to, sidewalks, signage, paved shoulders, bicycle accommodations, crosswalks and other pavement markings for pedestrians, pedestrian control signalization, and traffic calming measures.

A Complete Streets Ordinance should specify the nature of roadwork that would trigger the required accommodations. For example, the ordinance could apply to new road construction, reconstruction, retrofits, upgrades, resurfacing and rehabilitation, any large-scale non-emergency utility work, but not to routine

road maintenance. Complete Streets should be prioritized on roads that coincide with the high priority need for sidewalk and bicycle infrastructure.

This action is also mentioned in **Action 38 of Chapter 6: Code Reform.**

DID YOU KNOW?

This Plan includes a section on connectivity-related reforms to Alabaster's Zoning Ordinance and Subdivision Regulations. See **page 113 in Chapter 6: Code Reform.**



Action 31

Work with developers to fund multimodal transportation improvements in key locations, such as mixed-use centers and redeveloped commercial centers.

Source: Fast Company



Public Transportation



Action 32

Partner with regional entities to provide a range of public transportation services.

Public transportation provides people with mobility and access to employment, community resources, medical care, and recreational opportunities. Currently, Clastran is the only transit service that is provided within the Alabaster city limit and its offerings are narrowly focused on elderly and disabled individuals.

It is recommended that the City partner with regional entities to provide its residents with more public transportation options, such as:

- Demand response, which offers door-to-door or curb-to-curb service, and generally uses smaller, more comfortable vehicles. Customers request a trip in advance, are picked up at their origin and dropped off at their destination. Demand response usually takes one of three forms: (1) many origins to one destination; (2) many origins to a few destinations; or (3) many origins to many destinations. Demand response services are provided by public entities, nonprofits, and private providers.
- On demand ridesharing, which is a service that provides one-time shared rides on very short notice, usually arranged through a smartphone app. These rides make use of three technologies: GPS navigation, smartphones, and social networks. The two dominant players in the ridesharing game in the US are Uber and Lyft. In general, a potential rider provides information regarding the pick-up and destination points,



Source: Via Transportation

DID YOU KNOW?

Since 2019, the City of Birmingham has had great success administering Birmingham On-Demand in partnership with the Community Foundation of Greater Birmingham and Via, which is able to provide shared rides within their service area for \$1.50 per passenger.

after which the rider is quoted a price and approximate arrival time. If the rider accepts, payment is made through the app. The rider is given a picture of the driver and vehicle description. This makes it safer for everyone, especially individuals who are vulnerable.

- Express bus service, which is characterized by limited pick-up and drop-off locations and faster trips than traditional local bus service. The express bus service typically runs during peak travel hours for use by commuters. It provides an option that is competitive with automobile travel times and costs and can help lower traffic congestion in major travel corridors. Access to express bus service is typically made through park and ride facilities.



Action 33

Consider the feasibility of a community circulator shuttle service that connects key destinations.

The changing needs of an aging population underscore the need for investments in a variety of accessible and reliable transportation options, especially to medical services. In addition to providing connections for seniors, a community circulator shuttle could also connect Alabaster's residential areas to civic areas such as the Alabaster Senior Center and City Hall, the US- 31 Medical Mile, the Propst Promenade, and the neighborhood centers.

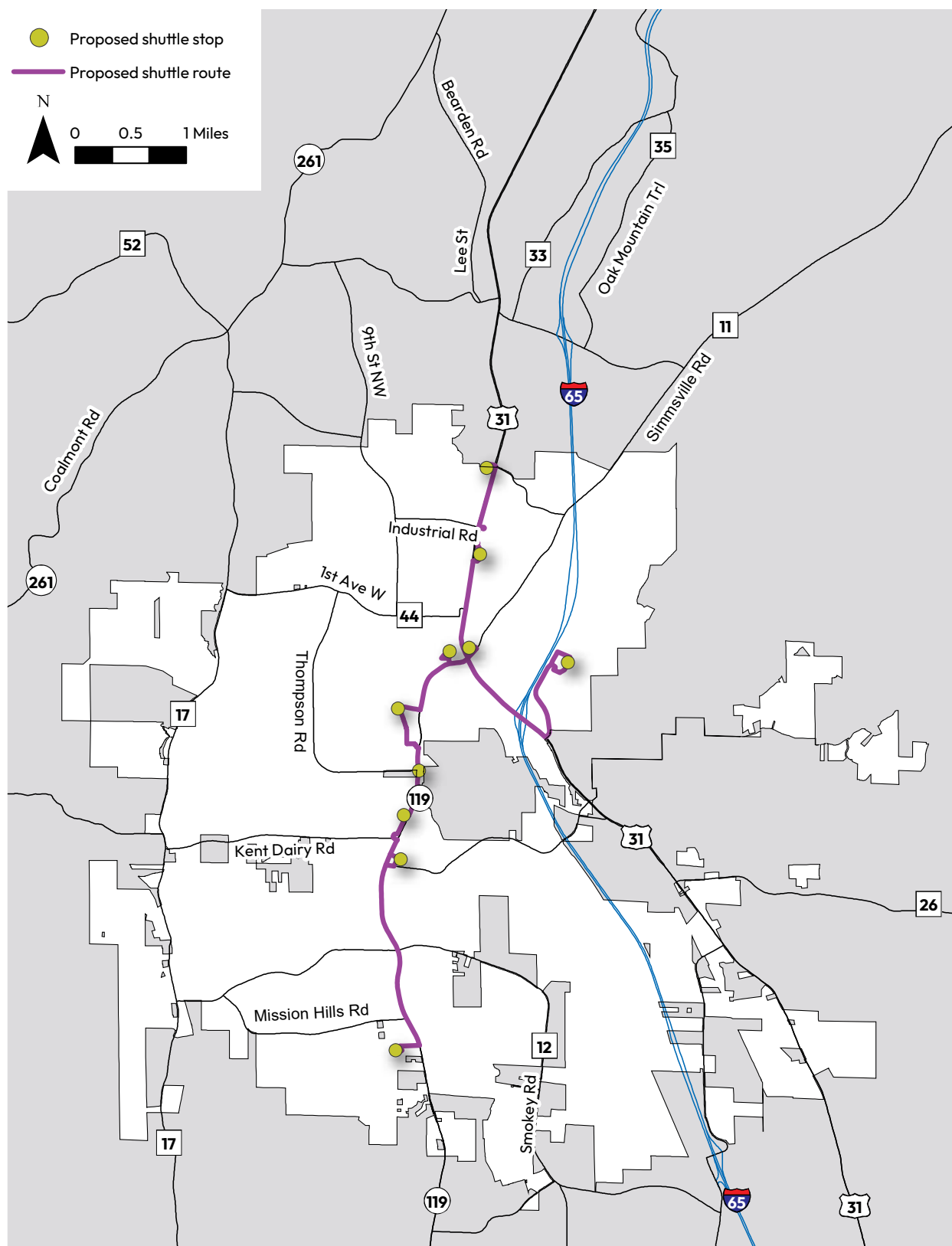
As envisioned, this shuttle/circulator is a personalized bus service that travels within the City of Alabaster. It would operate as a hybrid subscription/flexible route service. As a subscription service, travelers can call to schedule recurring trips. This is particularly

useful for people that maintain regular schedules such as seniors and people with recurring medical appointments. Flex routes offer commuters a reservation-free ride during morning and evening rush hours, picking travelers up and dropping them off at scheduled stops and times along the route.

A proposed route map for the Alabaster local shuttle/circulator service is shown in **Figure 3.5**. Two branches to the main shuttle route could be considered. One branch from the main circulator could leave from the shopping center stop off Market Center Drive and turn right onto US-31. Another branch of the circulator could include an extension from the stop at SR-119 and County Road 26, utilizing SR-119 to travel south to Veterans Park.

Pathways for potential implementation include:

- Contract with a turn-key service. Under a turn-key operation, the City would contract with an existing transportation company to provide public transit services. The service provider will supply vehicles, drivers, and a ride reservation call center/customer service. They also will maintain the vehicles. This option, while easy and fast, also is typically the most expensive as the service provider passes along their costs to secure/provide vehicles.
- The City can purchase vehicles and turn them over to a transportation provider to operate. Like the full turn-key service that was previously described, the transportation service provider supplies drivers and ride reservation services (call center) and customer service. Vehicle maintenance services are also optional as the City might choose to maintain these via their existing fleet services.

Figure 3.5: Proposed Route and Stops for the Alabaster Local Shuttle/ Circulator Service

Source: RPCGB

- Contract with existing public agencies that provide transportation services e.g. the Birmingham Jefferson County Transit Authority (BJCTA). BJCTA can offer the same services as a private provider. However, they are bound by federal law for public transportation, and this greatly limits their flexibility in terms of cost and time as there are specified processes that need to occur in order to make service changes.

Although Alabaster is not within the Birmingham Jefferson County Transit Authority (BJCTA) service area, it is located within the federally designated urbanized area (UZA) for which the BJCTA is the designated recipient of all urbanized area formula funding. Therefore, the City could consider the advantages and limitations of the use of federal transit funding for this

recommendation. For example, FTA Section 5307 Urbanized Area Formula Program funds can be used for public transportation capital, planning, job access, and reverse commute projects, as well as operating expenses in certain circumstances. This might include ADA improvements at bus stops, pedestrian access, and shelters. Likewise, if the City chooses to own a fleet of transit vehicles, the FTA Section 5339 Bus and Bus Facilities Formula Program funds might be used to purchase buses.

Limitations on the use of federal aid for transit include limitation on funding for service operations. Because of this, local funding is very likely to be necessary to financially support the service's day-to-day operations.



Source: Miranda Fatur



Source: Alliant Engineering



Source: City of Alabaster

4| LIVABILITY & PUBLIC SERVICES

Livability encompasses all the factors that influence a community's quality of life: public facilities and services, social stability and equity, the public realm, the natural environment, and cultural, entertainment, and recreational opportunities. Livable communities provide all residents with the security necessary to thrive, regardless of age, income, and ability. While some aspects are intangible and beyond the scope of this Plan – such as civic pride or neighborly attitudes – the intent of this chapter is to focus on the tangible factors that can be planned for and addressed to enhance quality of life for current and future residents.

The topics found within this Livability & Public Services chapter are:

Provide Adequate Public Infrastructure 83

Enhancing Government Services... 85

Code Enforcement 87

Promote Entrepreneurship.. 91

Attract New Businesses 92

Provide Adequate Public Infrastructure



Action 1

Continue implementing the Alabaster Fast Forward Program.

The Alabaster Fast Forward initiative, funded by a 1-cent sales tax increase enacted by the City Council on February 27, 2023, is designed to significantly upgrade the city's infrastructure and services, addressing the needs and desires of residents. The revenue generated is helping facilitate the construction of a new library, a community recreation center, and improvements to public safety, transportation, recreation, and overall quality of life.

By continuing to implement the Alabaster Fast Forward Program, the City will leverage the generated revenue to fund these transformative projects, ensuring Alabaster remains a destination community amidst its growing population. This program aligns Alabaster with peer cities in central Alabama regarding sales tax rates and represents the first local sales tax increase in decades dedicated to capital projects. By advancing this Program, the city aims to enhance the living standards of its residents, fulfilling long-standing community needs and fostering a vibrant, well-equipped urban environment.

For more information about the Fast Forward initiative, visit: <https://www.alabasterconnection.net/2023/04/alabaster-fast-forward/>



Action 2

Continue to support the development of a modern library.

To address the growing needs of Alabaster's population, the city is constructing a new, modern library facility as a part of the Alabaster Fast Forward Program. The new library will resolve current space constraints, allowing for an expanded collection and improved staffing levels. The transition to the new space will require strategic staffing considerations to enhance service delivery and program availability. As the City's librarians begin to phase-out the outdated media formats and continue integrating digital formats, the City is encouraged to consider the unpredictable costs associated with these transitions and adjust the budget accordingly.



Action 3

Construct new fire stations to provide shorter response times as the City grows.

National data shows that homes are burning faster because of the use of more flammable construction and furniture materials. Whereas homes once took six to eight minutes to burn down, they now take only three to four minutes. Currently, the Saddle Lakes area of the City faces accessibility challenges for EMS and fire services due to limited road access and the distance from the nearest fire station. As the City grows, it should evaluate potential sites for a new fire station to better serve this area. The City has already purchased land at Simmsville Road and County Road 68 for a new fire station, which will help reduce response times.



Action 4

Ensure that public safety personnel have adequate resources to perform their jobs.

The City is encouraged to continue providing resources to public safety personnel, including staff at the Alabaster Police Department and the Alabaster Fire Department. These departments currently operate on limited budgets, and any future annexations could extend their jurisdiction and stretch their resources. To ensure that these critical Alabaster public safety personnel can effectively respond to emergencies, the City should budget and allocate the resources necessary for them to recruit new staff.

In particular, the Alabaster Police Department would benefit from continuous training and education for officers, additional officers as the city grows, a dedicated IT employee, and additional cameras(both flock and PTZ).

Furthermore, as indicated by responses to the stakeholder interviews associated with the development of this Plan, the City should explore the feasibility of hiring additional EMS personnel to ensure that there is no disruption in fire and medical service once the new program launches in 2025. This would expand the Fire Department capacity and potentially achieve an even better Insurance Services Office (ISO) rating. However, cost may be an obstacle. While capital improvements and other one-time purchases may be able to fit into an annual budget, hiring full-time personnel adds payroll as an ongoing expense. Grants may be available to fund some of this additional cost, such as FEMA's [Staffing for Adequate Fire and Emergency Response \(SAFER\)](#) program.



Action 5

Adopt an Adequate Public Facilities Ordinance.

Adequate Public Facilities Ordinances (APFOs) are legislative measures designed to ensure that public infrastructure can support new growth. These ordinances tie the approval of new development projects to the availability of adequate public facilities like transportation, schools, water supply, and other essential services. If existing infrastructure cannot support the proposed development, the project may be delayed until improvements are made or denied altogether.

Montgomery County, Tennessee, for instance, implements an Adequate Facilities Tax to fund new or upgraded school facilities needed due to population growth. This tax is imposed on new developments to ensure that the necessary infrastructure improvements can be made without unfairly burdening existing residents. For more information, visit Montgomery County Building Codes.

Adopting an Adequate Public Facilities Ordinance will ensure that new developments in Alabaster are supported by sufficient infrastructure and public services, especially for new large developments that will be annexed into the City. By implementing this measure, the city can manage growth effectively, maintain high-quality public services, and enhance residents' quality of life. It will also promote sustainable development, ensuring that Alabaster's infrastructure keeps pace with its expanding population and community needs.



Action 6

Utilize Shelby County's Broadband Feasibility Study to make informed decisions regarding future broadband infrastructure needs.

Utilizing Shelby County's Broadband Feasibility Study is essential for making informed decisions regarding Alabaster's future broadband infrastructure needs. The study, conducted by Sain Associates, provides comprehensive data and analysis on the current state of broadband access, identifies gaps in coverage, and offers strategic recommendations for improvements. By leveraging these insights, Alabaster can prioritize areas with the greatest need, plan effective infrastructure investments, and ensure that residents and businesses have reliable, high-speed internet access. This approach will not only enhance connectivity but also support economic growth, educational opportunities, and overall quality of life in the community.

For more information, visit [Shelby County Broadband](#).



Action 7

Continue to support the Alabaster School District.

The City should allocate additional funding to the Alabaster School District to enhance educational programs and maintain modern facilities. To further support the district, the City can establish partnerships with local businesses and organizations, providing students with expanded learning opportunities and resources. Additionally, exploring grant opportunities and other funding sources can help ensure the district's long-term success and sustainability.

Enhancing Government Services



Source: City of Alabaster

DID YOU KNOW?

The City of Alabaster offers a comprehensive “residents” tab on its website? This section of the City’s website located at <https://www.cityofalabaster.com/31/Residents> provides information on various city initiatives, access to the quarterly newsletter, and multiple citizen guides covering topics such as pesticide, herbicide, and fertilizer use, managing spills and illicit discharges, and stormwater management. You can also learn about city leadership and explore the various city boards.



Action 8

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

A “City of Alabaster” mobile app could provide timely updates on issues of city-wide importance, such as special called meetings, community events, utility service updates, road closures and

other issues. The purchase and use of such an app would increase communication between residents and the City's administration on issues affecting the community and would increase the involvement of residents in the decision-making process of the City government.



Action 9

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

It is recommended that the City conduct a quarterly review of its website content to ensure that information is relevant and that the website remains user-friendly. Residents would like to see the City post meeting minutes from City Council meetings, Planning Commission meetings, and the Board of Zoning Adjustments meetings. Increasing the City's online presence could prove to be an effective and popular way to engage residents.



Source: Waste Management



Action 10

Review and comment on Comprehensive Plan updates in adjacent municipalities.

Staff from the City's Planning and Zoning Department are encouraged to review and comment on Comprehensive Plan updates developed by adjacent municipalities to the City of Alabaster. For example, if a proposed land use map change or amendment would create a conflict between land uses located in Alabaster and that neighboring municipality, the City is encouraged to transmit written comments and recommendations to that municipality regarding the nature of the incompatible use.



Action 11

Explore the feasibility of providing a new bulk trash and debris pickup system for Alabaster residents.

During the public involvement process associated with this Plan, the desire for a more accessible and frequent bulk trash and debris pickup service was a highly requested public service improvement. Currently, the City offers a limited Junk and Rubbish pickup service on the first Monday of each month, requiring residents to sign up in advance, with only 100 slots available. This system does not fully meet the needs of all residents.

To address this, the City should explore the feasibility of providing a monthly bulk trash and debris pickup service for all neighborhoods without the need for sign-ups or slot limitations. This could be achieved either through a contract with a private company or by municipal staff.



Action 12

Explore the feasibility of establishing a city-wide curbside recycling program or provide additional recycling drop-off locations for Alabaster residents.

During the public involvement process associated with this Plan, residents expressed a strong desire for improved recycling services, including a city-wide curbside recycling program or additional recycling drop-off locations. Currently, Alabaster offers a recycling drop-off location at Limestone Park, accepting various paper, metal, and plastic items. However, residents seek more convenient options to increase participation and reduce waste.

Code Enforcement



Action 13

Explore the feasibility of hiring a Zoning Inspector.

During the public involvement process associated with this Plan, Alabaster City staff expressed concerns about code enforcement and zoning inspections. Due to Alabaster's rapid growth, a Zoning Inspector is needed to ensure that new development and redevelopment projects meet the requirements of the Zoning Ordinance and stormwater regulations. To address these concerns, the City should allocate additional resources and staff to enhance zoning inspection times and code enforcement efforts.



Action 14

Adopt up-to-date versions of the technical “family” of codes developed by the International Code Council.

To address the patchwork of codes across the United States, the International Code Council (ICC) was founded in 1994. It merged three existing model code organizations—the Building Officials and Code Administrators International (BOCA), the International Conference of Building Officials (ICBO) and the Southern Building Code Congress International, Inc. (SBCCI). The ICC consolidation became final in 2003, resulting in a single organization with over 100 years of history and experience developing model building codes.

The ICC publishes a comprehensive and coordinated set of codes applicable to commercial, institutional, and residential structures. These codes guide the compliance process to ensure safe, sustainable, and resilient construction. All of them serve as living documents that are periodically reviewed and updated every three years to align with changing practices in the building industry:

- The International Building Code (IBC) is a model building code that addresses both health and safety concerns for buildings based upon prescriptive and performance-related requirements. The purpose of this code is to establish minimum requirements to safeguard the public safety, health and general welfare through affordability, structural strength, means of egress, stability, sanitation, light and ventilation, energy conservation and safety to life and property from fire and other hazards attributed to the built environment and to provide safety to fire fighters and emergency responders during emergency operations.

Parts of the code reference other codes including the International Plumbing Code, the International Mechanical Code, the National Electric Code, and various National Fire Protection Association standards. Therefore, when a municipality adopts the IBC, it also adopts those parts of other codes referenced by the IBC. Often, the plumbing, mechanical, and electric codes are adopted along with the building code.

- International Energy Conservation Code (IECC) establishes minimum requirements for energy-efficient buildings using prescriptive and performance-related provisions. It is founded on broad-based principles that make possible the use of new materials and new energy-efficient designs.
- International Fire Code (IFC) is a model code that provides minimum requirements for fire prevention and fire protection systems in new and existing buildings, facilities, and premises. The IFC is designed to establish a modern, up-to-date fire code that balances the realities of modern construction with the need for public safety.
- International Fuel and Gas Code (IFGC) provides minimum requirements for fuel gas piping systems and appliances, including natural gas and propane gas. The IFGC is designed to ensure public safety and protect property by regulating the design, installation, maintenance, and inspection of fuel gas systems and appliances.
- The International Plumbing Code (IPC) is a model code that provides minimum requirements for the design, installation, and maintenance of plumbing systems in new and existing buildings. The IPC is designed to ensure public health and safety by regulating the plumbing systems that deliver and remove water and waste in buildings.



Action 15

Consider adopting the 2024 International Existing Building Code.

The International Existing Building Code (IEBC) is particularly important for the concept of adaptive reuse of buildings. The IEBC establishes minimum regulations for upgrades and improvements addressing the alteration, addition or change of occupancy in existing buildings. It uses prescriptive and performance-based provisions and is intended to ensure public health and safety pertaining to the existing building stock.



Action 16

Consider adopting the 2024 International Residential Code.

The International Residential Code (IRC) is a comprehensive model code for residential buildings that establishes minimum regulations for one- and two-family dwellings and townhouses using prescriptive provisions. It combines provisions for many elements and systems pertaining to residential home construction including building, plumbing, mechanical, fuel gas, energy and electrical.

The City is encouraged to adopt the IRC to establish minimum safety and quality standards for the construction, alteration, and maintenance of residential buildings within its city limits. Adopting the IRC can help promote energy efficiency and sustainability in new construction, protect the health and safety of residents, and ensure that homes are accessible to people with disabilities. It can also establish a consistent set of standards for construction, alteration, and maintenance of residential buildings, which can help ensure that all new and existing homes are safe, healthy, and well-built.



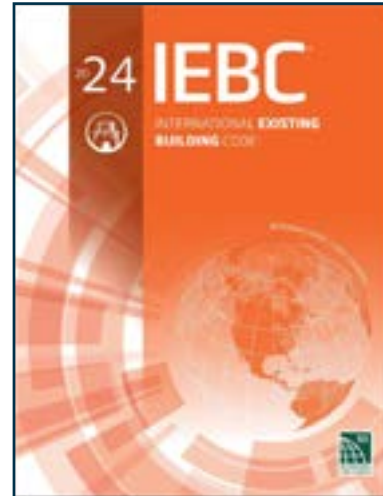
Action 17

Adopt and utilize the 2024 International Property Maintenance Code to levy fines against quality-of-life offenses on properties.

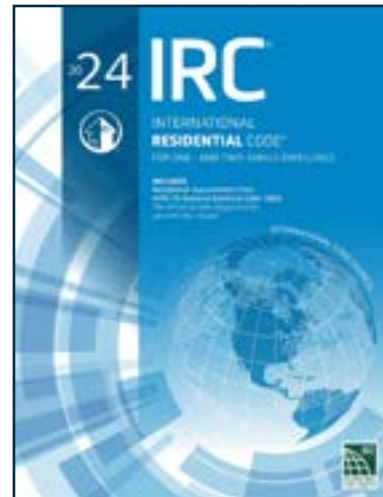
The City is encouraged to adopt and utilize the International Property Maintenance Code (IPMC) to levy fines against property owners who fail to properly maintain their properties, as part of a broader effort to ensure that residential and commercial properties are safe and upheld to modern standards. The IPMC outlines property maintenance regulations including weeds and debris, vegetation maintenance, junk vehicles, water pollution, public decency, driver sight obstructions, dilapidated properties and more. Respondents to the Visioning Survey associated with this Plan noted a range of small problems including illegal dumping, overgrown lots, inoperable vehicles, and vehicles parked in front yards, all of which can be addressed using the IPMC.

Using the IPMC to support code enforcement efforts would raise the minimum standard for building and living conditions and would provide a better opportunity to address issues at an earlier stage before they compound. The IPMC also provides an enforcement mechanism that applies to existing residential and commercial properties and enables the City to impose fines on the owner rather than attach liens to the dilapidated property, strengthening the City's ability to reduce blight.

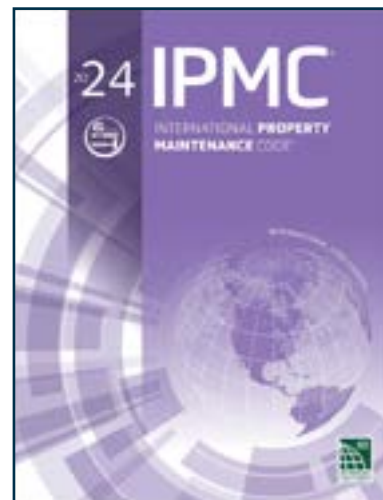
For more information visit: <https://shop.iccsafe.org/2024-international-property-maintenance-coder.html>



Source: ICC



Source: ICC



Source: ICC



Action 18

Explore the feasibility of establishing a home maintenance program for the elderly and disabled.

Maintaining homes in a state of good repair can prevent many code enforcement issues from arising. However, home maintenance has associated costs for homeowners, either in the form of hiring professional workers or performing labor themselves. Both options can be challenging for elderly and disabled residents who may be unable to perform certain tasks and often live on fixed incomes.

Alabaster is encouraged to establish a maintenance registration for the elderly and disabled. These programs are typically free to residents who meet certain criteria and allow individuals and other entities to register as volunteers and assist with renovation and property maintenance efforts. The City should work with nonprofit and public sector organizations such as the Middle Alabama Area Agency on Aging who are knowledgeable about existing programs and resources.



Source: Ohio Department of Aging



Action 19

Create and publicize a citizens' guide to code enforcement.

A code enforcement guide could educate residents about their responsibility to follow local ordinances while also increasing the City's capacity to identify and track blighted properties by streamlining the public reporting process. Through the code enforcement guide, residents would be able to report various issues related to property maintenance and other health and safety violations.

To improve the accessibility and efficiency of the guide and reporting process, the City should create and market a hard copy of the guide, an online version, and a mobile app. The municipal mobile app marketplace has grown steadily in recent years, with new companies entering this space and lowering costs. Many of these apps contain a feature called "constituent relationship management" (CRM), which allows residents to report issues, geo-tag the location of the issue, and attach photos and notes before submitting it to the appropriate municipal department. This would provide code enforcement officers with real time data, enabling them to better track violations in the community and provide prompt feedback to residents concerning the status of their reports.

Two code enforcement brochures to reference as models are the cities of Anniston, AL and St. Johns County, FL. Common code violations in the City of Alabaster include:

- Weeds and debris
- Illegal dumping
- Boarded up windows

Promote Entrepreneurship



Action 20

Support successful entrepreneurship resource providers in Shelby County.

Shelby County benefits from an ever-growing, knowledge-based workforce filled with innovative ideas and creativity. The City should support and encourage initiatives by 58 INC to recruit and retain programs and resources that foster entrepreneurship. These start-ups become future employers and providers of goods and services in the County. Entrepreneurship training programs, such as CO.STARTERS recently launched by the Montevallo Main Street,

give prospective entrepreneurs the lessons, relationships, and tools needed to turn business ideas into actions.

Unlike incubators, these training programs are quick and flexible, making them comparatively less costly to organize and support financially. The Alabama Small Business Development Center Network is a statewide inter-institutional program that provides management and technical assistance to small businesses to enhance economic growth across the State, and the Shelby County Chamber offers one-on-one consulting with small business owners. Public, private, and nonprofit sponsors provide both funding and in-kind support for these offerings. The City of Alabaster is encouraged to continue supporting and celebrating these efforts, as well as additional initiatives designed to reach the broader community.

CO.STARTERS PROGRAM

CO.STARTERS was established in 2008 in Chattanooga, Tennessee, as part of a five-year revitalization effort branded as “CreateHere.” The program is an action-driven, collaborative process for people with a business idea but not necessarily the training or capital to get started. Participants enter into a facilitator-led, collaborative process with a small and supportive group of 10-15 like-minded peers, and each facilitator is an entrepreneur themselves. The program covers ten foundational topics and allows participants to receive real-time feedback to develop and fine-tune their ideas.

CO.STARTERS has organized programs in over 300 cities and lent support to over 19,400 businesses, with a 92% business launch rate and a 97% business one-year survival rate. Create Birmingham sponsors the CO.STARTERS program in Birmingham, and that program has served 286 entrepreneurs, including several from Shelby County, 51% women and 69% people of color, who have launched 269 businesses. Within Shelby County, Montevallo Main Street is an established member of the CO.STARTERS network and sponsors the program seasonally at the University of Montevallo.

The program is designed to be flexible and affordable for participants, costing only a few hundred dollars or less. Scholarships are often available for students experiencing hardship. The flexible nature of the program also makes it affordable for the community group who sponsors it. In the case of Montevallo, public, private, and nonprofit sponsors provided both funding and in-kind support.



Source: Montevallo Main Street
CO.STARTERS

Attract New Businesses



Action 21

Maintain a database of sites and buildings that are suitable for new development and redevelopment.

There are many vacant or underutilized commercial, office, and industrial buildings in the City of Alabaster that could be well-suited to new or existing businesses. Often, one of the largest obstacles to starting or expanding a business is space. By maintaining a database of available business space, the City can help foster economic development and business growth and expansion. It is recommended that the City maintain an online database of commercial, office, and industrial properties and spaces available for sale or lease.

The database should include information such as square footage, existing zoning, lease rates and sale price, available utilities, condition, and any other pertinent information. Where possible, photos and floorplans would be helpful for prospective businesses. Depending on the City's capacity, consider the feasibility of partnering with 58 Inc., Shelby County's economic development team, for the creation and maintenance of the database. The City and partners should promote the database locally and to businesses considering locating to Alabaster. Additionally, the City should ensure that its sites are included in the existing [58 Inc. Retail Sites database](#).

By establishing and maintaining this database, the City of Alabaster can significantly improve access to suitable business spaces, driving economic development and facilitating the success of new and expanding businesses.



Action 22

Assign a city liaison to assist businesses with the zoning, building, inspection, and licensing requirements.

Assigning a city liaison to assist businesses with zoning, building, inspection, and licensing requirements will greatly streamline the process for new and existing businesses. This dedicated liaison will serve as a single point of contact, providing guidance and support throughout the regulatory process. By offering personalized assistance, the liaison can help businesses navigate complex requirements, ensuring compliance and reducing delays. This initiative will enhance communication between businesses and city departments, promote efficient project completion, and foster a business-friendly environment that encourages economic growth and development in Alabaster.



Action 23

Collaborate with businesses, the Alabaster Business Alliance, and Alabama Main Street to encourage the development of the city's historic Main Street.

See recommended **Action 14 in Chapter 2: Future Land Use** to learn more.



Action 24

Continue to support the City's Downtown Redevelopment Authority.

See recommended **Actions 7 and 14 in Chapter 2: Future Land Use** to learn more.



Action 25

Recruit and attract additional commercial and retail development throughout the city to meet the desires of residents while increasing revenue.

When asked in the Visioning Survey associated with the development of this Plan, “What types of businesses and/or additional services and amenities do you think are most needed in Alabaster?” 65% respondents indicated “restaurants,” followed by cultural and entertainment options (46%), retail and shopping options (22%). See **Appendix A Public Involvement Summary**. Analysis of the open-ended survey responses revealed that Alabaster residents strongly desire additional medical services such as walk-in clinics and family friendly activities such as bowling alley, golf, and go-carts. Recruiting these types of businesses would meet residents’ needs and also provide fiscal benefits to the city through additional sales and property taxes and development fees.



Source: Demetree Real Estate Services



Action 26

Encourage the development of small business spaces.

Encouraging the development of small retail spaces is vital for nurturing a dynamic entrepreneurial ecosystem in Alabaster. Start-up businesses frequently encounter challenges in securing affordable and suitable locations. By prioritizing the availability and accessibility of small spaces, the City can cultivate opportunities for innovation, economic growth, and community enrichment.

Small spaces not only tend to be more affordable with lower rental and operational costs but also offer greater flexibility to accommodate various business types and sizes. They provide adaptable leasing terms that empower businesses to evolve and expand over time. To bolster support for small businesses, the City should collaborate with developers to integrate small spaces into new developments. This initiative ensures a diverse array of retail and service offerings while considering streamlined permitting processes to remove barriers and facilitate the transformation of existing spaces into small business-friendly environments.



Action 27

Recruit additional industrial development in appropriate locations.

To support the City's economic growth, new industrial development should be strategically located near US-31 S, close to Calera, and in the industrial park near the Shelby County Airport. These locations offer prime access to transportation routes and infrastructure, making them ideal for attracting additional industrial investments.



Source: City of Alabaster

5| PARKS & RECREATION

Located in the heart of Shelby County, natural features are among Alabaster’s greatest assets. The City is home to several parks and sports fields, including Veterans Park, Buck Creek Park, Limestone Park, and Warrior Park. Together, these recreational spaces are within a ten-minute walk of approximately 45% of Alabaster’s residents. However, due to a lack of city-wide trails and sidewalks, there are limited walking or biking options to these parks.

The topics found within this Parks & Recreation chapter are:

Enhance Existing Parks & Recreation Facilities and Programs95

Expand Recreational Opportunities 98

Enhance Existing Parks & Recreation Facilities and Programs



Action 1

Continue to dedicate adequate funding for maintenance and capital improvements to public parks to meet evolving needs.

During the public involvement process associated with the development of this Plan, survey participants were asked to “rank the following draft priority list from the 2020 Alabaster Parks Needs Assessment in priority order, with your highest priority at the top.” Survey participants identified the greatest need as “Maintain existing facilities (fields, playgrounds, etc.)” See **Appendix A: Public Involvement Summary** for more details. Sufficiently funding public parks, ensuring continued maintenance, and providing for future facilities helps to improve the image

of the City and attract private investment to neighborhoods and commercial areas.

The following are project examples that the City should continue to dedicate adequate funding for:

- Replacements of playground equipment, bleachers, press boxes, dugouts, scoreboards, etc.
- Field maintenance such as such as top-dressing or re-grading of fields, aeration, replacing existing irrigation
- Building of new athletic fields and complexes
- Building of new trails
- Providing new light fixtures or replacement of existing fixtures that increase lighting functionality (foot candles/safety enhancements)
- Enhancements to passive recreational parks and facilities

Source: City of Alabaster





Action 2

Continue to ensure safety at all Alabaster parks and recreation facilities.

Respondents to the Visioning Survey associated with this Plan indicated a desire to see safety enhancements in parks, with particular focus on improved lighting. The City is encouraged to install lighting where needed, as well as explore other design improvements to facilitate improved safety. These may include:

- Improved sightlines: public spaces are safer when they are visible. Parkgoers should have the ability to see and be seen, especially around corners. To preserve the naturalistic character of parks while improving safety, the City is encouraged to focus on landscape management. For example:
- Plant trees with high canopies: trees provide shade for users, habitats for wildlife, and improve the environmental and aesthetic quality of spaces. Parks that are planted with trees that have a high branching structure allow for stronger sightlines.
- Create view corridors: view corridors provide open sightlines at main entry points, along trails, and other critical areas.
- Vary planting heights to allow for visibility through vegetation and reduce opportunities for concealment. For more information on plant selection and pruning, visit: www.greenseattle.org/wp-content/uploads/2019/02/CPTED-in-Natural-Areas-Final-Draft-Feb-2018_web.pdf
- Defined design features: parks should be designed to facilitate wayfinding through spaces. For example, walkways, fences, lighting, signage, and landscaping can be

used to clearly guide people and vehicles to and from proper entrances.

- Install signage: signage should identify the name of the park, provide specific rules (such as hours of operation), and direct users to specific areas.



Action 3

Prioritize planting new shade trees in existing parks to create a more welcoming and cooler environment.

Shade is a critical component to having a pleasant experience while visiting parks. Shade trees encourage visitors to be more active, they reduce erosion, conserve water, cool the environment, and improve the overall aesthetic of the environment.

The City's Zoning Ordinance provides a list of approved shade tree. For more information, visit: <https://www.cityofalabaster.com/DocumentCenter/View/6784/Approved-Tree-List-PDF?bidId=>



Action 4

Enhance accessibility for individuals with disabilities at existing and future parks and recreational facilities.

Enjoying the outdoors with a physical disability can be challenging. To do the kinds of things that non-disabled people do without even thinking about it requires more steps, as well as accessible accommodations and even adaptive equipment. To ensure that all individuals can enjoy the parks and open spaces that Alabaster has to offer, the City should consider making the following

accommodations in existing and future park spaces:

Programming

- Create a variety of recreational activities designed to provide kids with disabilities the opportunity to engage in a large group situation with peers that do not have disabilities.
- Provide adaptive recreation programs for residents with disabilities. These types of programs offer more structured environments and a lower staff ratio. Adaptive programming could include learn-to-swim classes, aquatic exercise classes, adapted yoga, fitness training, and fishing.

Design

- Incorporate universal design to the greatest extent possible in new facilities, modify existing facilities where possible. Universal design includes consideration for accessible surfacing and routes, activities for diverse abilities, multi-sensory activities, wide ramps, seating and rest areas, offering activities along a developmental continuum, and combining shade and sunlight to provide a comfortable atmosphere.
- Ensure handicap parking spaces are close to park entrances.
- Construct more accessible trails. Accessible trails should be made of a firm and stable surface, be between five and seven feet wide, and have a cross slope less than 2% for wheelchair access.
- Provide more accessible vista points.
- Place signs no more than 56 inches off the ground since the line of sight for most individuals in a wheelchair is 43 inches.

Promotional Information

- Create a guide to provide additional information, features, and programs that are accessible at each City owned park. Ensure that the guide is available online, and at City-owned facilities.



Action 5

Continue to support youth athletics.

Youth athletics are essential for fostering community engagement, promoting healthy lifestyles, and developing valuable life skills. Currently, not all young residents in Alabaster have easy access to these opportunities due to geographic and financial resource limitations. The City should implement policies to expand and enhance youth athletics programs by developing new facilities in underserved areas, partnering with schools and community organizations, and investing in the maintenance of existing infrastructure. By doing so, Alabaster can ensure broader access and create a thriving environment for young athletes, benefiting the entire community.



Source: City of Alabaster

Expand Recreational Opportunities



Action 6

Establish new parks in currently underserved residential areas.

Parks make great communities, but not all Alabaster residents have easy access to them. Approximately 45% of residents who live within the city limits are within a 10-minute walk of a park or publicly-accessible green space.

Higher quality of life is not the only benefit for residents within walking distance of a park. Decades of research have demonstrated that proximity to parks and green spaces support health and wellness. In addition, proximity to pedestrian-accessible parks allow parents to make fewer car trips – thereby reducing local congestion – and are less limiting on recreational opportunities for all age groups.

The City should therefore enact policies that can increase the share of residents within walking distance of public parks or publicly accessible green spaces. These policies may include:

- Identifying locations for future parks of varying sizes near currently underserved residential areas or locating pocket parks on flood-prone land.
- Directing future residential development as close as possible to existing parks.
- Ensuring future residential development contains accessible park space.



Action 7

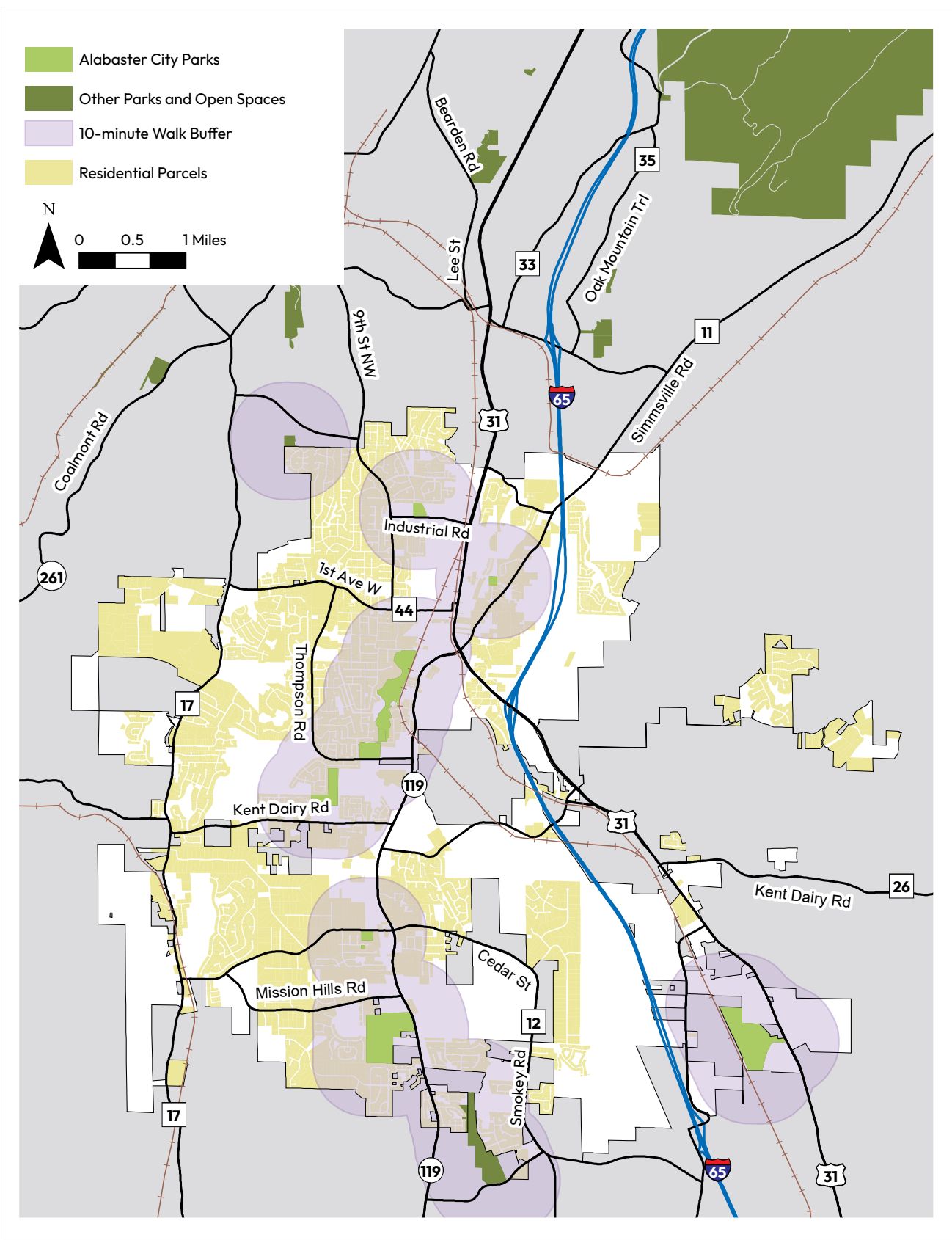
Ensure that new residential developments are adequately served by park facilities.

During the public involvement process associated with this Plan, participants noted the desire to ensure that new developments have adequate open space. To address this desire, the City of Alabaster is encouraged to modify its subdivision regulations to ensure that new residential developments include adequate park space. These modifications should specify:

- The type of appropriate green space - neighborhood park, pocket park, playground, trail, community garden, etc.;
- The minimum size and width of new green space;
- Potential shade tree requirements; and
- Thresholds for adequate playground equipment, street furniture, lighting etc. The City should examine examples of such thresholds requirements prior to adoption to ensure they meet Alabaster's needs.

To ensure pedestrian access, new parks should be integrated into new subdivisions and developed according to the standards outlined in the Subdivision Regulations. However, the responsibility for maintaining these parks should be clearly delineated. Homeowners' associations (HOAs) are recommended to take on the responsibility for neighborhood parks, while the larger green spaces, if approved, could be ceded to the city for maintenance.

Figure 5.1: Park Accessibility Map





Action 8

Establish a new trailhead and parking lot off Old Highway 31 to provide access to the new hiking and biking trails on the mountain property.

As part of the City's Fast Forward Program to utilize an additional one-cent sales tax to fund a wide range of projects desired by Alabaster residents, the City is currently designing a 100-acre recreational green space on the mountain property located across SR-119 from City Hall. The mountain property will feature hiking and biking trails around a large lake.

To enhance access to the new hiking and biking trails, it is recommended that the City explore the feasibility of establishing a new trailhead and parking lot off Old Highway 31. This strategic location will provide a convenient entry point for outdoor enthusiasts, thereby encouraging more residents and visitors to utilize the trails. Improved access will not only support recreational activities but also promote physical health and well-being within the community.

Moreover, a dedicated parking lot will alleviate congestion and ensure safe parking options for trail users. This infrastructure improvement will contribute to the overall enjoyment of the trail system, making it more user-friendly and accessible. The creation of a trailhead and parking lot aligns with the city's goals of expanding outdoor recreational opportunities and enhancing the quality of life for all residents. By investing in this project, Alabaster can foster a greater sense of community and attract more outdoor tourism, further stimulating local economic growth.



Source: City of Alabaster



Source: City of Alabaster



Source: Shelby County Reporter



Action 9

Explore the feasibility of constructing a remote-control racetrack at an existing park.

During the public involvement process associated with this Plan, residents expressed the desire for constructing a remote-control racetrack at an existing park. Constructing a remote-control racetrack at an existing park can offer numerous benefits for the Alabaster community. For example, it could provide a unique recreational opportunity that diversifies the city's programming and can attract a broader range of residents and visitors. Remote-control racetracks cater to hobbyists of all ages, promoting family-friendly activities and encouraging outdoor engagement.

in Lake City, Florida, demonstrates the success of such an initiative. The complex's remote-control track has become a popular attraction, drawing enthusiasts from surrounding areas and hosting events that boost local tourism and economy. Implementing a similar facility in Alabaster could enhance community engagement, provide new recreational options, and potentially generate economic benefits through events and increased park usage.

Exploring the feasibility of this project involves assessing the appropriate location within an existing park, evaluating costs, and considering potential partnerships with local hobbyist groups or businesses. By diversifying recreational offerings, Alabaster can meet the varied interests of its residents, fostering a more inclusive and vibrant community.



Source: City of Alabaster

2020 PARKS NEEDS ASSESSMENT

The City of Alabaster, in collaboration with Barge Design Solutions, conducted a Parks Needs Assessment in June 2020 to evaluate the current and future needs of its park system. This three-phase assessment included Research and Analysis, Community Outreach and a Needs Assessment. The project gathered demographic data, inventoried existing park facilities, and collected community input through a Stakeholder Workshop and a Community Survey.

The survey results highlighted the community's high regard for parks and recreation, with most respondents rating them as important or more important than other community priorities. Veterans Park and Buck Creek Park were the most frequently used parks. There was strong demand for new programs such as youth baseball/softball, community events, fitness and wellness programs, art classes, outdoor activities, gardening classes, and water fitness programs. Additionally, the top desired facilities included walking and biking trails, restroom buildings, pavilions, picnic sites, and playgrounds. These findings provide a data-driven foundation for future parks and recreation planning, ensuring Alabaster can effectively meet the evolving needs of its residents over the next decade.



Action 10

Expand cultural and recreational programming to include activities for all ages.

Alabaster's cultural programming, encompassing arts, music, and local events, strengthens community ties through festivals such as Alabaster City Fest, programs at the Alabaster Community Senior Center and Albert L. Scott Library, and activities organized by the Parks and Recreation Department. Results from the Visioning Survey associated with this Plan indicated a strong desire among residents for expanded programs targeting adults and older teens, including pickleball leagues, flag football, and baseball, alongside an interest in fitness, art classes, outdoor adventures, gardening workshops, and water fitness. Recognizing the pivotal role of programming in enhancing residents' quality of life, Alabaster should aim to support and broaden these offerings while ensuring physical accessibility and accommodating a range of interests and abilities. By leveraging existing resources and introducing innovative activities, the City can strive to foster a vibrant, inclusive community environment without overextending resources.



Action 11

Encourage the Parks and Recreation Department to establish regular food truck nights at local parks when a large concentration of sports and events are scheduled.

To enhance community engagement and recreational enjoyment, Alabaster should consider establishing regular food truck nights at local parks during peak sports and event

times. This initiative aligns with community desires for enhanced recreational amenities and social activities, as identified in recent public surveys. By offering diverse food options and creating a festive atmosphere, these events can complement existing park activities, attracting residents and visitors alike. Such initiatives not only enrich the park experience but also promote local business participation and strengthen community bonds. Emphasizing these events during busy periods aligns with broader efforts to maximize park utilization and foster a vibrant, inclusive community environment.



Action 12

Partner with the Tivity Health's SliverSneakers Program to expand recreational programming for seniors.

Tivity Health's SliverSneakers offers fun and effective options for helping older adults and Medicare-eligible individuals live healthy and active lives. The program includes a fitness membership with access to more than 11,000 locations nationwide where participants can use equipment, take group exercise classes, and enjoy other social activities. The program also offers flex options with classes such as tai chi, yoga, and certified walking groups. Currently, the closest fitness centers and program locations are located near Alabaster's Historic Main Street, in Helena, and in Pelham. An expanded partnership with the program to utilize a local building to create an indoor exercise area could give seniors better access to fitness programs.



Action 13

Consider applying annually for grant funding through the Shelby County Park and Recreation Grant Program, managed by the Shelby County Department of Development Services, to continually improve parks and recreational facilities citywide.

The Shelby County Park and Recreation Grant Program is administered through the Shelby County Department of Development Services and is intended to assist the various entities within Shelby County in developing and/or improving parks and recreational opportunities. The grant program is designed to increase the user capacity of existing facilities, acquire property to increase the physical size of existing facilities, and/or to provide for the capital development of facilities in public areas unserved by present facilities.

The funding priorities for the grant program include:

- New construction of parks, trails, and other recreational facilities
- Increasing user capacity through expansion of existing facilities

- Renovation, replacement or repair of existing recreational fields, equipment, and/or facilities
- Combination of new construction and renovation of existing recreational facilities

The following organizations are eligible to apply:

- Municipalities within Shelby County
- Any public school system within Shelby County
- Public Agency property owners
- Shelby County-area non-profit athletic or

Funding Requirements:

All projects will be considered on a 50 percent matching basis, up to the appropriate maximum funding amount. The applicant must identify matching fund sources and amounts at the time of application with one or more of the following: current organization financial balance sheets, IRS Form 990, a letter of credit from a financial institution or any other documentation deemed appropriate by Shelby County.

Source: RPCGB

DID YOU KNOW?

The **Mobility Chapter** of this Comprehensive Plan includes a section regarding recommendations to expand trail, sidewalk and bicycle infrastructure throughout the City. See **pages 68 - 75** in **Chapter 3: Mobility**.



Source: Regent Homes

6| CODE REFORM

Alabaster’s land development regulations, including the Zoning Ordinance and Subdivision Regulations, are the regulations which exert the most direct control over the built environment. Reforms to these codes are the most concrete method for implementing the **Future Land Use Map in Chapter 2** that is at the heart of this Comprehensive Plan. This chapter recommends modifications to Alabaster’s Zoning Ordinance and Subdivision Regulations as well as the adoption or modification of other related ordinances.

The topics found within this Code Reform chapter are:

Housing & Residential Uses . 105

Connectivity 111

Parking 111

**Commercial & Mixed-Use
Character 112**

**High Traffic Corridors & the
Overlay Districts 115**

Resiliency 117

**Other Recommended Ordinances
& Changes 124**

Housing and Residential Uses



Action 1

Consider modifying the Alabaster Zoning Ordinance to better facilitate a variety of housing types and densities to promote lifelong housing needs, such as townhomes, assisted living facilities, and a variety of single-family and multi-family units.

Alabaster has six zoning districts that exclusively permit single-family homes. Group homes may be permitted as special exception uses, but not by-right. Collectively, these zoning districts account for approximately 56% of the City by area, and 89% of its residentially zoned land. Permitting a variety of housing types with compatible densities in more zoning districts will allow housing to respond to a diverse range of households and will promote affordability.



Source: Associated Properties



Action 2

Consider a study dealing with Accessory Dwelling Units (ADUs) that involves public feedback.

An Accessory Dwelling Unit (ADU) is a small home located on a lot that already contains a principal dwelling, making the ADU an “accessory” dwelling unit. Some considerations include:

- ADUs may be built on-site or prefabricated.
- Regulating tenure (owner- vs. renter-occupied) is not permitted under Alabama zoning law.



Source: AARP



Action 3

Consider zoning additional properties for large-lot residential in appropriate areas.

Alabaster is encouraged to reserve land on the periphery of the City for large-lot residential development, including the E, R-1, and R-2 districts. This is intended to satisfy the stated demand for additional low-density, walkable development while still allowing the efficient use of existing infrastructure.

Source: Birmingham MLS



EXISTING CONDITIONS HIGHLIGHT

63% of Alabaster is zoned for residential land uses

56% of Alabaster (89% of residentially zoned land)
is zoned for exclusively single-family homes



Action 4

Consider adopting additional regulations for residential zoning districts.

These recommended additions include:

- Allowing specified architectural elements (stoops, overhangs, and balconies) to project into yards by a certain amount, such as four feet.
- Simplifying how side setbacks are calculated in the R-3 and R-4 districts. Setting these at 6-feet or 7-feet would result in an almost identical built environment while allowing all dimensions to be determined without referencing another parcel.



Action 5

Consider examining buffer regulations to limit the negative effects of extractive land uses.

Land within Alabaster's three-mile police jurisdiction, including several of the City's "donut holes," contain quarries and other lands owned by mining and extraction companies. Buffer regulations can help protect residential land uses (including mixed-use) from the externalities of these extractive land uses. Alabaster should proactively examine its buffer regulations in the event these lands are annexed into the City. Surface mining in Alabama generally requires a 50-foot minimum setback, but Alabaster could enforce additional setback and buffer regulations on surface mining lands within the city limits. Buffer regulations should be examined to ensure that requirements are adequate for distance, visual screening, vegetation, and maintenance of the buffer.



Action 6

Consider reviewing the home occupation requirements in the Zoning Ordinance.

Currently, home occupations are limited to no more than 25% of the gross floor area of the dwelling. While this is not an uncommon restriction, it is a blunt way of regulating a business. Consider increasing this allowance to 50%, which would allow more use of the property while still containing it to the primary structure, or consider directly limiting factors that may pose nuisances, such as the number of employees.



Action 7

Consider making modifications to the PDD Planned Development District in the Zoning Ordinance.

The City's Planned Development District (PDD) is intended to create a community which features a variety of residential densities and land uses in a manner which connects those neighborhoods and uses by a coordinated system of commonly owned open space, pedestrian ways and public streets. Due to their high degree of flexibility, developers must submit a Master Development Plan, which once approved only allows for minor modifications – offering the citizens of Alabaster and developers a certain degree of assurance on what the final development will look like.

During this Comprehensive Plan process, the planning team received several complaints regarding the PDD approval process, stating that there was little oversight in the approval process. More specifically, Residents were concerned that existing PDD developments and their approved

Master Development Plans did not meet the goals of the previous 2016 Comprehensive Plan. Instead of promoting compact, walkable development with a diversity of housing types, existing and proposed PUDs consisted primarily of a singular housing type – nearly garden homes or small-lot homes with little variation among home size or placement. Developments with approved Master Development Plans were often changed without warning or stalled due to project funding. Approximately 20% of the City's undeveloped buildable land is zoned PUD. While the City's hands are tied with existing approved PDD developments, the City has the power to revise existing PUD regulations to improve the outcomes of future developments.

It is recommended that the City consult with a land use / zoning attorney to understand what can be changed under Alabama Code of Law and to modify the PDD District in the following ways:

- Modify section 111-84.B.7 to include another zoning district to permit a mix of PRD-1, PRD-2, and PCD-3 uses, including a diversity of single-family, attached, and neighborhood commercial under one rezoning application. For more information see [Action 8](#) in this chapter.
- Provide new review procedures after section 111-84.C for the initial PDD application and any application for a major modification to an approved Master Development Plan.

Example language is provided in the following callout box on [Pages 108-109](#).

MODIFICATIONS TO THE PLANNED DEVELOPMENT DISTRICT

111-84.D: Review Procedures

1. General. The PDD Application and any application for major modification shall be reviewed by the Planning and Zoning Commission in the same manner as provided in section 111-13 Amendments.

2. Approval. Approval of the application for the PDD by the Planning and Zoning Commission shall be an approval of the Master Development Plan and development criteria of the application (the “Plan”). Approval of the application for a major modification by the Planning and Zoning Commission shall be an approval of an amendment to the Plan. Upon receipt of such approval, the developer of the PDD may proceed with the development of the property in accordance with the Plan or amended Plan, and no further approvals shall be required, except as set forth in section 111-9 Application for Building Permit and in section 111-84.L Amendments.

Note: The following bullets this have been updated to reflect the addition of the above recommendation.

Modify section 111-84.L Amendments.

Modify Sec. 111-84.L.1: Provide a definition for a major modification and provide a more expanded list of examples, which shall be approved by the Planning and Zoning Commission.

- An additional use, a more intensive use, or an increase in the parking requirement.

- Changes in design, bulk, mass or building orientation.
- A reduction in the effectiveness of approved screening, buffering, or landscaping, and any reduction in common open space or areas subject to preservation.
- Substantial changes in the location or type of pedestrian or vehicular access circulation.
- Changes in the phasing schedule that change the timing, amount, or completion of common open space, public facilities, or other improvements.

Current major modifications listed in the Zoning Ordinance today include:

- Any reduction of or increase in the number of streets.
- Change the intent or function of the pedestrian circulation system or commonly owned open space network.
- A reduction or increase of any use greater than five percent of the established plan.
- Any change in PDD district boundaries greater than 50 feet from the established plan.

Modify section 111-84.L.2 to clarify the zoning coordinator and zoning official’s administrative power. The Zoning Ordinance already gives the zoning coordinator and zoning official the power to approve some minor modifications, including the relocation of a planned street due to topography or infrastructure requirements, and the relocation of a building or part of a planned district area not greater than 50 feet from its planned location. The City should consider clarifying the zoning coordinator and zoning officials’ power by stating “It is the intent of this section (111-84.L Amendments) is to provide for flexibility in the development of the property submitted for the PDD, and to approve minor changes administratively. Accordingly, additional approvals shall be required only for major changes as described in (111-84.L.1).

Add a new section following Amendments, to provide a provision for a Time Limit for Development of the Plan.

Suggested language includes:

111-84.M: Time limit for development of the plan.

The development shall meet the following time limit schedule beginning from the date (herein referred to as the PDD Effective Date) that the City Council approves the PUDs Master Development Plan and development criteria, as indicated by section 111-84.C:

1. Engineering and permitting shall begin within six months of the PDD Effective Date.
2. Initial Preliminary Plat submittal within 12 months of the PDD Effective Date.
3. Begin physical construction (i.e. clearing and grubbing, grading, utilities, roadwork, storm drainage, etc.) of the approved Preliminary Plat within 18 months of the PDD Effective Date.

If the preceding time schedule is not met, the PDD Master Development Plan and development criteria approval shall lapse and be of no further effect. The Planning and Zoning Commission, upon showing of good cause by the developer, may extend the individual parts of the schedule for period(s) not to exceed three months upon written request by the developer, may extend the individual parts of the schedule for period(s) not the exceed 3 months upon written request by the developer or applicant. Prior to the PDD allowed to progress after the PDD Master Development Plan and development criteria approval expires, the developer/applicant shall restart the approval process in accordance with section 111-84.D.

The developer/applicant shall include in the PDD Master Development Plan and development criteria an anticipated development schedule with an anticipated development completion date.

The developer/applicant shall submit a Development Status Update to the Planning and Zoning Commission on or before the PDD Effective Date on a yearly basis. This report shall summarize the current status and progression of the development and shall also revise the anticipated development schedule. Failure to submit the Development Status Update shall render the Development temporarily halted until the reports are submitted to the Planning and Zoning Commission. If a PDD goes for a period of one (1) calendar year or greater without the continuation of development activity (development activity being defined as issuing building permits and/or submitting preliminary plat and/or submitting final plat) then the developer/applicant must request a time extension for the development of the PDD from the Planning and Zoning Commission. Failure to maintain continuation of development activity for a period of one year shall render the development temporarily halted until a time extension is granted by the Planning and Zoning Commission. If a PDD goes for a period of three (3) calendar years or greater without the continuation of development activity (development activity being defined as issuing building permits and/or submitting preliminary plat and/or submitting final plat) then the PUD Master Development Plan and development criteria approval shall lapse and be of no further effect. Prior to the PDD being allowed to progress after the PDD Master Development Plan and development criteria approval lapses, the developer shall restart the approval process in accordance with section 111-84.D. Under this condition, the new PDD Master Development Plan and development criteria must conform to the Zoning Ordinance and regulations in effect at the time of re-submittal. Development of a Plan requiring subdivision plat approval shall comply with time limits in the subdivision regulations, including section 3.3.4.



Action 8

Consider adopting another zoning district within the PDD Planned Development District.

Alabaster's Planned Single-Family Residential District (PRD-1), Planned Attached Residential District (PRD-2), and Planned Neighborhood and Commercial District (PCD-1) are designed for detached residential, attached residential, and neighborhood commercial, respectively. As planned development, developers have more freedom to arrange uses than non-planned districts. While PCD-1 and PCD-2 permit upper-story residential, these districts do not permit side-by-side mixed-use, and dwelling unit density is capped at three units per acre. PDD regulations could be amended to permit some mix of PRD-1, PRD-2, and PCD-3 uses, including a diversity of single-family, attached, and neighborhood commercial under one rezoning application. These regulations should include the option to intermingle uses on adjacent parcels rather than segregate them. This would create, in effect, a traditional neighborhood development (TND) district.



Action 9

Continue to enforce Article V. Design Standards in the Subdivision Regulations to ensure that new subdivisions meet certain performance and acceptability criteria.

In addition to enforcement, this article could benefit from a name change to prevent confusion between this article and structure-related design standards in the Zoning Ordinance.



Action 10

Modernize the Subdivision Regulations.



Source: Johnston, IA, Economic Development Corporation

Connectivity



Action 11

Modify the Zoning Ordinance and Subdivision Regulations to establish new sidewalk or shared-use path standards for residential and commercial development.



Action 12

Modify the Subdivision Regulations to require new subdivisions to allow convenient circulation and to provide multiple, alternative outlets from the neighborhood to adjoining neighborhoods and /or major streets.

Parking



Action 13

Modify parking requirements within the Zoning Ordinance to reduce environmental impacts as a function of the amount of parking space required.

Currently, the Zoning Ordinance requires large amounts of off-street parking for commercial, institutional, and industrial uses, and to a lesser extent for residential and industrial uses. These requirements were common when they were first adopted, but cities are increasingly sensitive to the land use and environmental impacts of requiring so much parking. Impervious surface area, including roads and parking lots, are a major contributor to both flooding and extreme urban heat. Parking requirements should be modified. New developments will still include parking, both because banks will not finance under-parking developments, and because developers will still want to include amenities such as parking, but the minimum required amounts should be lowered.



Source: Congress for the New Urbanism

Commercial and Mixed-Use Character



Action 14

Adopt a new mixed-use district for the Siluria Mill area.

As part of this Plan's Priority Area 1 (see pages 32-37 in **Chapter 2: Future Land Use**), Siluria Mill is poised to welcome additional investment. Mixed-use regulations are recommended for this area. The existing Mixed-Use District (MXD) in the Zoning Ordinance already permits B-2 Neighborhood Business uses plus residential and additional commercial uses. However, the MXD district requires that a development be master planned. Siluria Mill would benefit from district regulations that permit each parcel to be developed independently, just as treasured town centers have historically evolved. For more information, see **Action 1 on Page 32 in Chapter 2: Future Land Use**.



Action 15

Adopt a set of mixed-use districts available for use in commercial areas throughout Alabaster.

Alabaster's Zoning Ordinance contains the MXD Mixed Use District, which is intended to combine commercial, institutional, civic and residential uses within a unified development concept. However, the availability of enough contiguous land is not always feasible in order to utilize the MXD, and traditional mixed-use areas historically developed organically over time. Therefore, the City is encouraged to adopt a set of mixed-use districts (see **Figure 6.1**) such as:

- **Mixed-Use Neighborhood District:** Anticipated to be located generally along neighborhood streets, this district's regulations foster a small-scale mix of uses adjacent to or within residential areas.
- **Mixed-Use Center District:** This district is intended for larger scale mixed-use centers.
- **Siluria Mill Mixed-Use District:** as described in the recommended action above.

These districts should use development thresholds to outline which standards must be complied with, depending on the scale of development. Adaptive reuse and minor modifications require lower compliance. This removes a potential barrier to businesses moving and growing over time, which creates much of the vibrancy associated with mixed-use areas.

Finally, these regulations should contain the following clause:

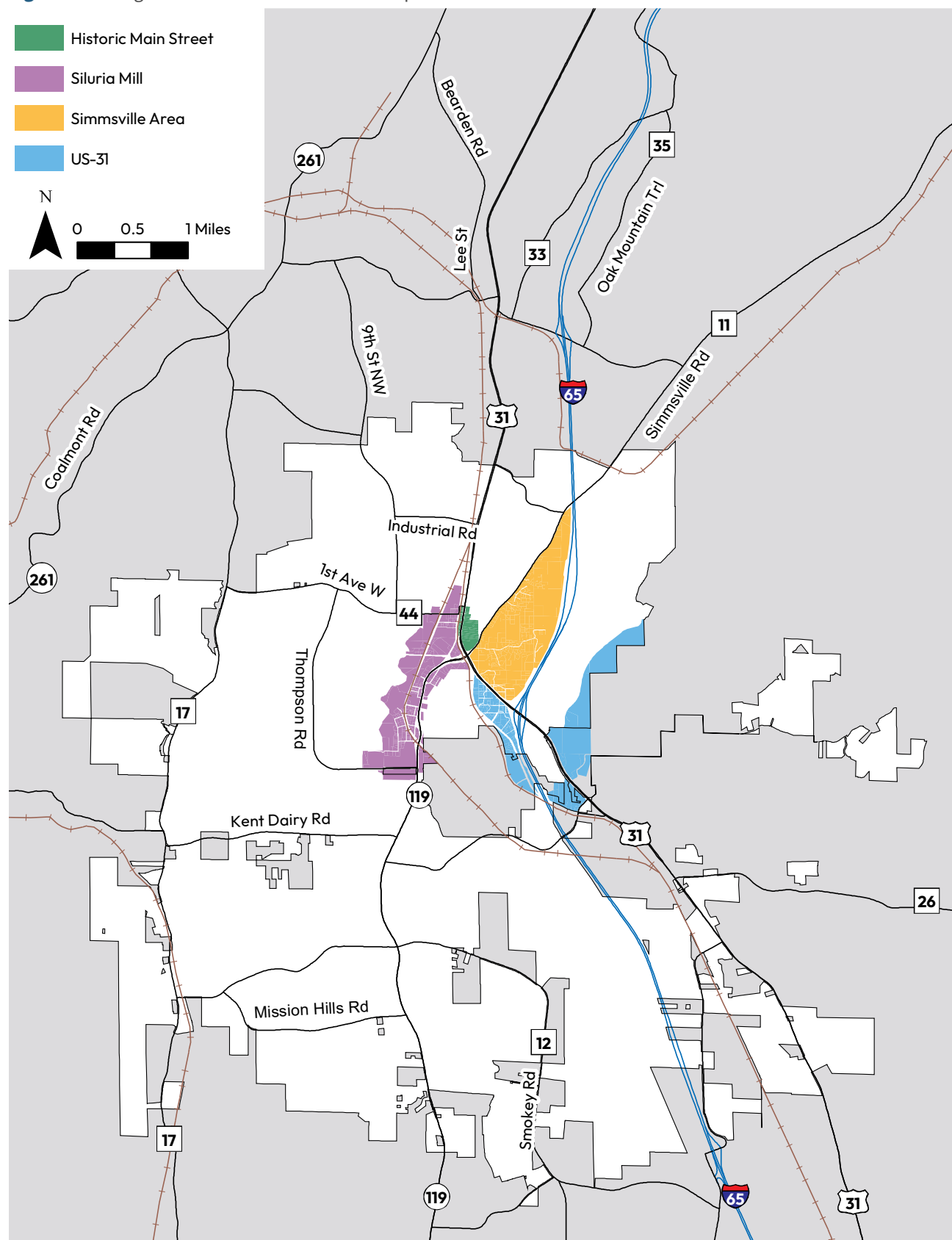
Any area indicated as "community commercial," "business commercial," or "mixed-use" on the Future Land Use Map in the Alabaster Comprehensive Plan is eligible for these mixed-use zoning districts.



Action 16

Revise Article IV. Supplemental Regulations to include additional standards for automobile repair businesses.

The Zoning Ordinance currently requires in the B-3 Community Business District that minor automobile repair businesses are allowed provided that "all service work is done within an enclosed building, all vehicles are stored within an enclosed building or a yard which is paved

Figure 6.1: Targeted Areas for Mixed-Use Development

with a concrete or asphalt surface and screened from view from off the premises, and no vehicle shall be stored on the premises for more than 30 days.” Compliance with this requirement is currently lacking. Additional standards could be included within the Supplemental Regulations article for both major and minor automobile repair businesses. An example would be requiring that the outdoor storage of vehicles awaiting or undergoing repair shall be screened on all sides by a solid wood fence or brick or stone wall 6 feet in height, and that such a fence or wall shall be always maintained in good repair and attractive condition.



Action 17

Modify the Zoning Ordinance to permit murals on commercial buildings.

The Zoning Ordinance permits wall signs in commercial districts, although these are strictly limited by either square footage or limited to a percentage of the wall area. These limitations are highly restrictive and functionally prevent any business from displaying a mural, which could otherwise showcase lively local art and liven up otherwise blank walls.



Action 18

Permit cultural uses in all commercial districts.

Cultural uses, including art galleries and museums, are currently allowed in some commercial zoning districts but not in others. Adding these to the list of permitted uses in all compatible commercial districts would provide cultural experiences in these districts without requiring costly and time-consuming rezoning applications.



Action 19

Modify the Zoning Ordinance to permit small spaces for new businesses.

One of the single largest costs facing new businesses is space, and the inability to find adequate space is a leading threat to new small businesses. Alabaster’s current regulations do not set strict minimum floor areas for commercial uses. However, the area and dimensional regulations nevertheless require a large amount of space due to large setbacks, even in local business districts, as well as high off-street parking requirements. For example, the B-2 Neighborhood District limits businesses to a maximum of 2,500 ft² per establishment, making this district potentially a good fit for a new small business. However, the minimum front setback is 40 feet, and side and rear setbacks range from 10-30 feet depending on other factors. Off-street parking requirements are also generally quite high, requiring businesses to acquire extra land for parking, whether or not that space will be used. Buffers could be reduced for all uses within B-2, keeping in mind the tradeoffs between buffers and the ability of small businesses to find adequate space. Parking requirements could also be reduced or eliminated. To specifically target small businesses, the first 500 – 1,000 ft² could be exempt from parking calculations.



Source: Strong Towns

High Traffic Corridors and the Overlay Districts



Action 20

Make modifications to the High Traffic Corridors section located within the supplemental regulations article of the Zoning Ordinance.

Section 111-117 High Traffic Corridors in the Zoning Ordinance currently states that new construction along high-traffic corridors (public streets or highways with a traffic volume equal to or exceeding 10,000 vehicles per day – see **Figure 6.2**) must use certain façade materials and provide landscaping in parking lots. Non-conforming parking lots must provide landscaping when they are altered by more than 50% of their total capacity. This threshold should be lowered such that any expansion of the parking area triggers compliance with these regulations.

Additional regulations should be inserted into the High Traffic Corridors section from the recently modified State Route 119 Overlay District, such as those related to parking lot layout, landscaping, lighting and signage. These will create consistent regulation across corridors. Other potential changes include:

- Ensuring increased pedestrian access to buildings
- Widening the required landscaped area
- Increasing distance between shade trees from 30' to 40'



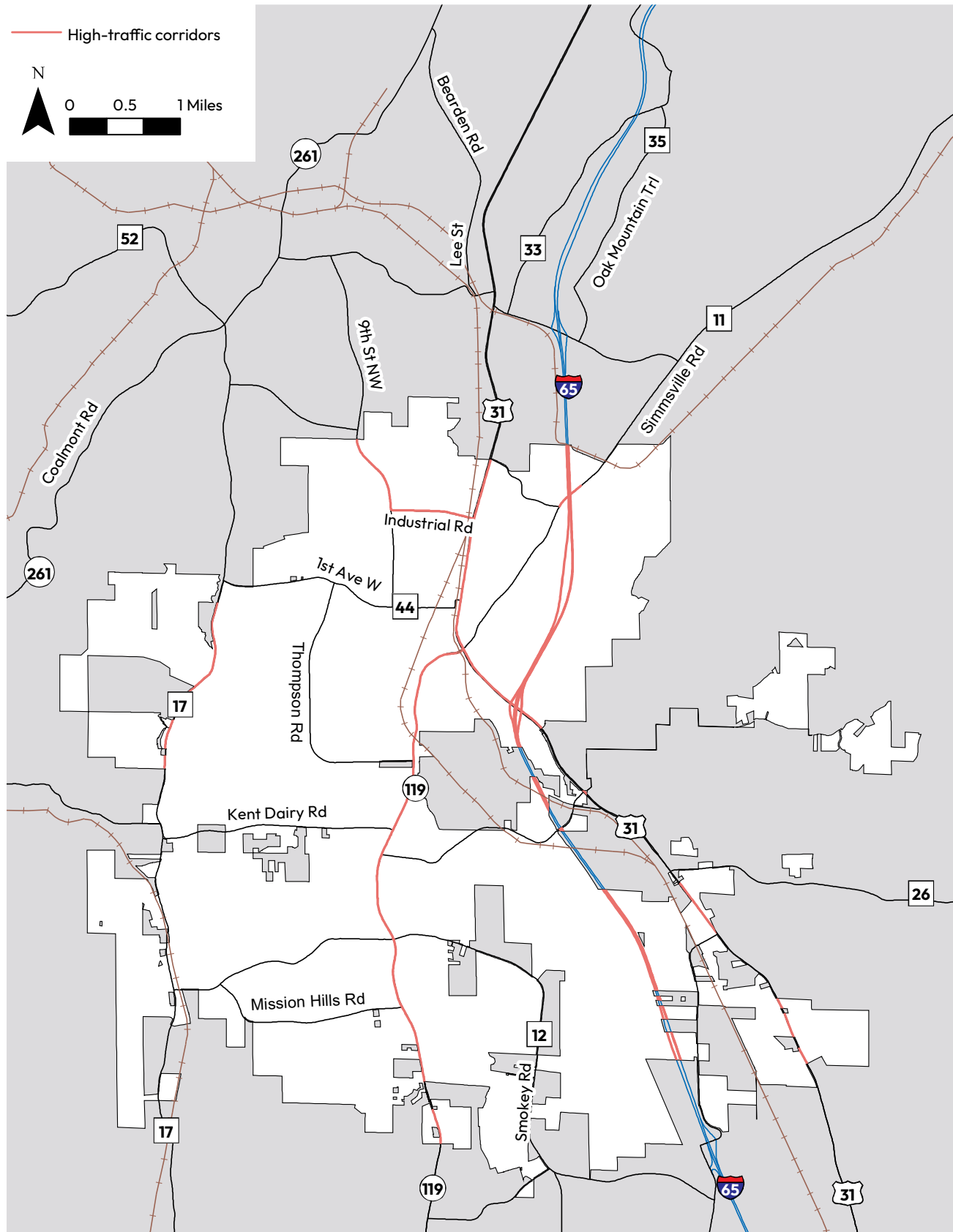
Action 21

Modernize the Medical Mile Overlay District.

The Medical Mile Overlay District, adopted in 2016, adds more stringent development requirements on land uses along US-31 north of CR-11 (Simmsville Rd) in an effort to promote unified development. While these requirements have proven effective, the overlay district could be modernized to allow for more creative development. Examples of more flexible development requirements include:

- More permissive use regulations, including small-scale retail and other commercial that characterize Alabaster's historic Main Street, which is currently covered by the Medical Mile Overlay District
- Simplified and less burdensome architectural standards, including eliminating regulations governing building massing beyond those provided by setback and height requirements
- Simplified list of allowable building materials, consisting only of allowed and prohibited materials
- Smaller minimum front setback and wider range of allowable setbacks
- Lower percentage of street wall that must be glazed
- Provisions for cross and joint access to parcels
- Simplified signage requirements

Figure 6.2: High Traffic Corridors Map





Action 22

Continue to modify the requirements in the State Route 119 Overlay District to enhance community character.

Resiliency



Action 23

Continue to utilize and enforce the Mountain Overlay District.

The Mountain Overlay District (MOU) was adopted in September 2019 and applies to all elevations above 600 feet above sea level and areas where the slope is greater than 25%. The intent of the overlay district is to protect those resources characteristic of or dependent on the mountainous regions of the City, and includes protecting water quality and public drinking reservoir capacity, promoting soil conservation and the conservation of forest resources, plant habitat, animal habitat and scenic values associated with the mountains of the city, protecting and promoting the economic impact of these resources and tourism, and promoting public safety by, among other things, controlling land disturbing activities in mountain areas that can contribute to or be impacted by debris flows.



Source: Tulane Law School



Action 24

Utilize a range of regulatory tools and best practices to protect vital natural resources, sensitive lands, water quality and wildlife habitat.

Alabaster is blessed with ample natural open space, rolling hills, and several year-round streams and creeks within the city limits. Where possible, the City should consider adopting specific ordinances designed to protect these resources and safeguard water quality, recreational space, and wildlife habitat.

A number of options the City should consider to protect critical habitat and streams include:

- Adopt Conservation Subdivisions into the Subdivision Regulations. (pending new subdivision regulations)
- Add Low Impact Development provisions to the Subdivision Regulations.
- Promote the use of conservation easements to preserve privately-owned land.

Alabaster has several legal and administrative tools at its disposal to preserve the natural environment, address stormwater and flooding issues, and guide development in a sustainable fashion. The matrix in **Table 6.1** contains some of the tools available, the environmental issues they address, and some administrative details related to their implementation. Some of these tools would be directly administered by the City. Others, such as conservation easements, are tools that property owners and non-profit land banks use to preserve land. The City should use this toolbox to help guide decision-making in determining what environmental regulations are most effective at preserving sensitive land and promoting responsible development.

Table 6.1: Green Systems Toolbox

		Steep Slope Ordinance	Conservation Easements	Low Impact Development Subdivision Regulations
Issue	Stormwater / Flooding	●	●	●
	Erosion	●	○	●
	Scenic Views	●	●	●
	Sprawl Prevention	●	●	●
	Critical Habitat	●	●	●
	Walkable Communities	○	○	●
	Scenic/Rural Protection	●	●	●
	Code Updates Required?	Yes	No	Yes
	Administrative Capacity Required	Low	Low	Moderate

Key: Directly addresses: ● Partially addresses: ● Does not address: ○



Action 25

Encourage private landowners to partner with Freshwater Land Trust to conserve sensitive land through conservation easements and land donations.

A conservation easement is a legal agreement between a landowner and a land trust or government agency that permanently limits uses of the land to protect its conservation values. It allows the property owner to continue to own and use the land and to sell it or pass it on to heirs. When a property owner donates a conservation easement to a land trust, they give up some of the development rights associated with the land. These limitations are attached to the land itself, and remain even after the property is donated or sold.

Conservation easements offer great flexibility. An easement on property containing rare wildlife habitat might prohibit any development, for example, while one on a farm might allow continued farming and the building of additional agricultural structures. An

easement may apply to just a portion of the property and does not require public access.

A landowner sometimes sells a conservation easement, but usually easements are donated. If the donation benefits the public by permanently protecting important conservation resources and meets other federal tax code requirements, it can qualify as a tax-deductible charitable donation. The amount of the donation is the difference between the land's value with the easement and its value without the easement, but it is important to note that placing an easement on a property may or may not result in property tax savings.

A conservation easement can be essential for passing land on to the next generation. By removing the land's development potential, the easement lowers its market value, which in turn lowers estate tax. Whether the easement is donated during life or by will, it can make a critical difference in conservation efforts (source: www.freshwaterlandtrust.org).



Action 26

Continue to improve stormwater management throughout Alabaster.

Like many municipalities in the region, Alabaster faces some challenges with stormwater management. Older residential areas of the City are served by open drainage ditches and some culverts, and newer subdivisions and commercial areas have curb and gutter infrastructure and storm sewers. In the short term, the City is encouraged to continue supporting the Alabaster Public Works Department.

During the public involvement associated with this Plan, municipal staff noted that the following improvements would help with stormwater management:

- Drainage ditch maintenance
- Culvert maintenance
- Pipe replacement



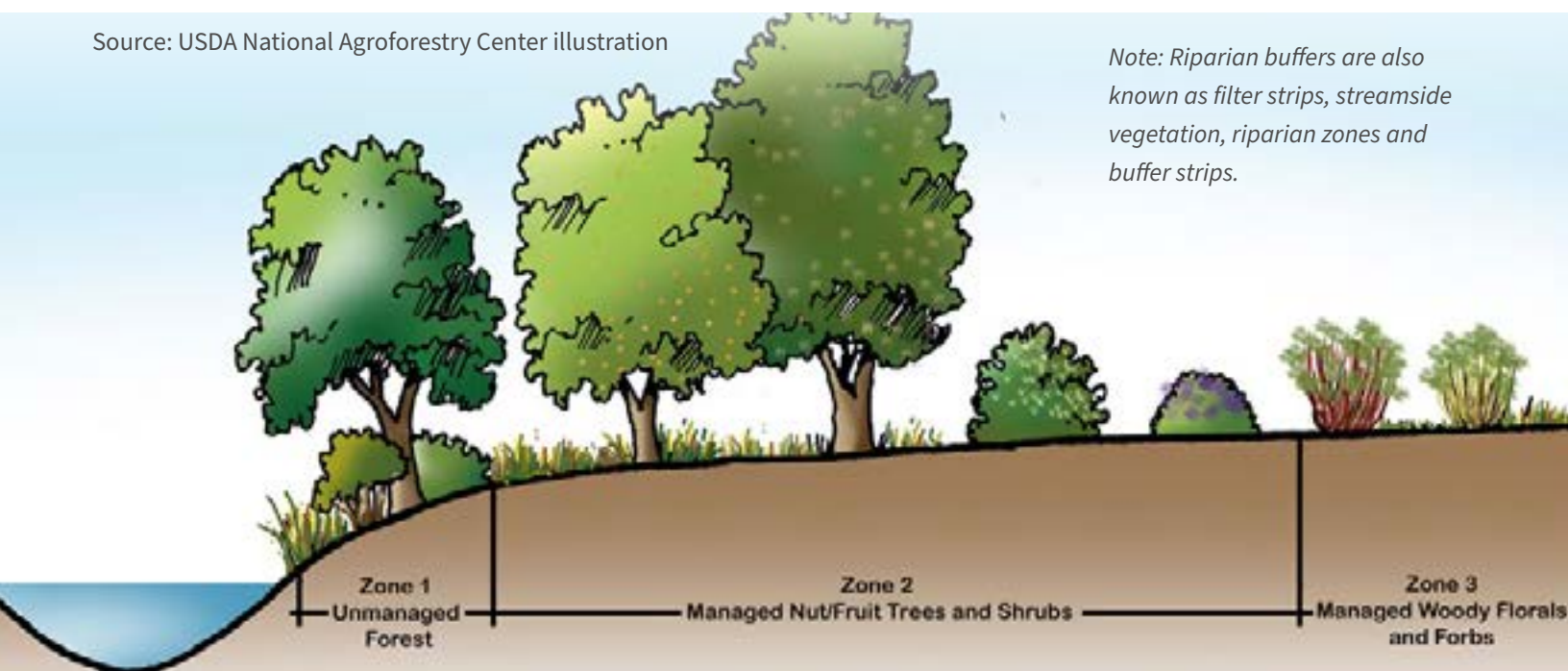
Action 27

Adopt a Riparian Buffer Ordinance to improve water quality and protect waterways, wildlife habitat and floodplains from new development.

Buck Creek, Camp Branch and Peavine Creek are important assets to Alabaster and should be protected as such. New development presents a high risk to water quality, habitat, and overall stream health due to the increase in pollutants and stormwater that are by-products of new development.

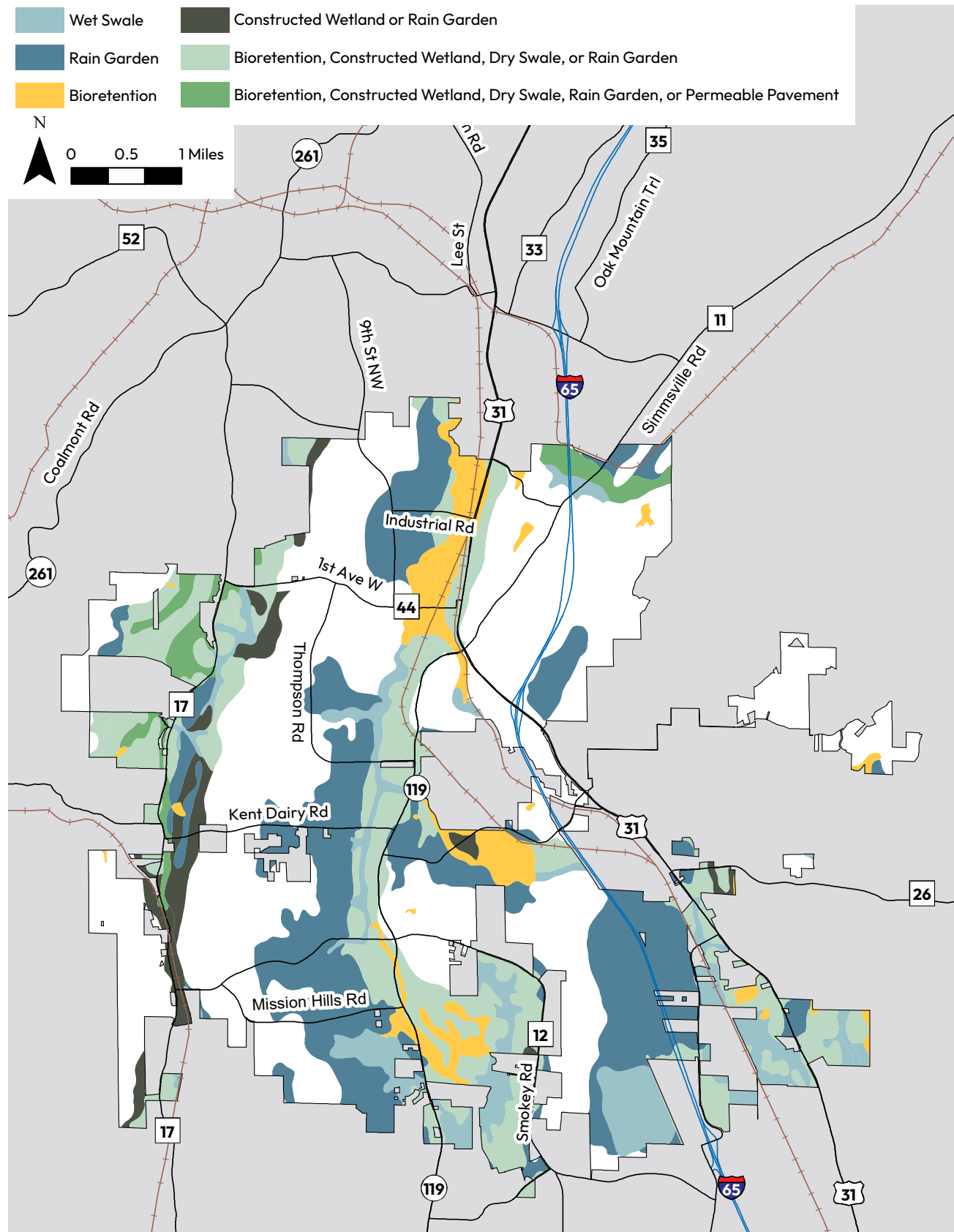
To protect the City's streams, the City of Alabaster should consider adopting a Riparian Buffer Ordinance to require a minimum riparian buffer of 35 feet for new development. Riparian buffers are permanently vegetated transition zones that connect upland areas to streams. Vegetation helps to slow runoff velocity, creates diffuse flow, and reduces non-point source (NPS) pollution before it enters streams. In addition to filtering pollutants, riparian buffers help to stabilize stream banks and provide food and shelter to wildlife. Furthermore, the City could utilize the riparian buffer to create additional green spaces, such as educational classrooms, pocket parks and future trail expansions.

Source: USDA National Agroforestry Center illustration



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

Figure 6.3: Areas Appropriate for Green Infrastructure Map





Action 28

Protect water quality by modifying the Zoning Ordinance and/or Subdivision Regulations to require the use of Low Impact Development (LID) or green infrastructure (GI) techniques for new developments and redevelopment projects larger than three acres.

Low Impact Development (LID) is an approach to site planning, design, and development that seeks to avoid, minimize, and manage impacts to water resources by stewarding and reintroducing natural hydrological processes into developed watersheds. LID principles should apply to new commercial and residential developments over three acres in size. This recommended threshold would ensure that large developments, such as new subdivisions and big box stores, do not impair water quality, while also not placing undue burdens on infill residential development and small businesses.

For more information on LID practices, see the callout box on the following pages. For areas appropriate for green infrastructure, along with potential infrastructure improvements, see **Figure 6.3**.



Action 29

Ensure that street trees are planted as part of roadway improvement projects.

BENEFITS OF STREET TREES

SHADE AND COOLING:

Urban areas often face temperatures up to 10°F higher than their surroundings due to the urban heat island (UHI) effect. This temperature rise is linked to albedo, where darker surfaces absorb more heat, and materials like concrete that retain and slowly release heat. Street trees mitigate this by providing shade to buildings, roads, and sidewalks, reducing heat absorption and retention. Additionally, trees cool their environment through evapotranspiration, releasing moisture that absorbs heat and increases local humidity.

STORMWATER MANAGEMENT:

Trees play a crucial role in managing stormwater. They intercept rain on their canopies, slowing its descent to the ground. This interception reduces the volume and speed of stormwater runoff. Trees also filter and absorb stormwater within their dripline, which helps to reduce pollutant loads entering the drainage system and minimizes the burden on municipal infrastructure.

AIR QUALITY IMPROVEMENT:

Urban air quality often suffers due to vehicle emissions, including exhaust fumes and particulate matter from brakes and tires. Trees help improve air quality by absorbing these pollutants through their natural processes, acting as a buffer against harmful air contaminants.

TRAFFIC CALMING:

Street trees can function as traffic calming measures by visually narrowing roadways. This optical effect encourages drivers to reduce their speed, enhancing compliance with speed limits and promoting safer streets.

LOW IMPACT DEVELOPMENT

When used in the context of stormwater management, Low Impact Development (LID) is defined as an approach to land development (both new development and redevelopment) that works with nature to manage stormwater as close to its source as possible, ideally using natural hydrologic processes such as infiltration, interception, and evapotranspiration. Stormwater LID practices employ principles like preserving and recreating natural landscape features and minimizing effective imperviousness to create functional and appealing site drainage that treats stormwater as a resource rather than a waste product.

Reduction of adverse stormwater impacts using stormwater LID practices should be the first consideration of the site designer for every land development, including redevelopments. Operationally, economically, and aesthetically, LID practices can offer significant benefits over treating and controlling stormwater on-site or downstream. Therefore, feasible opportunities for using these methods should be explored and exhausted before considering the use of the Green Infrastructure Practices (GIPs) or Total Suspended Solids (TSS) Removal Best Management Practices (BMPs). Land developments can be designed to reduce, and sometimes even eliminate, stormwater impacts when careful efforts are made to conserve natural areas, reduce impervious cover, and better integrate stormwater management techniques. By implementing a combination of these nonstructural approaches, it is possible to reduce the amount of stormwater, and therefore pollutants, that are generated from a development after construction.

This overall reduction in stormwater can yield multiple benefits, such as minimizing costs for infrastructure construction and long-term post-construction maintenance.

In general, stormwater LID practices are based on the following general goals:

- Early communication and coordination between the City and the development's multi-disciplinary design team
- Prioritization of infill and redevelopment to capitalize on use of vacant properties and existing infrastructure
- Management of stormwater (quantity and quality) as close to the point of origin as possible resulting in minimized collection and conveyance
- Prevention of negative impacts that can result from post-development stormwater, so that mitigation is unnecessary
- Utilization of simple, nonstructural methods for stormwater management that are lower cost and lower maintenance than structural control
- Creation of a multi-functional landscape that can manage stormwater and address or benefit other development needs
- Reliance on hydrology as a framework for land development design

Stormwater LID practices include several site design techniques such as preserving natural features and resources, effectively laying out the site elements to reduce impact, reducing the number of impervious surfaces, and utilizing natural features on the site for stormwater management. The aim of using LID practices is to reduce the environmental impact "footprint" of the site while retaining and enhancing the owner/developer's purpose and vision for the site. Many of the LID practices and concepts can reduce the cost of infrastructure while maintaining or even increasing the value of the property.

The reduction in stormwater and pollutants using LID practices can reduce the required peak discharges and volumes that must be conveyed and controlled on a site and, therefore, the size and cost of necessary drainage infrastructure and GIPs. In some cases, the use of LID practices may eliminate the need for structural controls entirely. Hence, LID practices can be viewed as both a water quantity and water quality management tool. Common LID practices include:

- Early coordination, collaboration, and communication
- Work with multi-disciplinary design team (civil engineers, landscape architect, ecologist, etc.)
- Participate in stormwater pre-concept process
- Conservation of natural features and resources
- Tree and stream buffer protection and restoration (incentive available)
- Soil restoration (incentive available)
- “Build with the Land” Design Techniques
- Implement retrofits (incentive available)
- Reduce Impervious Surface (incentive available)
- Redevelopment and Infill (incentive available)
- Greenspace Enhancements
- Complete Streets
- Greenway Connections
- Pocket Parks

CASE STUDY: BASS PRO SHOP

In 2009, Bass Pro Shop was awarded a Watershed Conservation Development Award from the Cahaba River Society!



Source: Cahaba River Society

In 2007 Goodwyn Mills and Cawood completed the Bass Pro Shop and destination retail center and nature park, located in Leeds, Alabama. This project focused on protecting the sensitive habitat surrounding Buck Creek through sensitive site development strategies, including seven bioswales in the parking lot and aggressive best management practices (BMPs) used during construction to protect the Cahaba River (which provides the City of Birmingham and Jefferson County with drinking water). In addition to the retail center, a nature park was constructed and placed under a permanent conservation easement to provide recreational opportunities such as walking trails, pavilions, a beaver pond, and a lake with boat ramp which is used for fishing seminars and other educational classes. Educational signage was also placed throughout the property to identify important ecologically significant plant species, waterbodies, riparian buffers, and the surrounding watershed.

Other Recommended Ordinances and Changes



Action 30

Establish an entertainment district in Siluria Mill.

See **Action 2** in **Chapter 2: Future Land Use** to learn more.



Action 31

Adopt a Vacant Building Registration Ordinance.

A Vacant Property Registration Ordinance would require that property owners register any unoccupied property within the City within a certain timeframe after it becomes vacant or after foreclosure actions begin. Registration would be accompanied by a nominal fee. The property owner would be required to maintain the property, and the City could impose fines if these conditions are not met. This ordinance would also allow the City to impose fines on lien holders if these conditions are not met. By requiring the establishment of ownership and responsibility, the ordinance makes it smoother for the city to seek recourse if the property begins to deteriorate.

Alabaster should consider how these registration fees are structured. According to the National League of Cities' Municipal Action Guide, this structure could be challenged if it is seen as a revenue-generating tool.



Action 32

Adopt an Unsafe and Dangerous Buildings Ordinance.

This type of ordinance would allow the City to declare unsafe and dangerous buildings to be public nuisances and allow for expedited condemnation and demolition.



Action 33

Adopt an Adequate Public Facilities Ordinance.

An Adequate Public Facilities Ordinance (APFO), sometimes referred to as a concurrency standard, requires a development applicant to assess the availability and capacity of public facilities to ensure adequacy for the new development. Facilities that are typically included are potable water, water treatment, public schools, roads, facilities for other modes of transportation, and garbage and recycling. As a condition of development, adequate facilities must be present. In some cases, they may be programmed into the Capital Improvement Plan or a similar plan adopted by an infrastructure-providing agency.

The APFO could be structured to add these requirements to Sec. 111-13 of the Zoning Ordinance, which governs rezoning applications, or to the building permit application. Sec. 111-13 already requires rezoning applications to indicate the availability of required utilities. This section could be expanded to include a list of which utilities and types of infrastructure must be present or built concurrently.

If required to provide infrastructure, then developers will be able to provide the facilities themselves, so long as the infrastructure is provided concurrently with development.



Action 34

Consider a comprehensive re-write of the City's Zoning Ordinance.

The Zoning Ordinance serves as the primary tool to implement the Comprehensive Plan. While the City's Comprehensive Plans have changed over time to reflect the growth and development vision for Alabaster, much of the core content of the current Zoning Ordinance remains unchanged since it was rewritten in 1999. Thus, it is recommended that the City consider a comprehensive re-write of the Zoning Ordinance. Modernized zoning ordinances typically allow greater flexibility of land uses, focusing more on the character of development than on segregating specific uses into different zoning districts.

A full rewrite would be a large long-term project, potentially taking a year or more and requiring the expertise of qualified zoning consultant. Elements which should be considered for updating include:

- Overhauling which uses are permitted in each district, with the intent to simplify the ordinance and its administration
- Creating permitted use tables for residential, commercial, industrial, and mixed-use districts
- Updated definitions for single-family dwelling, manufactured home, and modular home, taking into account current HUD definitions and clarifying that one-unit modular homes are considered single-family dwellings
- Additional revisions, as needed, that will facilitate the implementation of the goals and recommendations outlined in this Comprehensive Plan



Action 35

Consider consolidating similar residential zoning districts.

The City's Zoning Ordinance contains ten residential zoning districts, including several sets of districts that result in very similar built environments. A long-term option, as shown in Action 34 in this chapter, would be a comprehensive rewrite of the Zoning Ordinance, including a reorganization of permitted uses in residential districts. Alternatively, as a short-term option pending a full rewrite, City could consolidate similar residential zoning districts. This is also in line with best practices.

Districts which could be considered for consolidation include:

- The R-1 Single-Family and R-2 Single Family District. These districts have similar dimensional requirements and differ most in terms of setbacks.
- The R-3 Single-Family and R-4 Patio/Garden Home Districts, or the R-4 Patio/Garden Home and R-5 Two-Family Districts. Best practices recommend not segregating home types to this degree. Garden homes and duplexes could be permitted in the same district, or garden homes could be permitted within R-3, limited to a percentage of the development.
- The R-8 Manufactured and Mobile Home District and the MHD Manufactured and Mobile Home Park District. Note that R-8 has slightly more stringent dimensional requirements and more permissive uses, including single-family homes.



Action 36

Review and update the existing stormwater management post-construction ordinance to ensure sufficient capacity to meet needs.

- Consider the order of articles within the ordinance and rearrange them if needed
- Rewrite opaque language using Federal Plain Language Guidelines per the Plain Writing Act of 2010, available at <https://www.plainlanguage.gov/media/FederalPLGuidelines.pdf>



Action 37

Adopt local access management standards to preserve traffic flow and reduce crashes along high traffic corridors.

See **Action 7** in **Chapter 3: Mobility** to learn more.



Action 38

Adopt a Complete Streets Ordinance.

See **Action 30** in **Chapter 3: Mobility** to learn more.



Action 39

Improve the user friendliness of the Zoning Ordinance.

Specific recommendations include:

- Convert permitted or special exception uses to tables rather than paragraphs or bullets
- Include update definitions to reflect modern land uses
- Remove definitions of common terms



Action 40

Continue to allocate money in the City budget for the Planning Commission to attend training courses and workshops on planning and zoning related issues.

Planning and Zoning Commission members have recently begun attending training seminars and workshops. This is one of the best ways for them to remain informed about ever-changing topical issues and best practices. The Alabama Planning Institute offers a range of annual workshops and training courses.

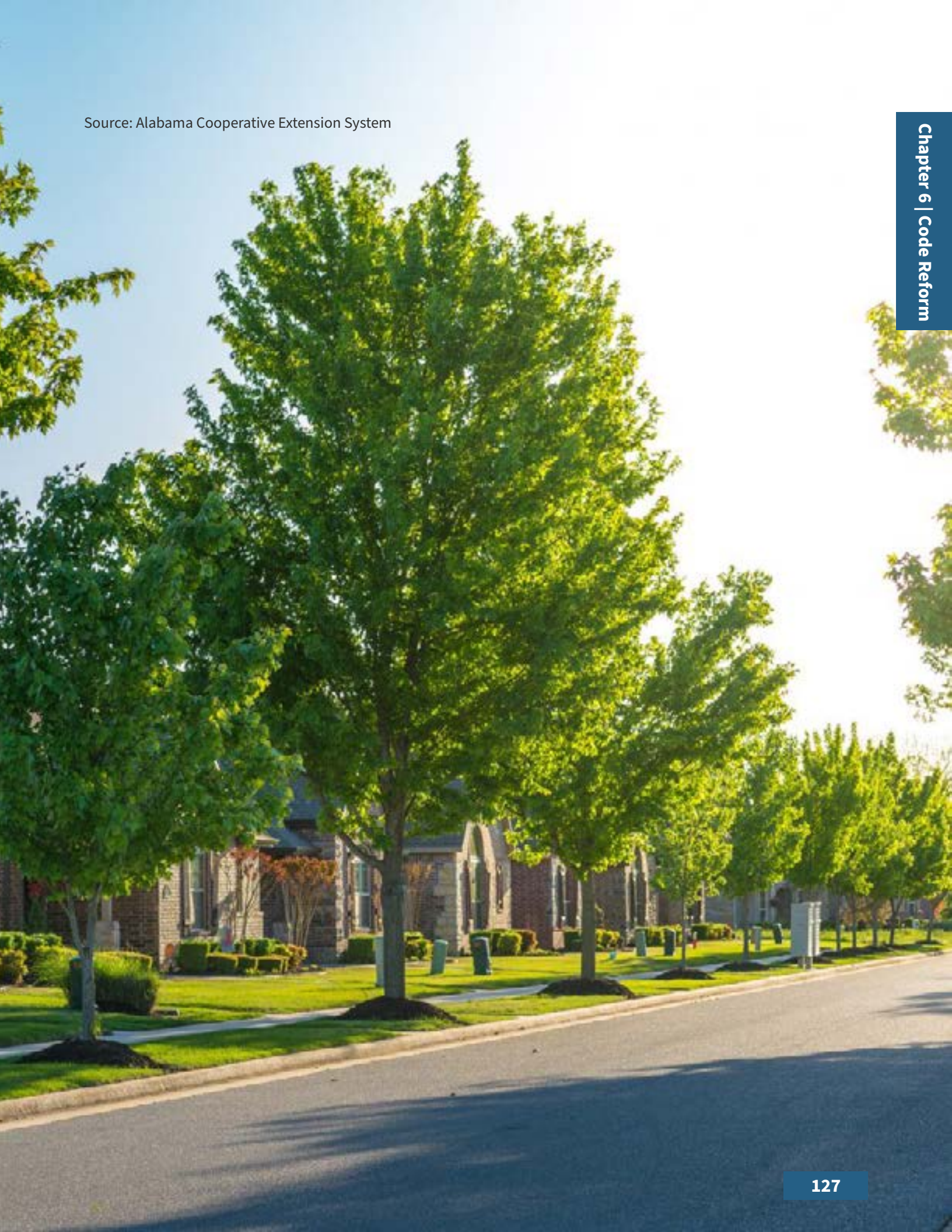
For more information, visit www.alabamaplanning.org/professional-development/alabama-planning-institute/.



Action 41

Work with the State to ensure that the existing quarries within city limits and immediately adjacent to the city limits are included in the state-wide comprehensive reclamation plan for decommission quarries.

Source: Alabama Cooperative Extension System





Above: Kickoff Community Meeting

7| IMPLEMENTATION

This Alabaster Comprehensive Plan sets forth a bold vision for the future of the City of Alabaster and includes a set of recommended actions to complete over the next 5 to 15 years. The Plan focuses on a mix of policies and program initiatives, and it identifies criteria for decision-making and the kinds of projects that are preferred, given the recommendations outlined in this Plan. This Plan will require a significant commitment of time, energy and financial resources to implement and is intended to be implemented incrementally over time, one step at a time.

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

The topics found within this Implementation chapter are:

Implementation Matrix Table...131

Implementation Partners.....131



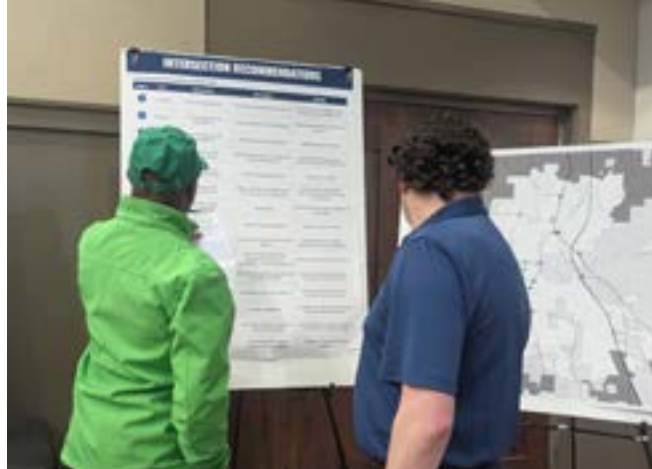
Above: Draft Plan Reveal Community Meeting

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

IMPLEMENTATION MATRIX TABLE

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

As part of the public input process, residents participated in an activity to help prioritize the Plan's recommended actions. Of the 81 actions presented for public review at the March 4th Public Meeting, 11 actions received the highest levels of support, with at least six votes each. These actions, highlighted in blue within the Implementation Matrix, have been identified as priority recommendations. While all recommended actions in the Plan are important, these priority recommendations reflect the most immediate concerns and interests of the community and



Above: Draft Plan Reveal Community Meeting

should help guide decision-making and resource allocation as implementation efforts move forward.

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

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

IMPLEMENTATION PARTNERS

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

Table 7.1: Implementation Matrix

#	Action	Page #	Timeframe	Potential Partner
Chapter 2: Future Land Use				
Targeted Growth Areas: Mixed-Use - Siluria Mill				
1	Encourage mixed-use development in Siluria Mill.	32	Short-term	Planning Commission, City Council, Planning and Zoning Department
2	Establish an entertainment district in Siluria Mill.	34	Short-term	City Council
3	Continue to support the expansion of Alabaster's civic campus and development of additional greenspaces in Siluria Mill.	35	Ongoing	Planning Commission, City Council, Planning and Zoning Department
4	Encourage a diversity of housing options in Siluria Mill.	36	Ongoing	Planning Commission, City Council, Planning and Zoning Department
5	Continue to extend and make connections to the Buck Creek Trail.	37	Ongoing	City Council, City Administrator, Building and Engineering Services Department
6	Ensure that future developments improve pedestrian and vehicular connectivity.	37	Short-term	Planning and Zoning Department and Building and Engineering Services Department
Targeted Growth Areas: Mixed-Use - Historic Main Street				
7	Promote the grant program provided by the Alabaster Downtown Redevelopment Authority.	38	Short-term	Public Relations Manager, Alabaster Downtown Redevelopment Authority
8	Improve the alley behind Alabaster's Historic Main Street and the CSX railroad.	39	Short-term	Alabaster Downtown Redevelopment Authority, City Council, City Administrator, CSX Railroad
9	Assess vacant or underutilized properties to identify potential sites for new parking facilities for the Historic Main Street or for shared parking agreements.	40	Short-term	Alabaster Downtown Redevelopment Authority, Planning and Zoning Department
Targeted Growth Areas: Mixed-Use - Historic Main Street				
10	Collaborate with ALDOT to make improvements along the Historic Main Street stretch of US-31 to enhance safety and accessibility.	40	Long-term	City Administrator, ALDOT, Building and Engineering Services Department

#	Action	Page #	Timeframe	Potential Partner
11	Enforce and strengthen regulations for automobile repair shops to enhance the appearance of 1st Street SW and Historic Main Street.	41	Short-term	City Council, Building and Engineering Services Department, Code Enforcement
12	Encourage the redevelopment of the Alabaster Shopping Mall.	42	Long-term	City Council, Commercial Development Authority
13	Collaborate with businesses, the Alabaster Business Alliance and Main Street Alabama to encourage the development of Alabaster's Historic Main Street.	43	Ongoing	Alabaster Business Alliance, Alabaster Downtown Redevelopment Authority, Main Street Alabama
14	Continue to support the Alabaster Downtown Redevelopment Authority.	43	Ongoing	Mayor, City Council
Targeted Growth Areas: Mixed-Use - Simmsville Area				
15	Promote mixed-use development at the intersection of US-31 and CR-11 (Simmsville Road) and at the intersection of CR-11 and CR-68.	43	Short-term	Planning Commission, City Council, Planning and Zoning Department
16	Preserve and enhance neighborhood character by implementing Traditional Neighborhood Development (TND) principles as the area redevelops.	44	Long-term	Planning Commission, City Council, Planning and Zoning Department
17	Ensure that new residential developments are adequately served by park facilities.	46	Ongoing	Planning Commission, Planning and Zoning Department
18	Implement and support the Alabaster Master Plan for Walking and Biking.	46	Ongoing	City Council, City Administrator, Building and Engineering Services Department
Targeted Growth Areas: Mixed-Use - US-31				
19	Encourage mixed-use development between US-31 and Old Highway 31.	46	Short-term	Planning Commission, City Council, Planning and Zoning Department
20	Encourage the development of diverse housing types, especially for seniors.	47	Ongoing	Planning Commission, City Council, Planning and Zoning Department
21	Establish a new trailhead and parking lot off Old Highway 31 to provide convenient access to the new hiking and biking trails on the Mountain Property.	47	Short-term	City Council, Parks and Recreation

#	Action	Page #	Timeframe	Potential Partner
22	Continue to support the Alabaster Fast Forward project aimed at extending Alabaster Boulevard to US-31.	47	Short-term	City Council, Planning and Zoning Department, Building and Engineering Services Department
Sustainable Growth Areas				
23	Encourage infill development of vacant sites and redevelopment of older shopping centers.	48	Short-term	Planning Commission, City Council, Planning and Zoning Department
24	Concentrate commercial development around major intersections and discourage additional highway strip development.	48	Long-term	Planning Commission, City Council, Planning and Zoning Department
25	Allow and encourage the development of surface parking and vacant lots into commercial areas.	50	Short-term	Planning Commission, City Council, Planning and Zoning Department
26	Encourage property owners and developers to split parcels to create outparcels for new infill development.	50	Short-term	Planning Commission, City Council, Planning and Zoning Department
27	Encourage developers to include pedestrian access improvements in development proposals.	50	Short-term	Planning Commission, City Council, Planning and Zoning Department
28	Consider requiring the underground placement of utilities in large-scale redevelopment projects.	51	Short-term	Planning Commission, City Council, Planning and Zoning Department, Building and Engineering Services Department
Sustainable Growth Areas				
29	Recruit additional industrial development in appropriate locations.	51	Long-term	City Council, Industrial Development Board, 58 INC.
30	Maintain a database of sites and buildings that are suitable for new development and redevelopment.	51	Short-term	58 INC.
31	Encourage the development of senior living centers that are fully integrated into surrounding neighborhoods.	52	Long-term	Planning Commission, City Council, Planning and Zoning Department
32	Work with interested parties to identify sites, and aid in the submission of applications for funding for development of housing for the low and very low-income populations.	52	Ongoing	Mayor, Planning Commission, City Council, Planning and Zoning Department

#	Action	Page #	Timeframe	Potential Partner
Controlled Growth Areas: Greenfield/Edge Areas				
33	Encourage the integration of small-scale commercial uses in new residential subdivisions.	54	Short-term	Planning Commission, City Council, Planning and Zoning Department
34	Devote appropriate land at the periphery of the City for estate and large-lot development.	54	Short-term	Planning Commission, City Council, Planning and Zoning Department
35	Work closely and cooperatively with Shelby County to prevent the premature development of unincorporated areas that are not served by existing infrastructure.	54	Ongoing	Planning Commission, City Council, Planning and Zoning Department, Shelby County Department of Development Services
36	Protect farmlands, steep slopes, waterways and scenic areas from inadvertent damage due to future development / construction.	54	Ongoing	Planning Commission, City Council, Planning and Zoning Department
Chapter 3: Mobility				
Improve roadway operations and safety				
1	Utilize Appendix D: Traffic Analysis and Recommendations to guide the the implementation of roadway improvements.	57	Ongoing	City Administrator, Building and Engineering Services Department
2	Continue to work with ALDOT, Shelby County and the Birmingham Metropolitan Planning Organization to secure funding to construct improvement projects.	57	Ongoing	City Administrator, Building and Engineering Services Department, ALDOT, Shelby County, RPCGB
3	Continue to support local transportation system maintenance projects.	59	Ongoing	Mayor, City Council
4	Consider quick-build retrofit traffic calming projects.	59	Short-term	Building and Engineering Services Department, Public Works
5	Implement safety countermeasures and identify improvement projects that would qualify for federal grants.	60	Short-term	City Administrator, Building and Engineering Services Department
6	Consider adjusting speed limits to prioritize safety.	60	Short-term	City Council, Building and Engineering Services Department

#	Action	Page #	Timeframe	Potential Partner
7	Adopt local access management standards to preserve traffic flow and reduce crashes along high traffic corridors.	61	Short-term	City Council, Building and Engineering Services Department
8	Pursue access management retrofit projects along densely developed highway corridors.	63	Long-term	Building and Engineering Services Department, ALDOT, Shelby County Highway Department
9	Require new intersections to be evaluated for innovative intersection designs.	63	Short-term	Building and Engineering Services Department
Improve roadway operations and safety				
10	Work with ALDOT to get State Route 119 included in the RTOP program to maximize the operational efficiency of the roadway.	64	Short-term	City Administrator, Building and Engineering Services Department, ALDOT
11	Expand traffic signal coordination along streets that warrant coordination.	64	Short-term	City Administrator, Building and Engineering Services Department
12	Work with ALDOT to identify a potential new interchange on I-65 between U.S. 31 (Exit 238) and County Road 87 (Exit 234).	65	Long-term	Mayor, City Administrator, Building and Engineering Services Department
13	Continue to support the Alabaster Fast Forward project aimed at extending Alabaster Boulevard to US-31.	65	Short-term	Mayor, City Council, City Administrator
14	Explore the feasibility of potential new roadway connections.	65	Long-term	City Administrator, Building and Engineering Services Department
15	Continue to support the construction of a connector road between State Route 119 and Smokey Road as part of the Walker Springs development.	65	Short-term	City Administrator, Planning Commission, Building and Engineering Services Department
16	Install traffic signal preemption equipment at intersections adjacent to highway-rail grade crossings.	65	Short-term	Building and Engineering Services Department, Shelby County Highway Department, ALDOT, Railroad companies
17	Pursue federal funding to make improvements at highway-rail grade crossings.	66	Short-term	Mayor, City Council, City Administrator, Building and Engineering Services Department

#	Action	Page #	Timeframe	Potential Partner
18	Continue to support automated systems to alert drivers and pedestrians when a train is blocking an intersection.	67	Short-term	City Council, City Administrator, Building and Engineering Services Department
19	Partner with RPCGB to promote the CommuteSmart program for Alabaster commuters.	68	Short-term	Public Relations Manager, RPCGB
Implement the Alabaster Master Plan for Walking and Biking				
20	Continue to extend and make connections to the Buck Creek Trail.	70	Ongoing	City Council, City Administrator, Building and Engineering Services Department
21	Expand multi-use path / trail infrastructure.	70	Ongoing	City Council, City Administrator, Building and Engineering Services Department
22	Work with adjacent municipalities to make connections to the Buck Creek Trail for better regional connectivity.	70	Long-term	Mayor, City Administrator
23	Incorporate universal design to the greatest extent possible when developing future trails.	72	Ongoing	Building and Engineering Services Department
24	Expand sidewalk infrastructure.	72	Ongoing	City Council, City Administrator, Building and Engineering Services Department
25	Expand pedestrian infrastructure to connect residential areas with Alabaster's historic Main Street, Siluria Mill, Propst Promenade, District 31, and other activity areas.	72	Ongoing	City Council, City Administrator, Building and Engineering Services Department
26	Provide safe pedestrian crossings along busy roadways at appropriate locations.	74	Long-term	Building and Engineering Services Department, Shelby County Highway Department, ALDOT
27	Expand bicycle infrastructure.	74	Ongoing	City Council, City Administrator, Building and Engineering Services Department
28	Install bike racks at the recreation center, library, and all city schools.	74	Short-term	CommuteSmart, City Council, Shelby County, Alabaster School System
29	Require bicycle parking within commercial or high-density residential developments.	74	Short-term	Planning and Zoning Department

#	Action	Page #	Timeframe	Potential Partner
Implement the Alabaster Master Plan for Walking and Biking				
30	Adopt a Complete Streets Ordinance.	76	Short-term	Planning Commission, City Council, Planning and Zoning Department, Building and Engineering Services Department
31	Work with developers to fund multimodal transportation improvements in key locations, such as mixed-use centers and redeveloped commercial centers.	76	Ongoing	Planning Commission, City Council, Planning and Zoning Department, Building and Engineering Services Department
Public transportation				
32	Partner with regional entities to provide a range of public transportation services.	77	Short-term	Mayor, City Council, City Administrator, Transportation Providers
33	Consider the feasibility of a community circulator shuttle service that connects key destinations.	78	Long-term	Mayor, City Council, City Administrator, Transportation Providers
Chapter 4: Livability & Public Services				
Provide adequate public infrastructure				
1	Continue implementing the Alabaster Fast Forward Program.	83	Ongoing	Mayor, City Council, City Administrator
2	Continue to support the development of a modern library.	83	Ongoing	City Council, Albert L. Scott Library, Library Board, Friends of the Library
3	Construct new fire stations to provide shorter response times as the City grows.	83	Long-term	Mayor, City Council, Fire Department
4	Ensure that public safety personnel have adequate resources to perform their jobs.	84	Ongoing	Mayor, City Council, City Administrator, Fire and Police Departments
Provide adequate public infrastructure				
5	Adopt an Adequate Public Facilities Ordinance.	84	Short-term	City Council, City Administrator, Planning and Zoning Department, Building and Engineering Services Department
Provide adequate public infrastructure				
6	Utilize Shelby County's Broadband Feasibility Study to make informed decisions regarding future broadband infrastructure needs.	85	Short-term	City, Shelby County Department of Development Services

#	Action	Page #	Timeframe	Potential Partner
7	Continue to support the Alabaster School District.	85	Ongoing	Mayor, City Council, Alabaster School District
Enhancing government services				
8	Create a mobile app or purchase software to enable the City to send out push notifications to improve communications with its residents.	85	Short-term	City Council, Public Relations Manager, IT Manager
9	Increase the communications capacity of the City government, boards, and commissions by regularly updating the City's website.	86	Short-term	Public Relations Manager, IT Manager
10	Review and comment on Comprehensive Plan updates in adjacent municipalities.	86	Ongoing	Planning and Zoning Department
11	Explore the feasibility of providing a new bulk trash and debris pickup system for Alabaster residents.	86	Short-term	City Council, City Administrator, Public Works
12	Explore the feasibility of establishing a city-wide curbside recycling program or provide additional recycling drop-off locations for Alabaster residents.	87	Short-term	City Council, City Administrator, Public Works
Code enforcement				
13	Explore the feasibility of hiring a Zoning Inspector.	87	Short-term	City Administrator, Planning and Zoning Department
14	Adopt up-to-date versions of the technical "family" of codes developed by the International Code Council.	87	Ongoing	City Administrator, City Council, Building and Engineering Services Department
Code enforcement				
15	Consider adopting the 2024 International Existing Building Code.	88	Short-term	City Administrator, City Council, Building and Engineering Services Department
16	Consider adopting the 2024 International Residential Code.	88	Short-term	City Administrator, City Council, Building and Engineering Services Department
17	Adopt and utilize the 2024 International Property Maintenance Code to levy fines against quality-of-life offenses on properties.	89	Short-term	City Administrator, City Council, Building and Engineering Services Department

#	Action	Page #	Timeframe	Potential Partner
18	Explore the feasibility of establishing a home maintenance program for the elderly and disabled.	90	Short-term	City Administrator, City Council
19	Create and publicize a citizens' guide to code enforcement.	90	Short-term	Public Relations Manager, Building and Engineering Department
Promote entrepreneurship				
20	Support successful entrepreneurship resource providers in Shelby County.	91	Short-term	City Council, Alabaster Business Alliance, 58 INC, Shelby County Chamber of Commerce
Attract new businesses				
21	Maintain a database of sites and buildings that are suitable for new development and redevelopment.	92	Longterm	City Administrator, Planning and Zoning Department
22	Assign a city liaison to assist businesses with the zoning, building, inspection, and licensing requirements.	92	Short-term	City Council, City Administrator, Planning and Zoning Department, Building and Engineering Services Department
23	Collaborate with businesses, the Alabaster Business Alliance, and Alabama Main Street to encourage the development of the city's historic Main Street.	92	Ongoing	Alabaster Business Alliance, Alabaster Downtown Redevelopment Authority, Main Street Alabama
Attract new businesses				
24	Continue to support the City's Downtown Redevelopment Authority.	93	Ongoing	Mayor, City Council
25	Recruit and attract additional commercial and retail development throughout the City to meet the desires of residents while increasing revenue.	93	Ongoing	Mayor, City Council, City Administrator, Commercial Development Authority, 58 INC.
26	Encourage the development of small business spaces.	93	Short-term	Commercial Development Authority, 58 INC.
27	Recruit additional industrial development in appropriate locations.	93	Ongoing	Commercial Development Authority, 58 INC.

#	Action	Page #	Timeframe	Potential Partner
Chapter 5: Parks & Recreation				
Enhance existing parks & recreation facilities and programs				
1	Continue to dedicate adequate funding for maintenance and capital improvements to public parks to meet evolving needs.	95	Ongoing	City Council, Parks and Recreation Department
2	Continue to ensure safety at all Alabaster parks and recreation facilities.	96	Ongoing	Parks and Recreation Department, Public Works, Police and Fire Departments
3	Prioritize planting new shade trees in existing parks to create a more welcoming and cooler environment.	96	Short-term	Parks and Recreation Department, City Council
4	Enhance accessibility for individuals with disabilities at existing and future parks and recreational facilities.	96	Short-term	Parks and Recreation Department, City Council
5	Continue to support youth athletics.	97	Ongoing	Parks and Recreation Department
Expand recreational opportunities				
6	Establish new parks in currently underserved residential areas.	98	Long-term	City Council, Parks and Recreation Department
7	Ensure that new residential developments are adequately served by park facilities.	98	Ongoing	Planning Commission, Planning and Zoning Department
8	Establish a new trailhead and parking lot off Old Highway 31 to provide access to the new hiking and biking trails on the mountain property.	100	Short-term	City Council, Parks and Recreation Department
9	Explore the feasibility of constructing a remote-control racetrack at an existing park.	101	Short-term	City Council, Parks and Recreation Department
10	Expand cultural and recreational programming to include activities for all ages.	102	Short-term	City Council, Parks and Recreation Department
11	Encourage the Parks and Recreation Department to establish regular food truck nights at local parks when a large concentration of sports and events are scheduled.	102	Short-term	Parks and Recreation Department, Alabaster Business Alliance

#	Action	Page #	Timeframe	Potential Partner
12	Partner with the Tivity Health's SliverSneakers Program to expand recreational programming for seniors	102	Ongoing	City Council, Parks and Recreation Department
13	Consider applying annually for grant funding through the Shelby County Park and Recreation Grant Program, managed by the Shelby County Department of Development Services, to continually improve parks and recreational facilities citywide.	103	Short-term	Mayor, City Administrator, City Council, Parks and Recreation Department, Shelby County Department of Development Services
Chapter 6: Code Reform				
Housing and residential uses				
1	Consider modifying the Alabaster Zoning Ordinance to better facilitate a variety of housing types and densities to promote lifelong housing needs, such as townhomes, assisted living facilities, and a variety of single-family and multi-family units.	105	Short-term	Planning Commission, City Council, Planning and Zoning Department
2	Consider a study dealing with Accessory Dwelling Units (ADUs) that involves public feedback.	105	Short-term	Planning Commission, City Council, Planning and Zoning Department
3	Consider zoning additional properties for large-lot residential in appropriate areas.	106	Ongoing	Planning Commission, City Council, Planning and Zoning Department
4	Consider adopting additional regulations for residential zoning districts.	106	Short-term	Planning Commission, City Council, Planning and Zoning Department
5	Consider examining buffer regulations to limit the negative effects of extractive land uses.	106	Short-term	Planning Commission, City Council, Planning and Zoning Department
6	Consider reviewing the home occupation requirements in the Zoning Ordinance.	107	Short-term	Planning Commission, City Council, Planning and Zoning Department
7	Consider making modifications to the PDD Planned Development District in the Zoning Ordinance.	107	Short-term	Planning Commission, City Council, Planning and Zoning Department

#	Action	Page #	Timeframe	Potential Partner
8	Consider adopting another zoning district within the PDD Planned Development District.	110	Short-term	Planning Commission, City Council, Planning and Zoning Department
9	Continue to enforce Article V. Design Standards in the Subdivision Regulations to ensure that new subdivisions meet certain performance and acceptability criteria.	110	Ongoing	Building and Engineering Services Department, Planning and Zoning Department
10	Modernize the Subdivision Regulations.	110	Long-term	Building and Engineering Services Department, Planning and Zoning Department
Connectivity				
11	Modify the Zoning Ordinance and Subdivision Regulations to establish new sidewalk or shared-use path standards for residential and commercial development.	111	Short-term	Planning Commission, City Council, Building and Engineering Services Department, Planning and Zoning Department
Connectivity				
12	Modify the Subdivision Regulations to require new subdivisions to allow convenient circulation and to provide multiple, alternative outlets from the neighborhood to adjoining neighborhoods and /or major streets.	111	Short-term	Planning Commission, City Council, Building and Engineering Services Department, Planning and Zoning Department
Parking				
13	Modify parking requirements within the Zoning Ordinance to reduce environmental impacts as a function of the amount of parking space required.	111	Short-term	Planning Commission, City Council, Building and Engineering Services Department, Planning and Zoning Department
Commercial and mixed-use character				
14	Adopt a new mixed-use district for the Siluria Mill area.	112	Short-term	Planning Commission, City Council, Planning and Zoning Department
15	Adopt a set of mixed-use districts available for use in commercial areas throughout Alabaster.	112	Short-term	Planning Commission, City Council, Planning and Zoning Department
16	Revise Article IV. Supplemental Regulations to include additional standards for automobile repair businesses.	112	Short-term	Planning Commission, City Council, Planning and Zoning Department

#	Action	Page #	Timeframe	Potential Partner
17	Modify the Zoning Ordinance to permit murals on commercial buildings.	114	Short-term	Planning Commission, City Council, Planning and Zoning Department
18	Permit cultural uses in all commercial districts.	114	Short-term	Planning Commission, City Council, Planning and Zoning Department
19	Modify the Zoning Ordinance to permit small spaces for new businesses.	114	Short-term	Planning Commission, City Council, Planning and Zoning Department
High traffic corridors and the overlay districts				
20	Make modifications to the High Traffic Corridors section located within the supplemental regulations article of the Zoning Ordinance.	115	Short-term	Planning Commission, City Council, Planning and Zoning Department
21	Modernize the Medical Mile Overlay District.	115	Short-term	Planning Commission, City Council, Planning and Zoning Department
22	Continue to modify the requirements in the State Route 119 Overlay District to enhance community character.	117	Short-term	Planning Commission, City Council, Planning and Zoning Department
Resiliency				
23	Continue to utilize and enforce the Mountain Overlay District.	117	Ongoing	Planning Commission, Planning and Zoning Department
24	Utilize a range of regulatory tools and best practices to protect vital natural resources, sensitive lands, water quality and wildlife habitat.	117	Short-term	Planning Commission, City Council, Building and Engineering Services Department, Planning and Zoning Department
25	Encourage private landowners to partner with Freshwater Land Trust to conserve sensitive land through conservation easements and land donations.	118	Ongoing	Planning and Zoning Department, Freshwater Land Trust
26	Continue to improve stormwater management throughout Alabaster.	119	Ongoing	Building and Engineering Services Department, Public Works
27	Adopt a Riparian Buffer Ordinance to improve water quality and protect waterways, wildlife habitat and floodplains from new development.	119	Long-term	Planning Commission, City Council, Building and Engineering Services Department, Planning and Zoning Department

#	Action	Page #	Timeframe	Potential Partner
Resiliency				
28	Protect water quality by modifying the Zoning Ordinance and/or Subdivision Regulations to require the use of Low Impact Development (LID) or green infrastructure (GI) techniques for new developments and redevelopment projects larger than three acres.	121	Short-term	Planning Commission, City Council, Building and Engineering Services Department, Planning and Zoning Department
29	Ensure that street trees are planted as part of roadway improvement projects.	121	Ongoing	Building and Engineering Services Department, Public Works
Other recommended ordinances and changes				
30	Establish an entertainment district in Siluria Mill.	124	Short-term	City Council
31	Adopt a Vacant Building Registration Ordinance.	124	Short-term	City Council, Building and Engineering Services Department
32	Adopt an Unsafe and Dangerous Buildings Ordinance.	124	Short-term	City Council, Building and Engineering Services Department
33	Adopt an Adequate Public Facilities Ordinance.	124	Short-term	City Council, City Administrator, Planning and Zoning Department, Building and Engineering Services Department
34	Consider a comprehensive re-write of the City's Zoning Ordinance.	125	Long-term	Planning Commission, City Council, Planning and Zoning Department
35	Consider consolidating similar residential zoning districts.	125	Short-term	Planning Commission, City Council, Planning and Zoning Department
Other recommended ordinances and changes				
36	Review and update the existing stormwater management post-construction ordinance to ensure sufficient capacity to meet needs.	126	Short-term	Building and Engineering Services Department, City Council
37	Adopt local access management standards to preserve traffic flow and reduce crashes along high traffic corridors.	126	Short-term	Planning Commission, City Council, Planning and Zoning Department, Building and Engineering Services Department
38	Adopt a Complete Streets Ordinance.	126	Short-term	Planning Commission, City Council, Planning and Zoning Department, Building and Engineering Services Department
39	Improve the user friendliness of the Zoning Ordinance.	126	Short-term	Planning Commission, City Council, Planning and Zoning Department

#	Action	Page #	Timeframe	Potential Partner
40	Continue to allocate money in the City budget for the Planning Commission to attend training courses and workshops on planning and zoning related issues.	126	Ongoing	City Council, City Administrator
41	Work with the State to ensure that the existing quarries within city limits and immediately adjacent to the city limits are included in the state-wide comprehensive reclamation plan for decommission quarries.	126	Ongoing	City Council, City Administrator

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