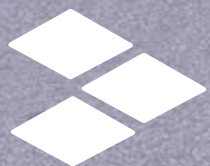


HANCEVILLE ALABAMA

COMPREHENSIVE PLAN 2020-2040

AUGUST 2020



NARCOG
POSITIVELY IMPACTING
PEOPLE AND COMMUNITIES

ACKNOWLEDGMENTS

CITY COUNCIL OF HANCEVILLE

KENNETH NAIL, MAYOR
JIMMIE NUSS, COUNCIL MEMBER
KIM BROWN, COUNCIL MEMBER
JIMMY SAWYER, COUNCIL MEMBER
JOHN STAM , COUNCIL MEMBER
CHARLES WILSON, COUNCIL MEMBER

CITY STAFF

TANIA WILCOX, CITY CLERK
JOYCE BARNETT
KIM REBURN

SPECIAL THANKS

HALEE PITTS, FORMER PLANNING COMMISSION
SECRETARY
BETTY DOVER, ACE LOCAL COORDINATOR

PLANNING COMMISSION

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PAUL CHAMBLEE, BUILDING INSPECTOR
KRISTI BARNETT
NOLAN BRADFORD
DAVID FINE
DIETER ERIC McELWEE
PAUL WILHITE

City of Hanceville



NORTH CENTRAL ALABAMA REGIONAL COUNCIL OF GOVERNMENTS

ROBBY CANTRELL, EXECUTIVE DIRECTOR

JEFFREY A. PRUITT, AICP, FORMER EXECUTIVE DIRECTOR

JOSEPH F. HESTER, AICP, DIRECTOR OF PLANNING AND DEVELOPMENT

SHELBY SELMAN, PLANNER

DAN YURCABA, PLANNER

P.O. Box C

216 Jackson Street SE

Decatur, AL 35602

256-355-4515

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COPIES OF THIS PLAN AVAILABLE:

Hanceville Municipal Complex

112 Main Street SE

Hanceville, AL 35077

[HTTPS://WWW.NARCOG.ORG/SERVING-COMMUNITIES/COMMUNITIES](https://www.narcog.org/serving-communities/communities)



NARCOG
POSITIVELY IMPACTING
PEOPLE AND COMMUNITIES

HANCEVILLE, ALABAMA

RESOLUTION

RESOLUTION 2020-08-31

**CITY OF HANCEVILLE PLANNING COMMISSION
RESOLUTION TO ADOPT THE HANCEVILLE COMPREHENSIVE PLAN 2020-2040**

WHEREAS, the City of Hanceville Planning Commission has made careful studies of the existing land use, physical, housing, transportation system, community facilities, and economic development conditions in Hanceville, Alabama, and;

WHEREAS, the City of Hanceville Planning Commission has reviewed the "*Hanceville Comprehensive Plan 2020-2040*" and finds the goals, objectives, actions, and future development concept, etc., to best promote the implementation of the future vision and aspirations of Hanceville, Alabama, and;

WHEREAS, according to the Section 11-52-10 of the Code of Alabama, it shall be the function and duty of the City of Hanceville Planning Commission to adopt said plan for the physical development of Hanceville, Alabama, and public hearing requirements of said "*Hanceville Comprehensive Plan 2020-2040*" have been met.

NOW, THEREFORE, BE IT RESOLVED, by the Planning Commission of the City of Hanceville, Alabama, that the planning document entitled "*Hanceville Comprehensive Plan 2020-2040*" and all official maps pertaining thereto are hereby adopted the 31st day of August 2020.

BE IT FURTHER RESOLVED that this resolution and the "*Hanceville Comprehensive Plan 2020-2040*" be transmitted to the Hanceville City Council and recommended for adoption.



Nolan Bradford, Chairman

ATTEST:



Planning Commission, Secretary



Planning Commissioner

Planning Commissioner



Planning Commissioner

Planning Commissioner



Planning Commissioner

Planning Commissioner



Planning Commissioner

Planning Commissioner

RESOLUTION

RESOLUTION #648

HANCEVILLE CITY COUNCIL RESOLUTION TO ADOPT THE HANCEVILLE COMPREHENSIVE PLAN 2020 – 2040

WHEREAS, according to the Section 11-52-8 of the Code of Alabama, it shall be the function and duty of the City of Hanceville Planning Commission to make and adopt a master plan for the physical development of Hanceville, Alabama, and;

WHEREAS, the City of Hanceville Planning Commission has made careful studies and comprehensive surveys of the physical conditions, land use, housing, transportation systems, community facilities, and economic conditions of Hanceville, Alabama, and;

WHEREAS, the City of Hanceville Planning Commission has reviewed the *Hanceville Comprehensive Plan 2020 -2040* and finds it to best promote the health, safety, prosperity, and general welfare of the citizens of Hanceville, Alabama, and;

WHEREAS, all requirements of the laws of the State of Alabama with regard to preparation, public review and notification of said "*Hanceville Comprehensive Plan 2020 – 2040*" have been met, and;

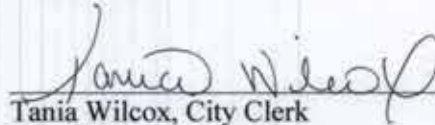
WHEREAS, the City of Hanceville Planning Commission has adopted the "*Hanceville Comprehensive Plan 2020 – 2040*" on August 31, 2020 and transmitted and recommended the same to the City Council.

NOW, THEREFORE, BE IT RESOLVED, by the City Council of the City of Hanceville, Alabama that the planning document entitled "*Hanceville Comprehensive Plan 2020 – 2040*" and all official maps pertaining thereto are hereby adopted the 24th day of September 2020.




Kenneth Nail, Mayor

ATTEST:



Tania Wilcox, City Clerk



City Council



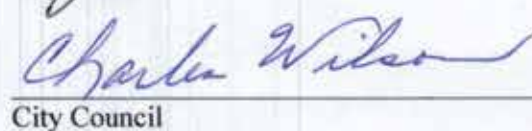
City Council



City Council



City Council



City Council

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HANCEVILLE, ALABAMA

INTRODUCTION

BACKGROUND & PURPOSE

As part of the Alabama Communities of Excellence (ACE) three-phase designation process, Hanceville entered into a contract with the North Central Alabama Regional Council of Governments (NARCOG) in March of 2019 to update its last comprehensive plan that was completed and adopted in 2008. The three-part process for ACE designation includes a community assessment, leadership development and strategic plan, which was adopted in 2019, and now the comprehensive plan update.

The Planning Authority for Alabama is found in the Code of Alabama, 1975, specifically in Sections 11-52-8, 11-52-9, and 11-52-10. Sections 11-52-8 and 11-52-9 requires a planning commission to prepare and adopt a master plan to guide the physical development of the municipality and any surrounding areas that they deem appropriate. Also, these two sections direct the study of existing conditions and future growth, along with outlining the contents that should be included in the master plan including maps, charts, and recommendations to guide the future development. Section 11-52-10 provides the procedure for the various means of adopting of the master plan.

While the Planning Authority does not provide guidance on how frequently a master plan should be updated, it is generally recommended that the planning commission and city council review and update the plan every five years. If a municipality is experiencing rapid growth, extensive annexations, and/or a major change has occurred in the community, the municipality may want to consider updating the plan sooner. It's always best to be proactive rather than reactive and an updated plan will help to protect the municipality from any legal challenges that may arise. Legal challenges are typically related to the enforcement of the zoning ordinance.

LOCATION

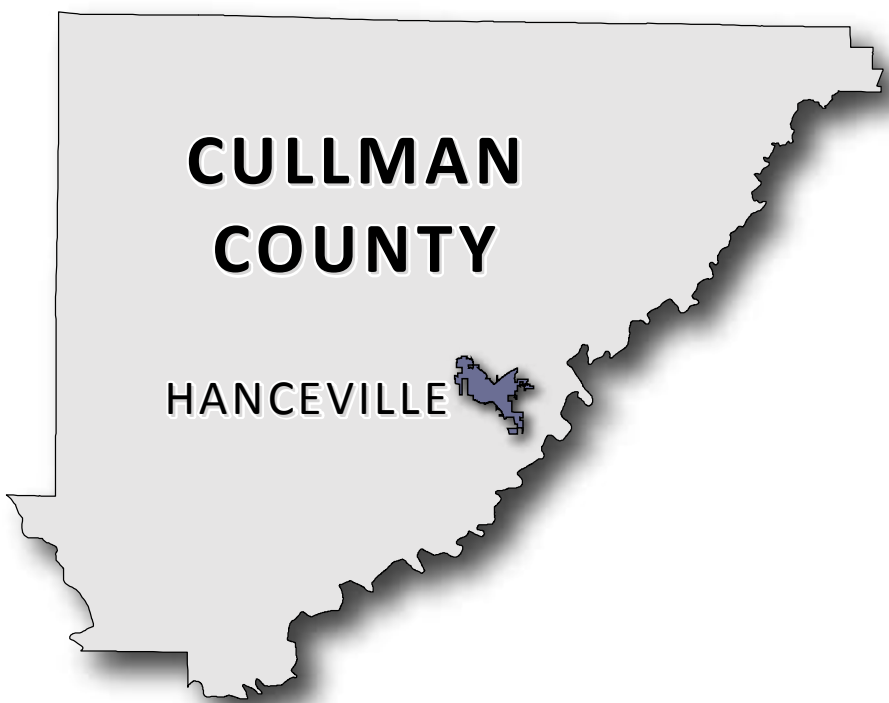
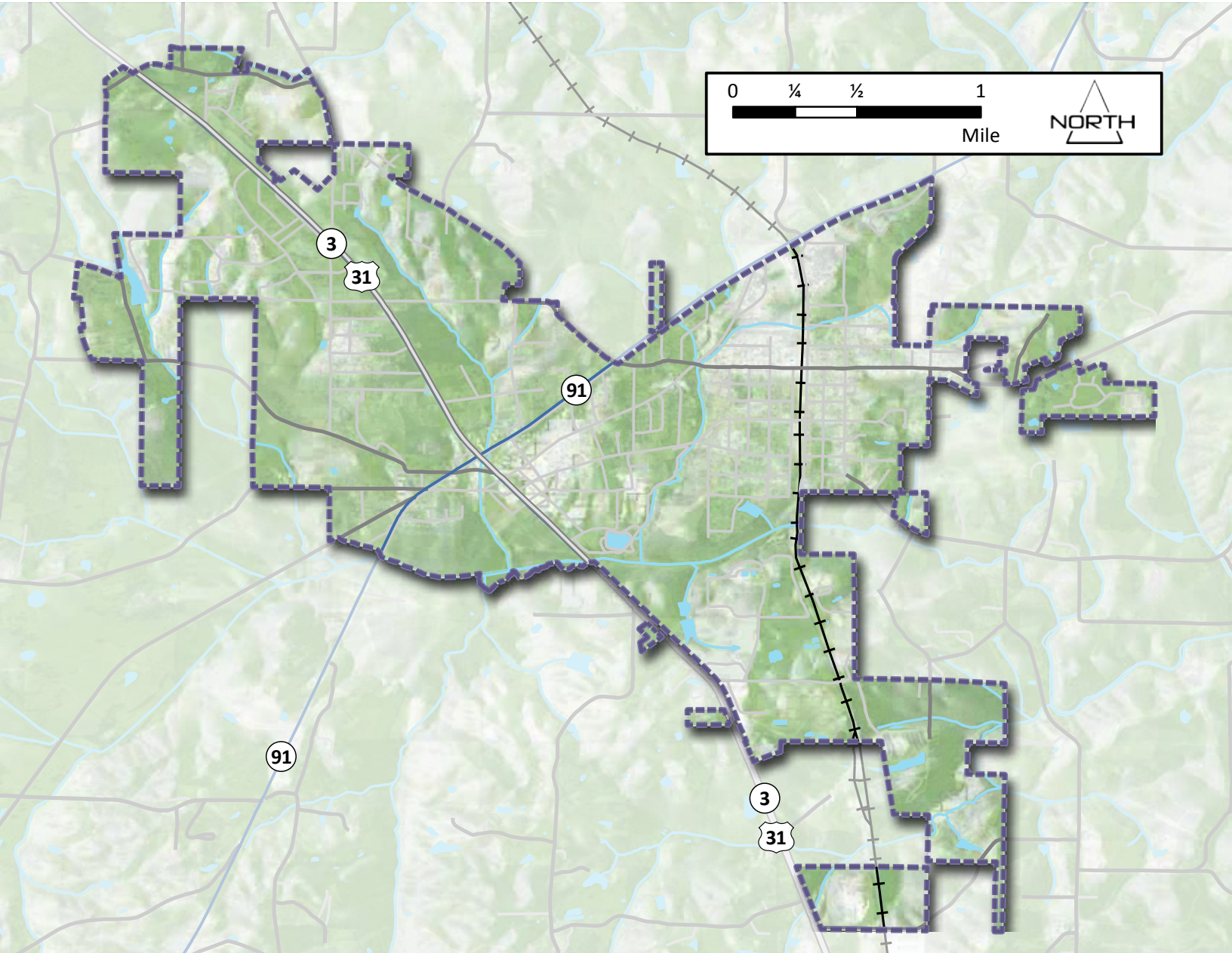
The City of Hanceville is located in east-central Cullman County, Alabama, between Cullman and Garden City, along U.S. Highway 31 and State Route 91. The latitude and longitude of Hanceville City Hall are 34°03'31.3"N and 86°46'01.3" W, respectively. The location of Hanceville places it between the Birmingham and Huntsville/Decatur MSAs (Metropolitan Statistical Areas). Hanceville lies roughly eight miles east of Interstate 65, which runs north-south via County Road 365. Hanceville is also accessed by U.S. Highway 31 and State Highway 91, which also run north-south.

PREVIOUS PLANNING EFFORTS

The purpose of this report is to provide background and existing conditions for Hanceville as part of the Comprehensive Plan update. Hanceville has been very proactive in planning for its future over the last several years. The City received a CDBG Planning Grant in 2016 to develop a "Downtown Improvement Plan," which was adopted by the City in 2018. Also, the City was selected as one of the Alabama Communities of Excellence (ACE) Class of 2017 communities. Hanceville was designated as an ACE community in May of 2019 at the annual conference in Mobile.

PREVIOUS HANCEVILLE PLANNING DOCUMENTS:

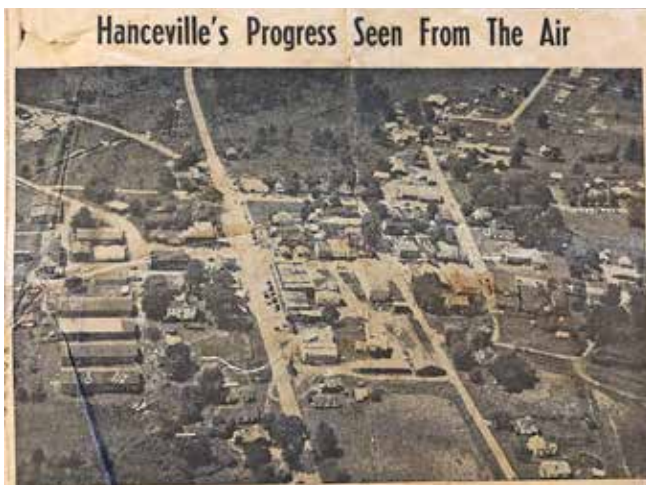
- Hanceville Zoning Ordinance - 1987
- Hanceville Subdivision Regulations - 1988
- Hanceville Comprehensive Plan - 2008
- Hanceville Zoning Map Update #1 - 2014
- Hanceville Downtown Improvement Plan - 2018
- Hanceville Strategic Plan - 2019
- Hanceville Zoning Map Update #2 - 2020



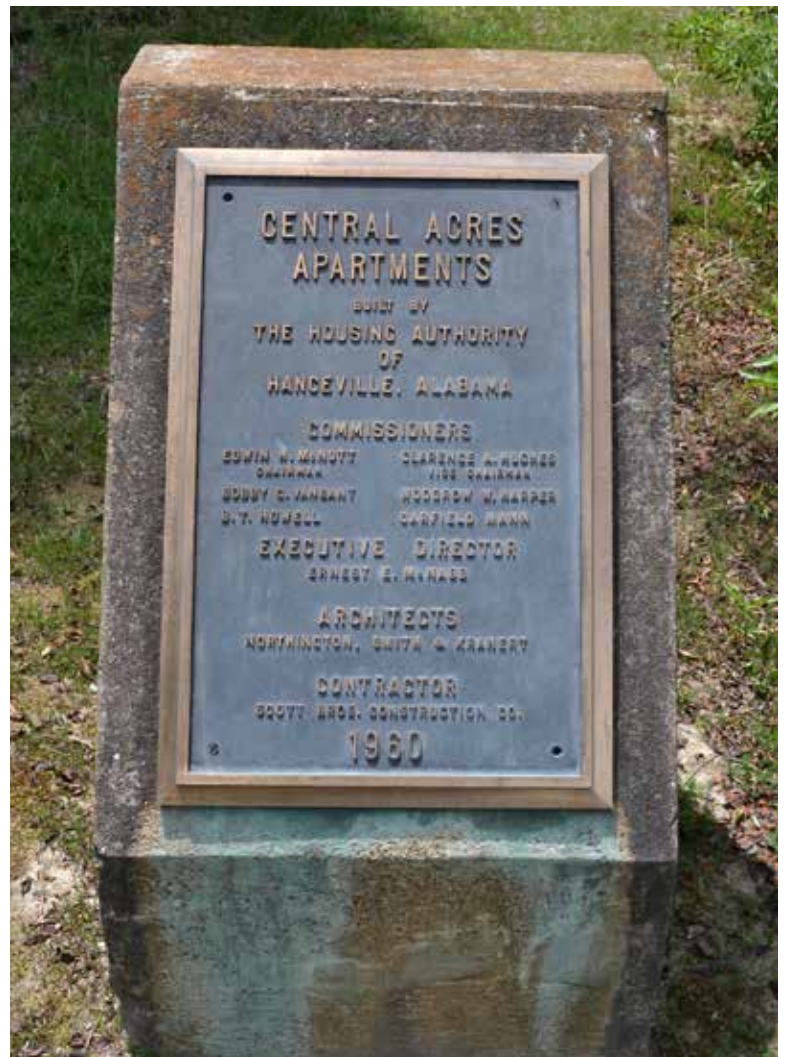
HISTORY

The area now known as the City of Hanceville was first settled in the 1820s by settlers from South Carolina and Virginia and was located in Blount County when it was created in 1832. One account says that the first town at the location was called “Gilmer,” and according to the Hanceville Historic Preservation Commission, the name was changed to “Hanceville” in 1872 by postmaster P. H. Kinney, to honor his father Hance Kinney, an Irish immigrant and first mayor of the renamed town. The Louisville and Nashville (L&N) Railroad arrived in Hanceville in the early 1870s, and a depot was built by 1873, which supported a small boost in the economic development of the city. Hanceville was divided when Cullman County was created in 1877, but it was incorporated into the city of Hanceville on May 26, 1879, by an election held in P.H. Kinney’s store. Half of the city still resided in Blount County until 1885, when boundaries were redrawn, and it became entirely within Blount County. The boundary between the counties was again revised in 1901 and Hanceville became wholly part of Cullman County. A newspaper, The Hanceville Hustler, was published from the mid-1890s until about 1908. A high school was constructed in 1923, an elementary school in 1936, and a new high school in 1955, when the older school became a junior high. Wallace State Community College (WSCC) was established in Hanceville in 1966, becoming a cornerstone of the city’s economy. WSCC is also home to the Evelyn Burrow Museum, which displays its namesake’s decorative art collection. Construction began in 1996 on the Shrine of the Most Blessed Sacrament Cathedral at Our Lady of Angels Monastery, founded by Catholic nun Mother Angelica; it was consecrated in 1999. The monastery is home to the Poor Clare Nuns of Perpetual Adoration, and the Knights of the Holy Eucharist reside on the compound as well. Along with a number of historical markers located in the Hanceville area, there are also several other historical resources, including one section of the city located between the downtown and the city schools that contains several sites that are listed on the Alabama Register of Landmarks and Heritage. These include the Burkart-Wilson Home, the Evangelical Lutheran Trinity Church/Burkart Memorial Hall, and the Potato House.

Source: encyclopediaofalabama.org



1949 Aerial of Downtown Hanceville





1954 Aerial of Downtown Hanceville

Source: Hanceville History Page - @HancevilleHistoryPage -

<https://www.facebook.com/HancevilleHistoryPage/photos/a.432341333531286/1880815502017188/?type=3&theater>



1964 Aerial of Downtown Hanceville

Source: Hanceville History Page - @HancevilleHistoryPage -

<https://www.facebook.com/HancevilleHistoryPage/photos/p.442755602489859/442755602489859/?type=1&theater>



EXISTING CONDITIONS

EXISTING PHYSICAL CONDITIONS

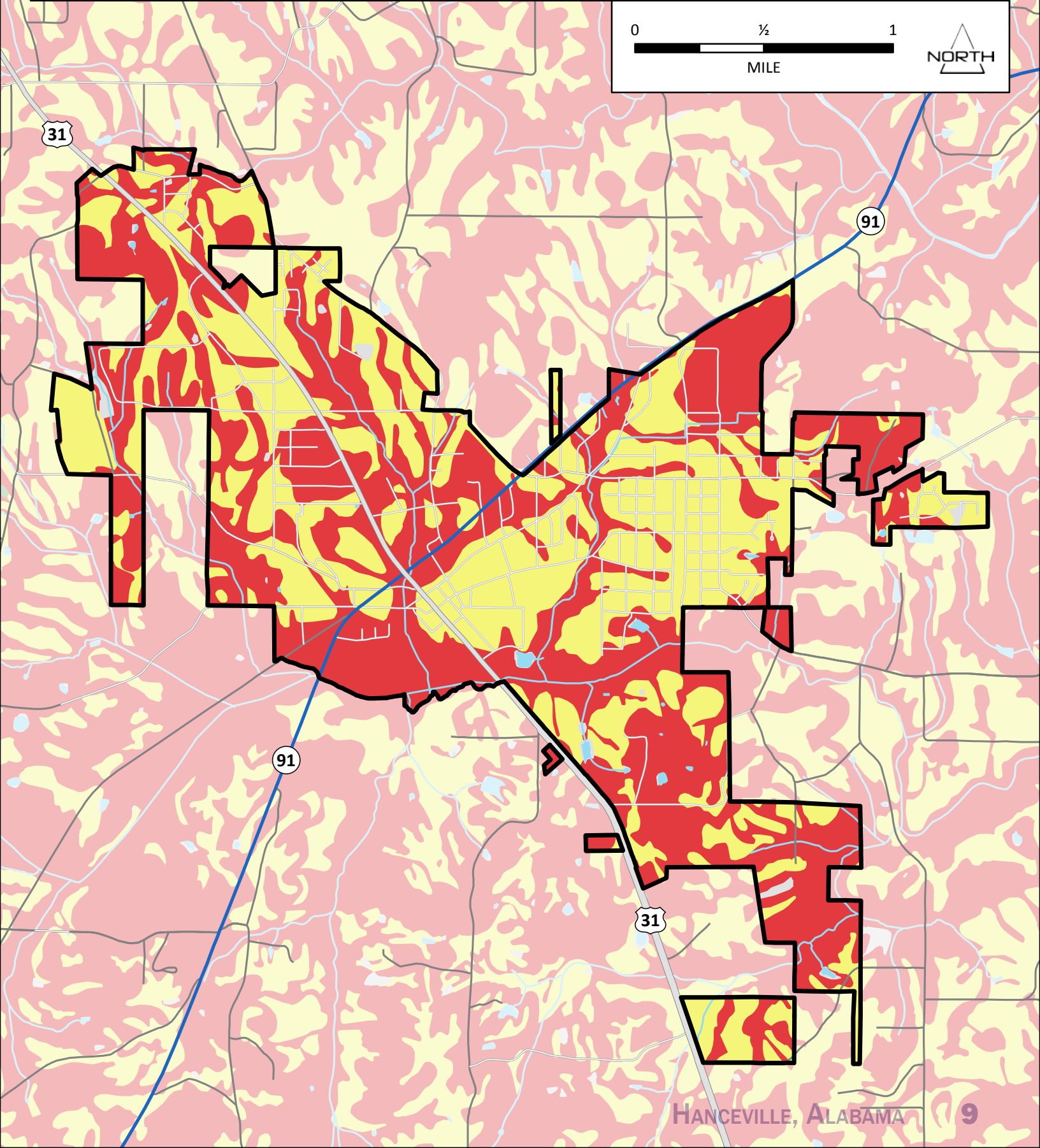
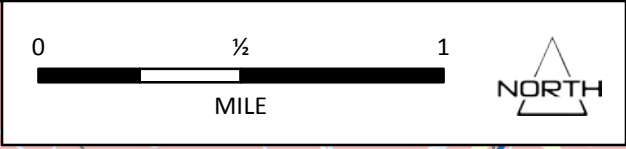
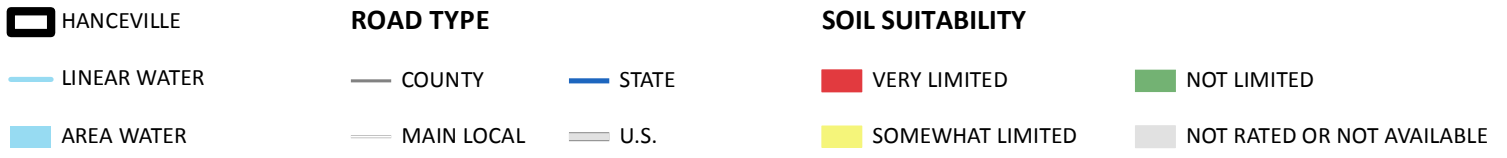
SOILS

Awareness of the soil types that make up an area is important for many reasons, including the identification of prime agricultural or forestry lands, determination of whether on-site waste disposal systems are feasible, the identification of wetlands and floodplains, and the assessment of the potential for urban uses. Soils influence design and location decisions for different land uses based on soil suitability, and are therefore important in planning, development, and future land use concepts. Factors such as weight-bearing capacity, drainage, stability, and erosion determine what types of buildings and land uses are recommended for a given area.

Rating class terms indicate the extent to which the soils are limited by all of the soil features that affect the specified use. “Not limited” indicates that the soil has features that are very favorable for the specified use. Good performance and very low maintenance can be expected. “Somewhat limited” indicates that the soil has features that are moderately favorable for the specified use. The limitations can be overcome or minimized by special planning, design, or installation. Fair performance and moderate maintenance can be expected. “Very limited” indicates that the soil has one or more features that are unfavorable for the specified use. The limitations generally cannot be overcome without major soil reclamation, special design, or expensive installation procedures. Poor performance and high maintenance can be expected.

The following maps show soil suitability for 3 common building types: small commercial buildings, dwellings without basements, and dwellings with basements. Dwellings are single-family houses of three stories or less. For dwellings with basements, the foundation is assumed to consist of spread footings of reinforced concrete built on undisturbed soil at a depth of about 7 feet. For dwellings without basements, the foundation is assumed to consist of spread footings of reinforced concrete built on undisturbed soil at a depth of 2 feet or at the depth of maximum frost penetration, whichever is deeper. Small commercial buildings are structures that are less than three stories high and do not have basements. The foundation is assumed to consist of spread footings of reinforced concrete built on undisturbed soil at a depth of 2 feet or at the depth of maximum frost penetration, whichever is deeper. The ratings are based on the soil properties that affect the capacity of the soil to support a load without movement and on the properties that affect excavation and construction costs. The properties that affect the load-supporting capacity include depth to a water table, ponding, flooding, subsidence, linear extensibility (shrink-swell potential), and compressibility (which is inferred from the Unified classification of the soil). The properties that affect the ease and amount of excavation include flooding, depth to a water table, ponding, slope, depth to bedrock or a cemented pan, hardness of bedrock or a cemented pan, and the amount and size of rock fragments.

SOIL SUITABILITY FOR *SMALL COMMERCIAL BUILDINGS*



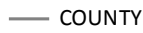
SOIL SUITABILITY FOR *DWELLINGS WITHOUT BASEMENTS*

 HANCEVILLE

ROAD TYPE

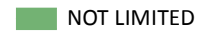
SOIL SUITABILITY

 LINEAR WATER

 COUNTY

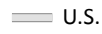
 STATE

 VERY LIMITED

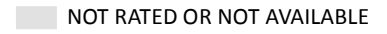
 NOT LIMITED

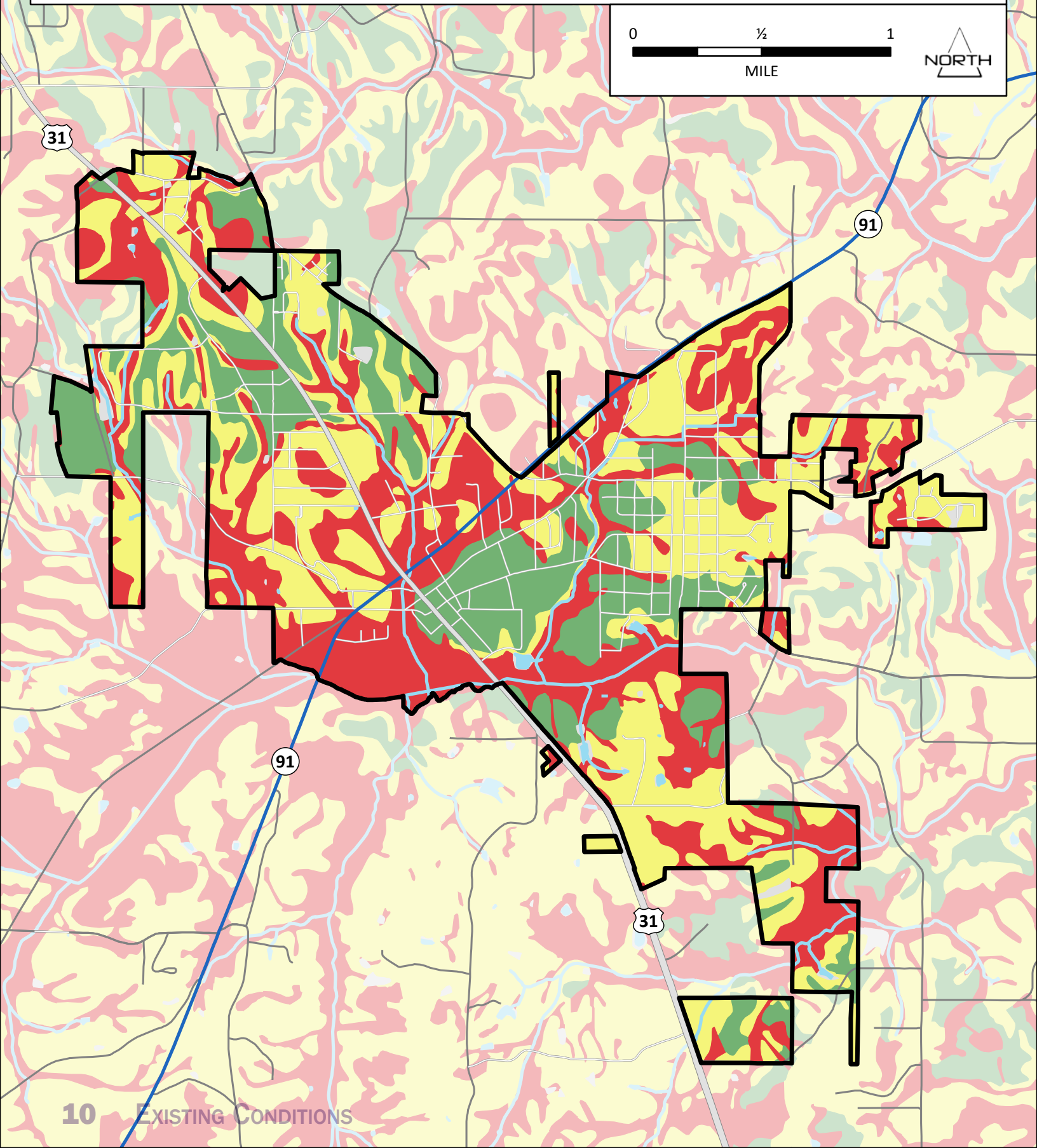
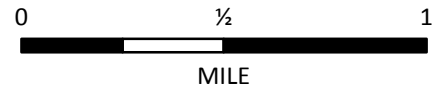
 AREA WATER

 MAIN LOCAL

 U.S.

 SOMEWHAT LIMITED

 NOT RATED OR NOT AVAILABLE




SOIL SUITABILITY FOR *DWELLINGS WITH BASEMENTS*

 HANCEVILLE

ROAD TYPE


SOIL SUITABILITY

 LINEAR WATER

 COUNTY


 STATE

 VERY LIMITED


 NOT LIMITED

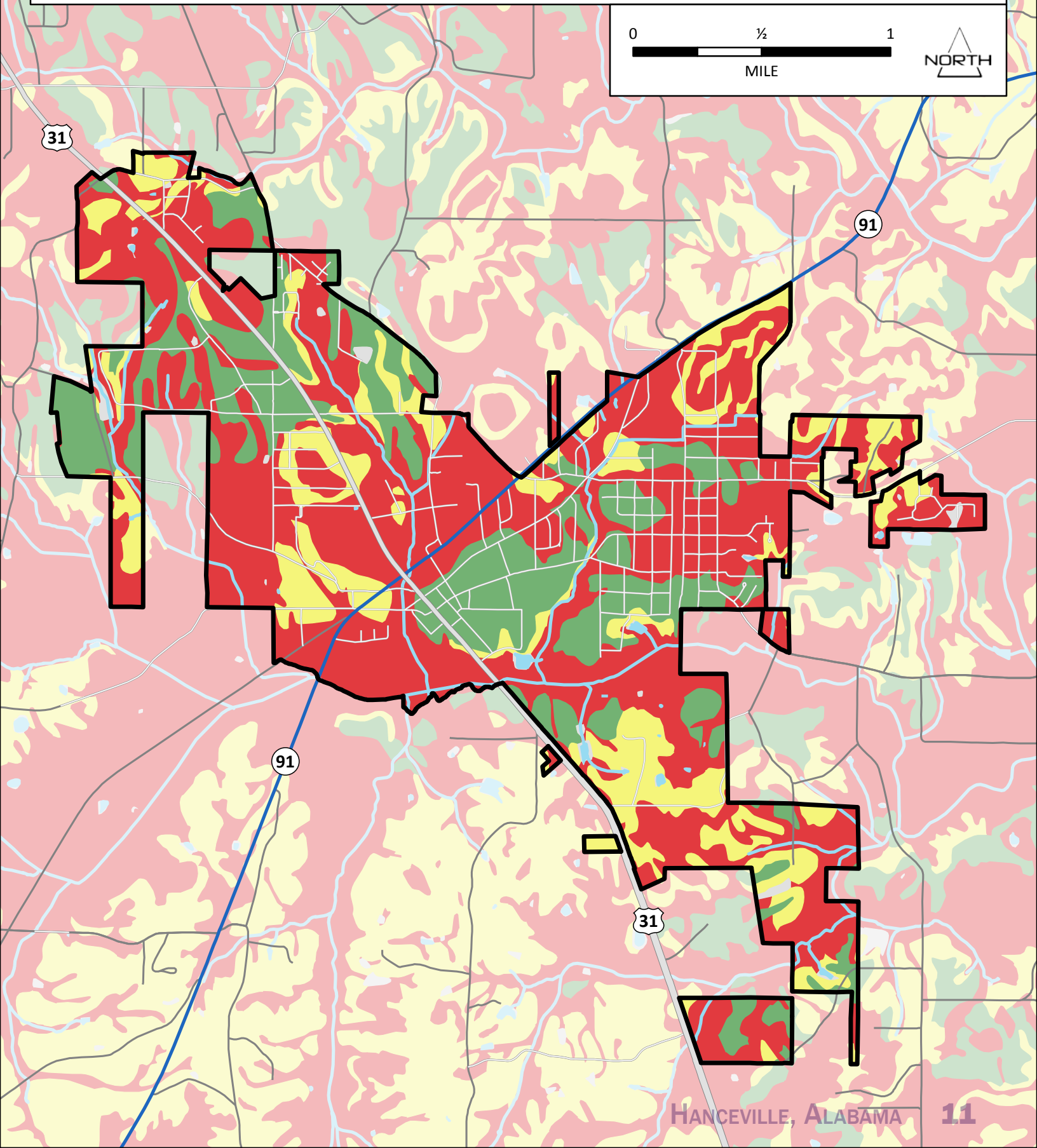
 AREA WATER

 MAIN LOCAL

 U.S.

 SOMEWHAT LIMITED

 NOT RATED OR NOT AVAILABLE



FLOOD ZONES & WETLANDS


 HANCEVILLE

 LINEAR WATER

 AREA WATER

 WETLANDS

ROAD TYPE

 COUNTY

 MAIN LOCAL

 STATE

 U.S.

FLOOD ZONE, ZONE SUBTYPE

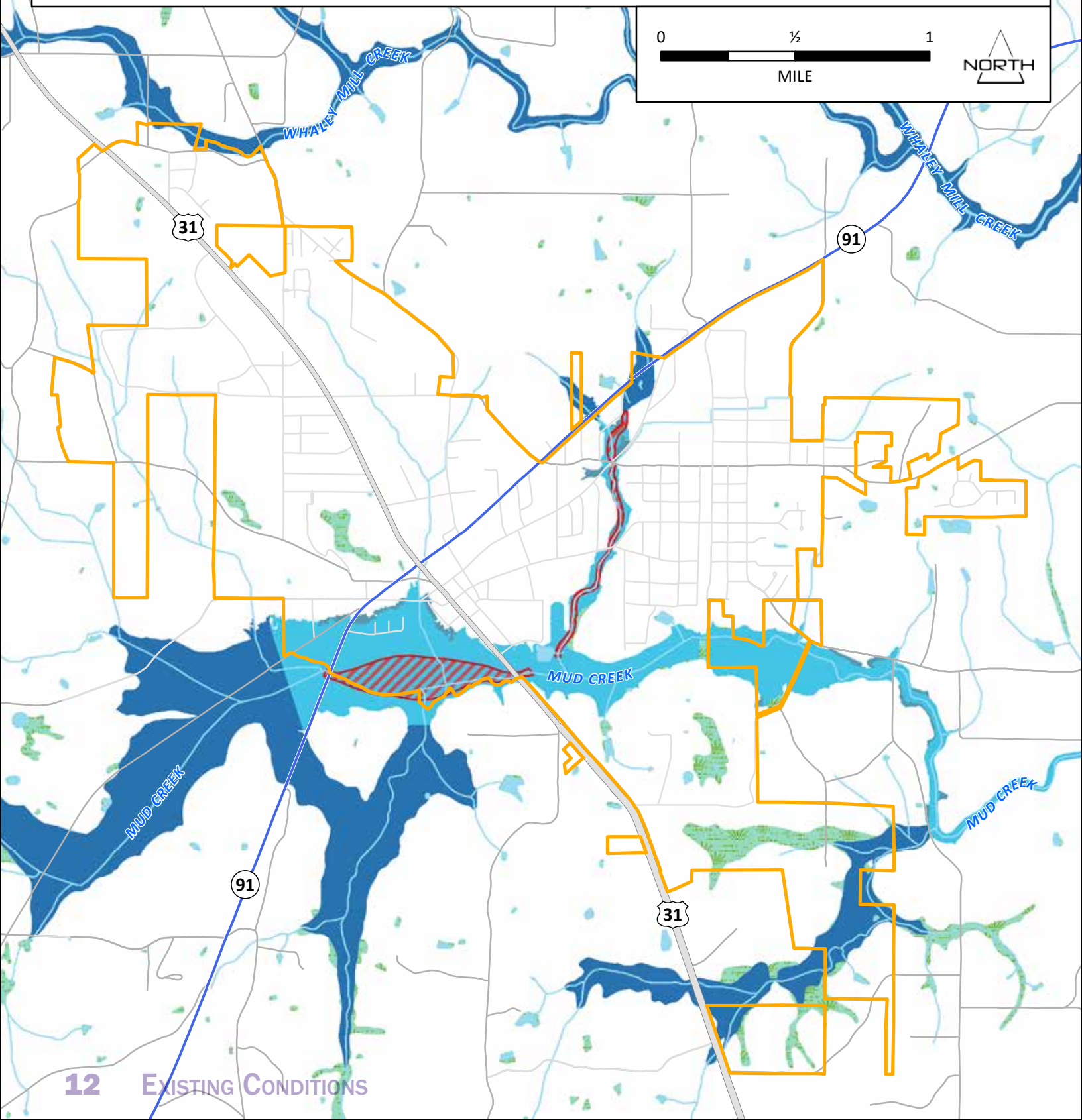
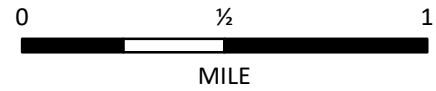
 A 1% ANNUAL CHANCE (100-YEAR) FLOOD; NO BASE FLOOD ELEVATION (A)

 AE 1% ANNUAL CHANCE (100-YEAR) FLOOD (AE)

 AE REGULATORY FLOODWAY (AE)

 X 0.2% ANNUAL CHANCE (500-YEAR) FLOOD (X)

 X AREA OF MINIMAL FLOOD HAZARD (X)



FLOOD ZONES AND WETLANDS

There are approximately 286 acres of floodplains within Hanceville, which amounts to about 10.3% of the acreage in Hanceville. This includes regulatory floodways, 100-year floodplains, and 500-year floodplains. There are about 234 acres of wetlands, which is 8.4% of the total land area within Hanceville. Some of these wetlands are part of a pond or some other body of water, some are located within the floodplain, and some are separate.


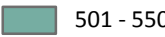
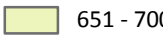

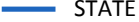

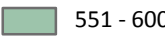
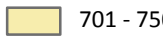

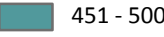
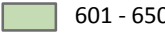
Several areas of Hanceville are located within the 100 year flood plain due to several tributaries of Mud Creek that run through the City. The City is in a generally low lying area, which exacerbates issues concerning flooding and drainage. Consequently, there are areas that are subject to localized flooding during heavy rains. Most types of development that involve increasing the amount of impervious surfaces are considered undesirable and inadvisable in flood hazard areas. However, developments that limit the disturbance of soil and vegetation, such as parks, open spaces, trails or greenways, wildlife preserves, or certain agricultural or forestry activities are often compatible uses with floodplains.

ELEVATION AND SLOPE

As noted in the above section, the City of Hanceville is located in an area of generally low elevation, with the lowest elevations seen near the Mud Creek basin. The City's downtown is located in a relatively low elevation, primarily between 540 ft and 590 ft above sea level, and positioned between higher elevation areas roughly located where the two major transportation corridors, US Hwy 31 and AL 91, reach the city limits. The Mud Creek Greenway and Veterans Memorial Park provide good greenspace at the City's lowest elevation and should be maintained as a natural buffer to prevent flooding in the more developed Downtown during major rain events.

Elevation and slope go hand in hand, and the parts of Hanceville with the harshest slope grades mark the transition areas between the Downtown and Hanceville's highest and lowest points. These high slope areas are located along the Northeast edge of the city limits and along either side of Mud Creek, particularly west of US Hwy 31, near WSCC. Areas of high slope are not conducive to high density development and large building foot prints due to the need for flattened building foundations. Flattening large tracks of land for development is not cost effective and disrupts natural drainage patterns. The City will need to be judicious in allowing future residential, commercial, mixed use, and/or industrial development to ensure the efficient use of remaining undeveloped, low slope areas.

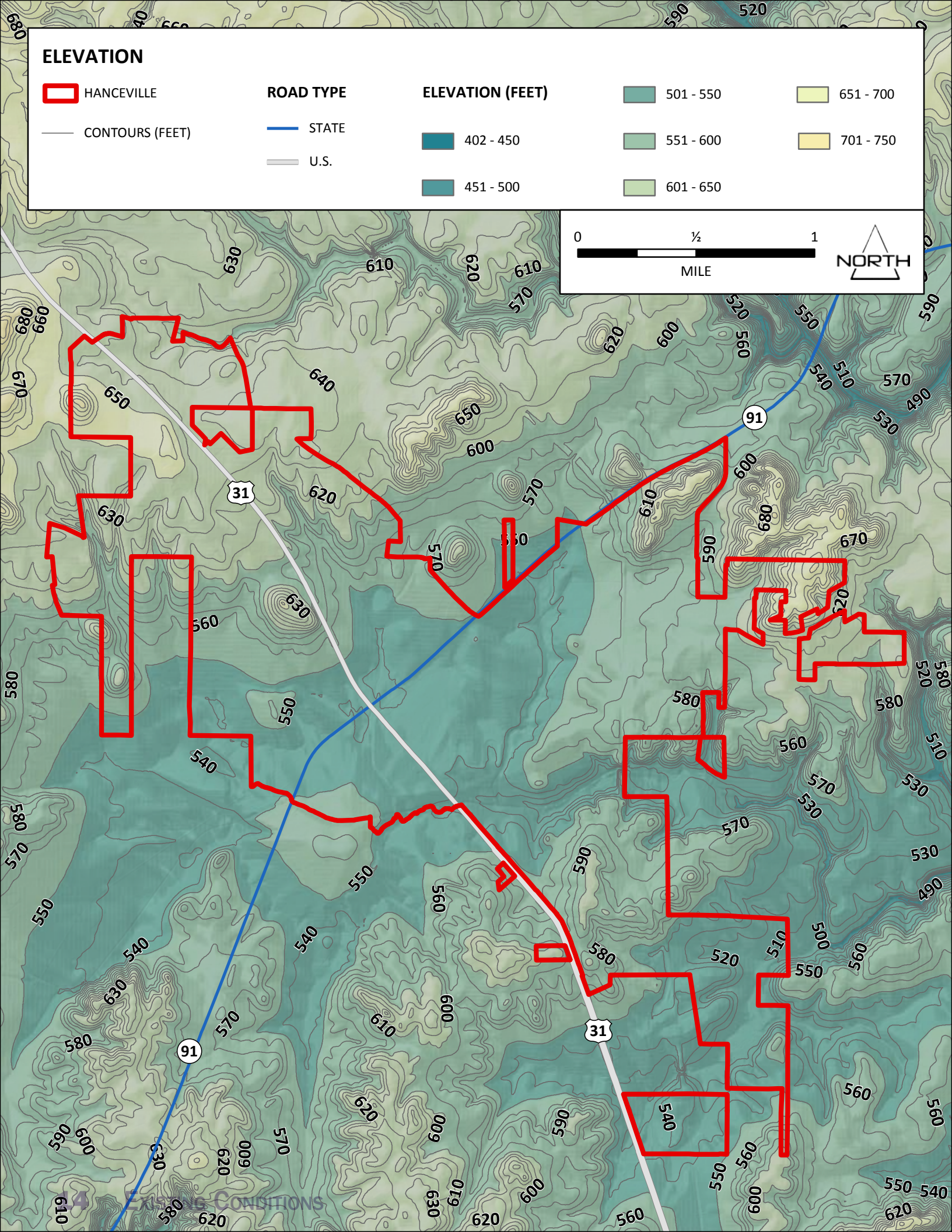
ELEVATION

 HANCEVILLE	ROAD TYPE	ELEVATION (FEET)	 501 - 550	 651 - 700
 CONTOURS (FEET)	 STATE	 402 - 450	 551 - 600	 701 - 750
	 U.S.	 451 - 500	 601 - 650	

0 1/2 1
MILE



NORTH



SLOPE

ROAD TYPE

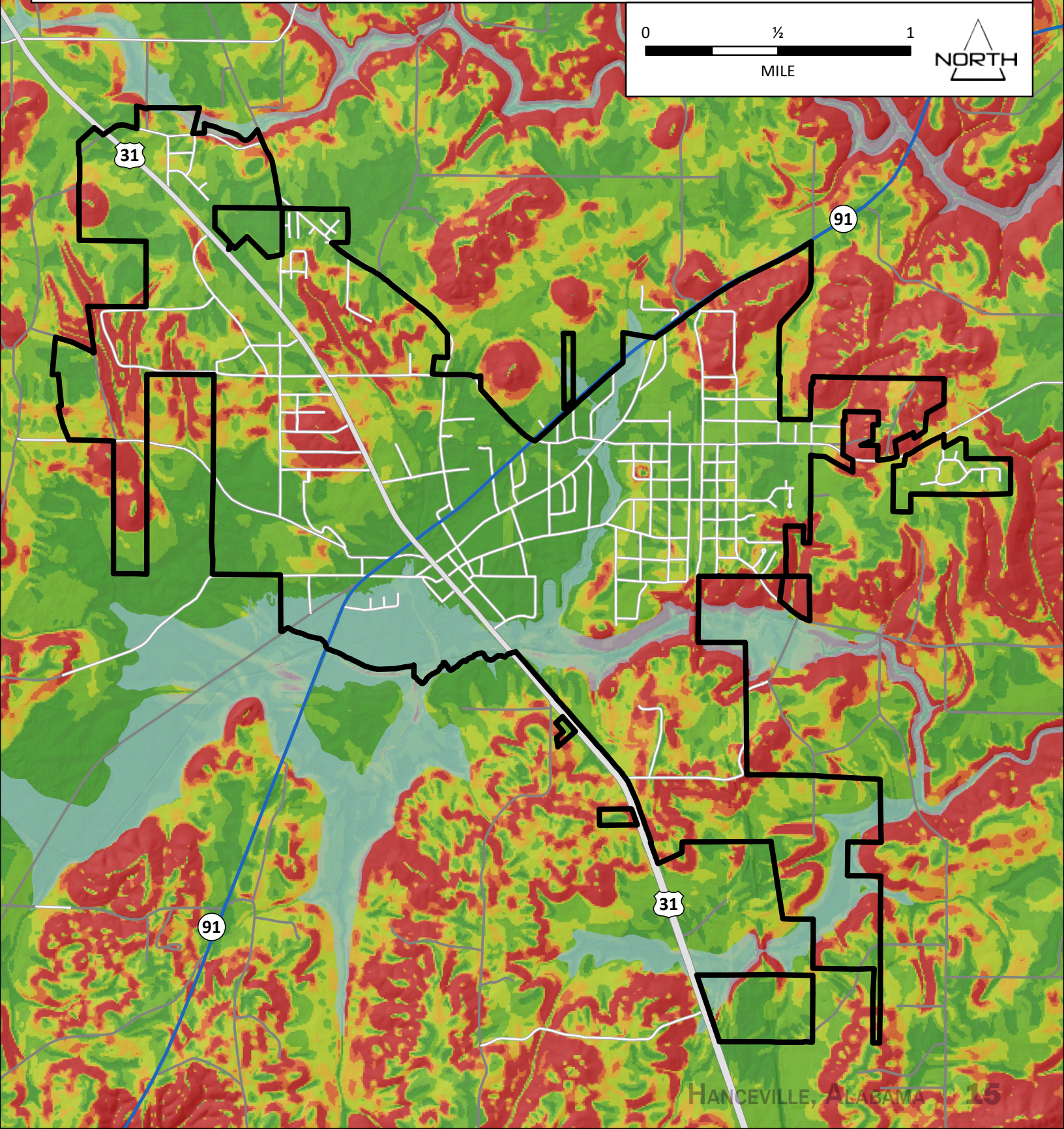
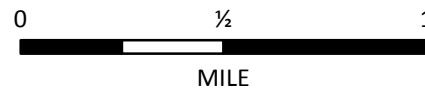
- COUNTY
- MAIN LOCAL
- STATE
- U.S.

HANCEVILLE

FLOOD HAZARD AREAS

SLOPE: PERCENT RISE

- 0% - 5%
- 5.1% - 10%
- 10.1% - 15%
- 15.1% - 20%
- 20.1% - 25%
- >25%



EXISTING COMMUNITY FACILITIES

COMMUNITY FACILITIES

Community facilities are the physical structures of services that are provided on behalf of the public or for the benefit of the community. Buildings, activities, land, equipment, and other types of infrastructure that are necessary for the health, safety, and welfare of the public are considered to be community facilities. This can also include facilities that support the cultural life, physical and mental health, and personal growth of the members of a community. The largest concentration of community facilities and civic infrastructure in Hanceville is located in the most advantageous location, the downtown area, which can be seen on the Community Facilities map on page 14.

MUNICIPAL COMPLEX

The Hanceville Municipal Complex, which includes the Hanceville City Hall, is located at 112 Main Street SE (U.S. Highway 31). It provides office and small conference meeting space for the Mayor, city clerk, police department, department heads and other administrative staff. Also, a large meeting room is provided for use by the city council, municipal court, and other public meetings. In 2012, the building was expanded and improved after the 2011 tornadoes.



SCHOOLS

The Hanceville Elementary, Middle, and High Schools are all located in close proximity to one another, creating a school complex of sorts, along Commercial Street, at 799, 805 and 801 Commercial Street, respectively. All three schools are part of the Cullman County School System. In the 2018-2019 school year, the total enrollment for all three schools was 1,287, with 293 students enrolled at the elementary school, 312 students at the middle school, and 382 students at the high school. Wallace State Community College (WSCC) is a public 2-year college located at 801 Main Street (U.S. Highway 31) in Hanceville, about a mile northwest of the downtown area. In the Fall of 2018, WSCC had 5,057 enrolled students.



CIVIC CENTER

The Hanceville Civic Center is located at 902 Commercial Street in Hanceville, near the schools. It was once the Hanceville National Guard armory but was acquired by the city in 2009 and renovated into the Civic Center. The city has recently invested in additional major improvements to the Civic Center, including a new stage area, a renovated meeting room for the Planning Commission, a paved and striped parking lot, and new bathrooms. The city continues to invest in improvements as funding is made available.

LIBRARY

The Hanceville Public Library is located at 201 Commercial Street in downtown Hanceville, in the old Merchants Bank building. The library is run through Cullman County Libraries, and has several computers that provide the community with internet access. The building is in good condition and the former bank vaults are utilized as community tornado shelters in emergencies. There is also a mural on the side of the library building depicting the old Merchants Bank.



POST OFFICE

The Post Office in Hanceville is located at the intersection of U.S. Highway 31 (hereafter referred to as US 31) and College Drive NE, with an address of 630 Main Street NE (US 31).

FIRE DEPARTMENT

There are two fire stations in Hanceville, although at one time there were three stations. The most recently constructed Hanceville Fire and Rescue Station No. 1 (completed in 2008) is located in the downtown area at 119 Collins Street, which is at the end of Fire Station Drive SW. This station also recently had a new helipad added adjacent to it. The second fire station is the Hanceville Fire and Rescue Station No. 2, which used to be No. 3, and is located at 1302 Edmondson Road in the Steppeville area on the western side of the railroad.



POLICE DEPARTMENT

The Hanceville Police Department is located downtown at 203 Bangor Avenue SE, which is on the back side of the Municipal Complex. The city jail is also housed in this location and holds 15 inmates, 4 of which can be female. The jail is always at capacity and often has to reject new inmates.

PUBLIC WORKS

The Hanceville Public Works buildings are located in two separate locations downtown. The actual Public Works building is located on Magnolia Avenue NE, and the additional Public Works building is located where Stadium Street meets Park Street adjacent to the greenway gateway at Veterans Park. The building near the park contains a majority of the equipment needed to maintain the city. The surrounding yard is used for storage of equipment and building materials and soil. The building lacks any landscaping or buffering typical of many public works departments. The City is working on improving the appearance. The City of Hanceville Street Department is located just a few buildings away, on Magnolia Avenue NE.



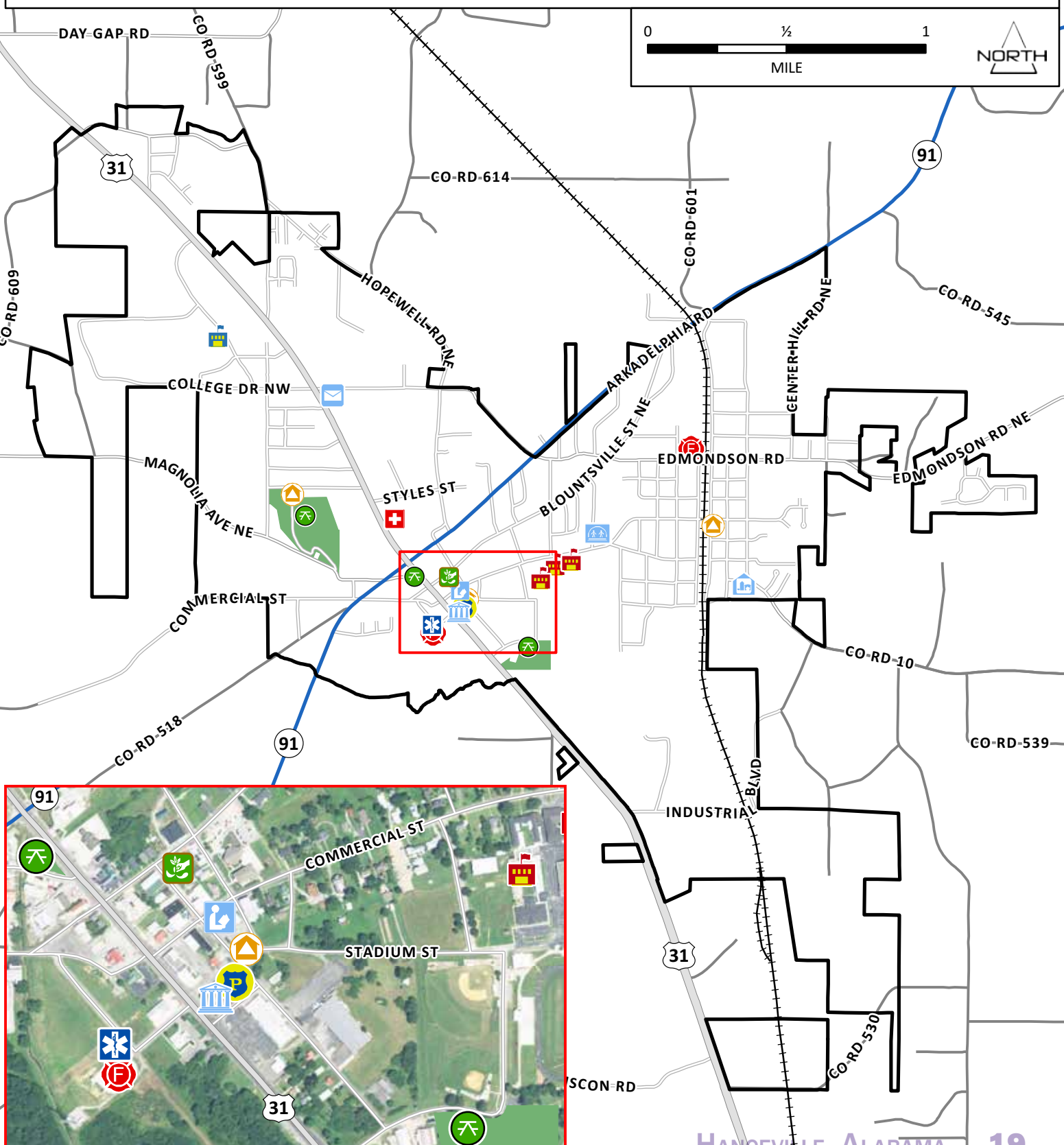
STORM SHELTERS

After the 2011 tornadoes, the City of Hanceville worked diligently to ensure the safety of its residents by installing three (3) storm shelters throughout the community. The storm shelters are located downtown behind the library, in Steppeville's commercial area, and at the C.W. Day Park. Interest has previously been expressed by residents of the Hopewell Road area to raise funds to have a storm shelter in their neighborhood as well.



COMMUNITY FACILITIES

HANCEVILLE	RAILROAD	CITY HALL	HANCEVILLE NURSING & REHAB	K-12
ROAD TYPE	PARK AREAS	CIVIC CENTER	POLICE DEPARTMENT	HIGHER ED
COUNTY	PARKS	FIRE DEPARTMENT	POST OFFICE	SENIOR/NUTRITION CENTER
MAIN LOCAL	FARMERS MARKET	HELIPAD	PUBLIC LIBRARY	STORM SHELTERS
STATE				
U.S.				



NURSING HOME

The Hanceville Nursing and Rehab Center is located at 420 Main Street NE (US 31). The facility employs over 260 staff members and offers long-term care, short-term rehabilitation, and Alzheimer's/dementia care, among other services. It has 208 beds, all of which are continually at capacity, and has not been expanded since 2002. There is a need for new beds and more capacity. There is also an assisted living facility, Monarch Place, located at 105 Michelle Street NW, next to C.W. Day Park.

SENIOR CENTER

The Hanceville Senior Center is located at 1500 Spruce Street SE on the East side of the city. The Senior Center provides meals, as well as music and arts and crafts activities for the city's senior citizens. In 2019, the City applied for and was awarded a CDBG Community Enhancement grant for a new senior center, which will be located next to C.W. Day Park.



Top Left: Hanceville Nursing and Rehab Center

Top Right: Current Senior Center



Middle/Bottom Left and Below: Renderings of the planned Senior Center next to C.W. Day Park, by Tim Burney Architects



PARKS & RECREATION

Hanceville has three parks, C.W. Day, Veterans Memorial, and Hamby Memorial Park. C.W. Day Park has baseball/softball fields, tennis courts, playgrounds, a walking track, picnic areas, and a public swimming pool. It's located northwest of the U.S. Highway 31/State Highway 91 intersection south of Wallace State Community College. However, pedestrian access, especially for children and older residents, is limited. Veterans Memorial Park is located southeast of downtown and features a public fishing lake with a walking trail around it, along with exercise equipment and a new bandstand. It's located within walking distance of downtown, the Hanceville school complex and football stadium, and along Mud Creek with its crushed gravel trail, which is Phase 1 of the proposed greenway system included in the 2008 Comprehensive Master Plan. Hamby Memorial Park is located in the downtown area at the U.S. Highway 31/State Highway 91 intersection and is primarily used for passive recreation purposes. It's relatively small and contains picnic tables, a historical marker, a fountain, a clock tower, and a gazebo, but pedestrian access is problematic due to its location.



EXISTING INFRASTRUCTURE

INFRASTRUCTURE

WATER

The Hanceville Water and Sewer Board is located in the downtown area at 203 Main Street NW (US 31). All residents of Hanceville are served with public water through the Hanceville Water and Sewer Board. Hanceville's water system contains approximately 85 miles of various sized lines, mostly PVC, with some isolated sections of cast iron and ductile iron lines. The City's water is supplied by 3 wells and provides a combined 1,200 gallons per minute. The water system in Hanceville serves 1,894 residential customers and 82 commercial customers. Water storage consists of one (1) 1.3 million gallon water tank that was constructed in 2001. Some planned improvements to the water system include a booster station for the west side of the water system and the replacement of the old cast iron pipes and the deteriorated PVC pipes. Other needs that have been identified for the water system include a new replacement line along the southern section of US 31, a back-up water supply, and a back-up generator for the water treatment plant and the booster stations.

SEWER

The Hanceville Water and Sewer Board also provide sanitary sewer service to approximately 909 residences and 76 businesses in Hanceville. The sewer customers are served by several miles of cast iron, ductile iron, vitrified clay, and PVC collection pipes varying from 4" service lines to 16" trunk lines. The system's manholes range from old brick hand-built to precast concrete. The city has had two major treatment plant renovations over the last 25 years. In 1989, the Board completed a \$1.4 million sewage treatment plant expansion project that was mandated by the Alabama Department of Environmental Management (ADEM) and increased the plant to a .557 MGD capacity. In May 2008, permit limit violations during heavy rain events resulted in ADEM filing another complaint that the Water and Sewer Board of Hanceville was in violation of its NPDES Permit and was in violation of ADEM Administration Order 07-018-CWP dated November 22, 2006. In order to address the capacity issues at this facility, the Hanceville Water and Sewer Board floated a \$5,400,000 bond issue which has been used to make the necessary improvements including additional capacity. The upgraded facility was put into operation in 2012 and is now able to handle flows up to .995 million gallons per day. The area north of Mann Street along US 31 has been identified as the area with the greatest need of improvement to its sewer system, which includes replacing the clay lines. The need for backup pumps for all lift stations has also been identified as a need for the sewer system. The new Hanceville Wastewater Treatment Plant is an Activated Sludge Secondary Treatment Plant. It is also the first solar facility of its kind in the state. In July of 2018, a solar array installation funded by ADEM was completed, which has reduced the annual energy costs of the WWTP by at least \$19,000. The facility has a mechanical climber screen, one aeration basin, two secondary clarifiers, one chlorine contact chamber, one dechlorinating channel, one polishing pond, one rotary filter and one set of cascade aeration steps. The sludge handling consists of one sludge holding pond and seven drying beds. The flow equalization during storm events is handled with a one (1) million gallon basin, which drains back to the influent pump station at the base of the hill before going to the wastewater treatment facility. While most of Hanceville's residents have access to the sewer system, a small percentage still utilize private septic systems, many of which are failing and need to be replaced or connected to the sewer system. Hanceville's Water and Sewer Board is currently exploring plans to extend the sanitary sewer service to unserved households.










STORMWATER DRAINAGE

The City of Hanceville has a stormwater drainage system consisting of a combination of curb and gutter and open swale in some areas. Several areas of Hanceville, including the downtown area near the fire department, are located within the 100 year flood plain due to several tributaries of Mud Creek that run through the City and other topographical factors. The City is in a generally low lying area, which exacerbates issues concerning flooding and drainage. Consequently, there are areas that are subject to localized flooding during heavy rains, which overwhelms the existing stormwater drainage system, underscoring the need for improvements. Currently the City is undertaking a project to resurface Commercial Street from US 31 to the Civic Center to help address stormwater drainage issues in that area.

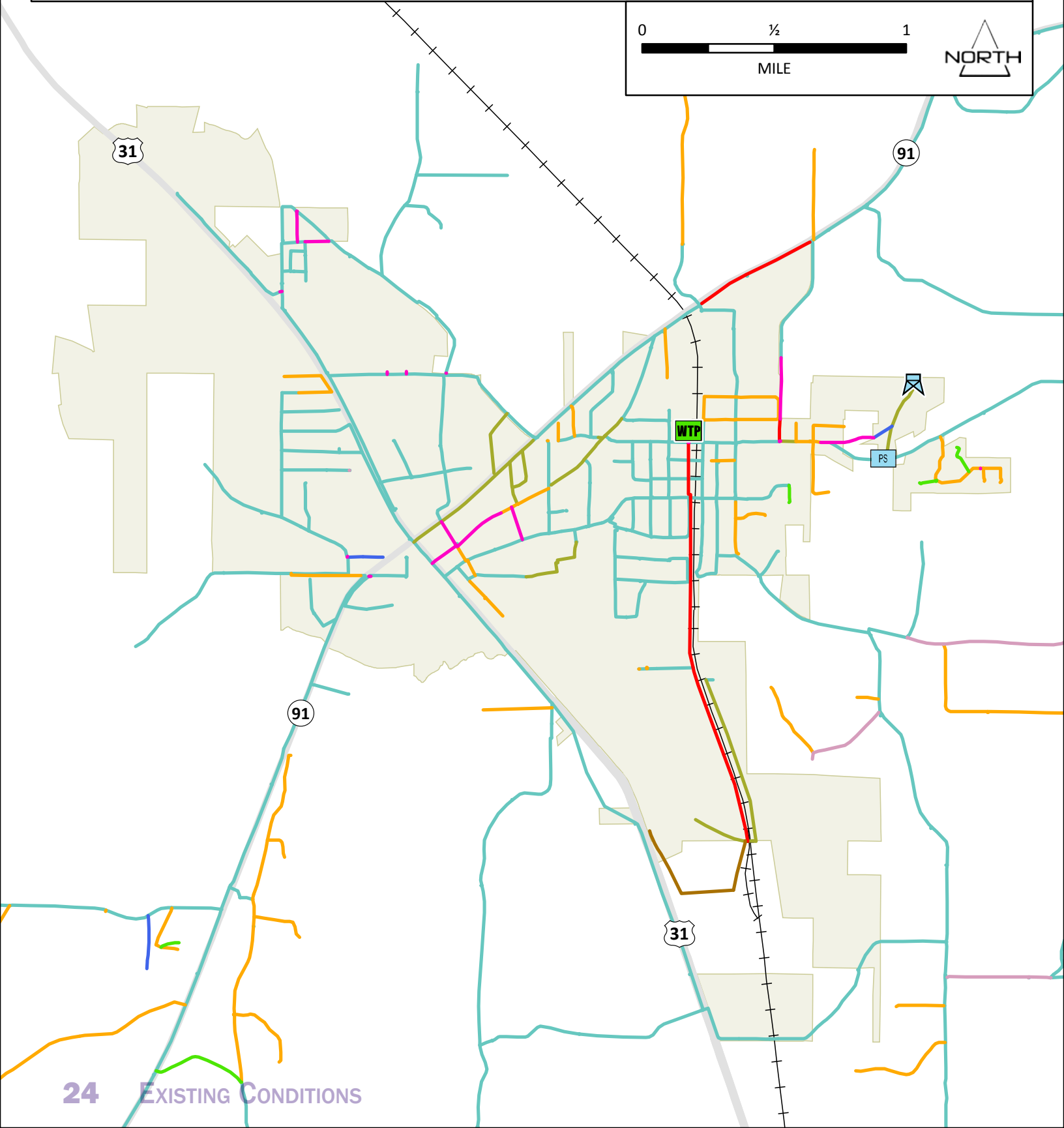
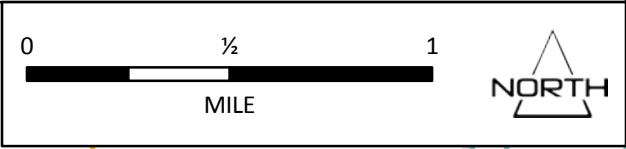


WATER SYSTEM

-  CULLMAN COUNTY
-  HANCEVILLE
-  RAILROAD
-  MAJOR ROADS

- ### STRUCTURES
-  ENCLOSED STORAGE FACILITY
 -  PUMP STATION
 -  TREATMENT PLANT

- ### DIAMETER (INCHES)
- | | | |
|--|---|--|
|  1 |  3 |  8 |
|  2 |  4 |  10 |
|  2.5 |  6 |  12 |



SEWER SYSTEM

HANCEVILLE

GRAVITY MAIN

STRUCTURES

MAJOR ROADS

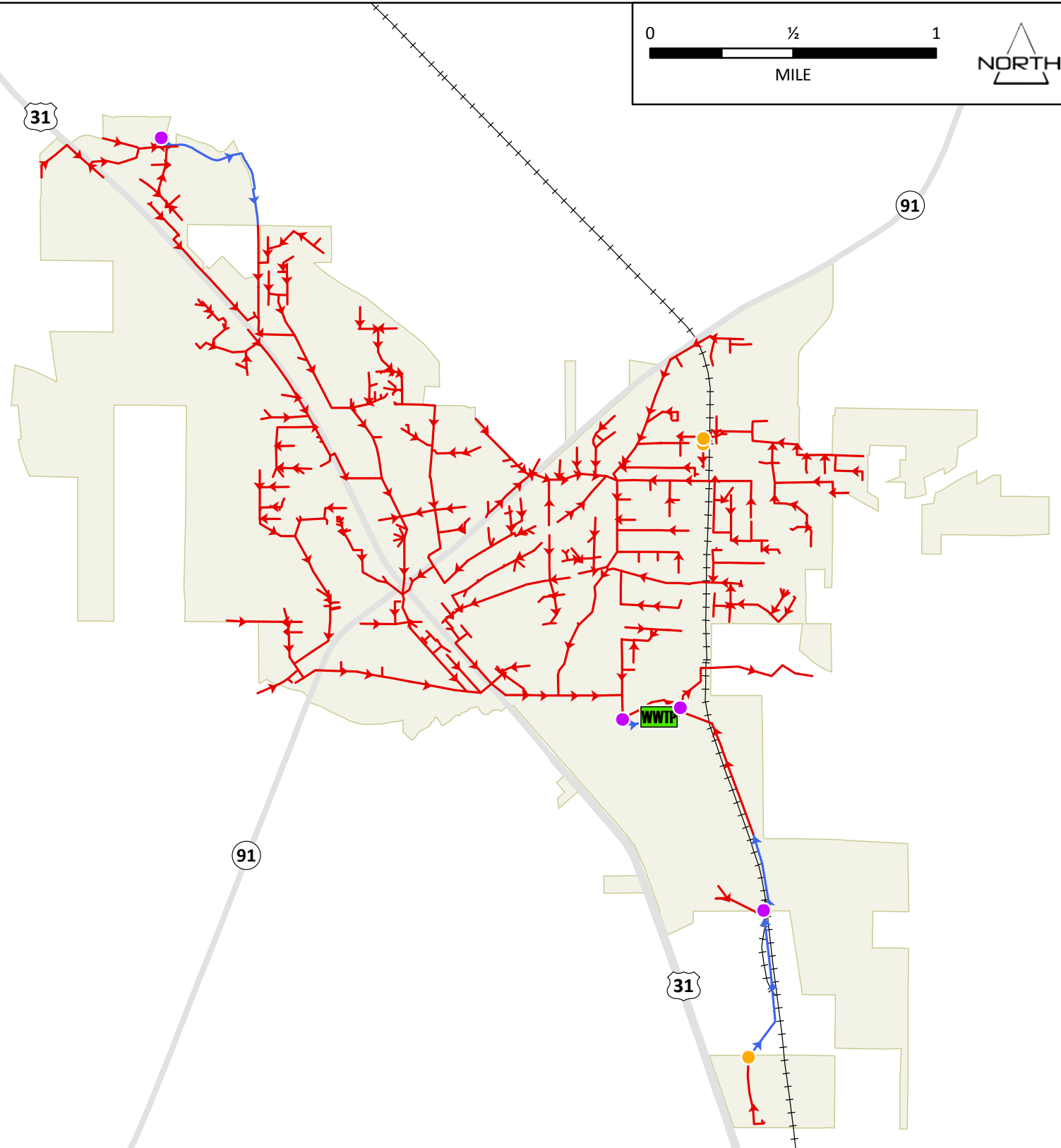
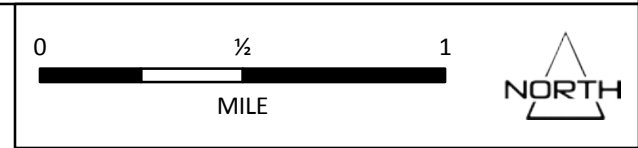
FORCE MAIN

LIFT STATION

WWTP TREATMENT PLANT

RAILROAD

PUMP STATION



TRANSPORTATION SYSTEMS: FUNCTIONAL CLASSIFICATION OF ROADS



HANCEVILLE

FUNCTIONAL CLASSIFICATION

 (URBAN/RURAL) INTERSTATE

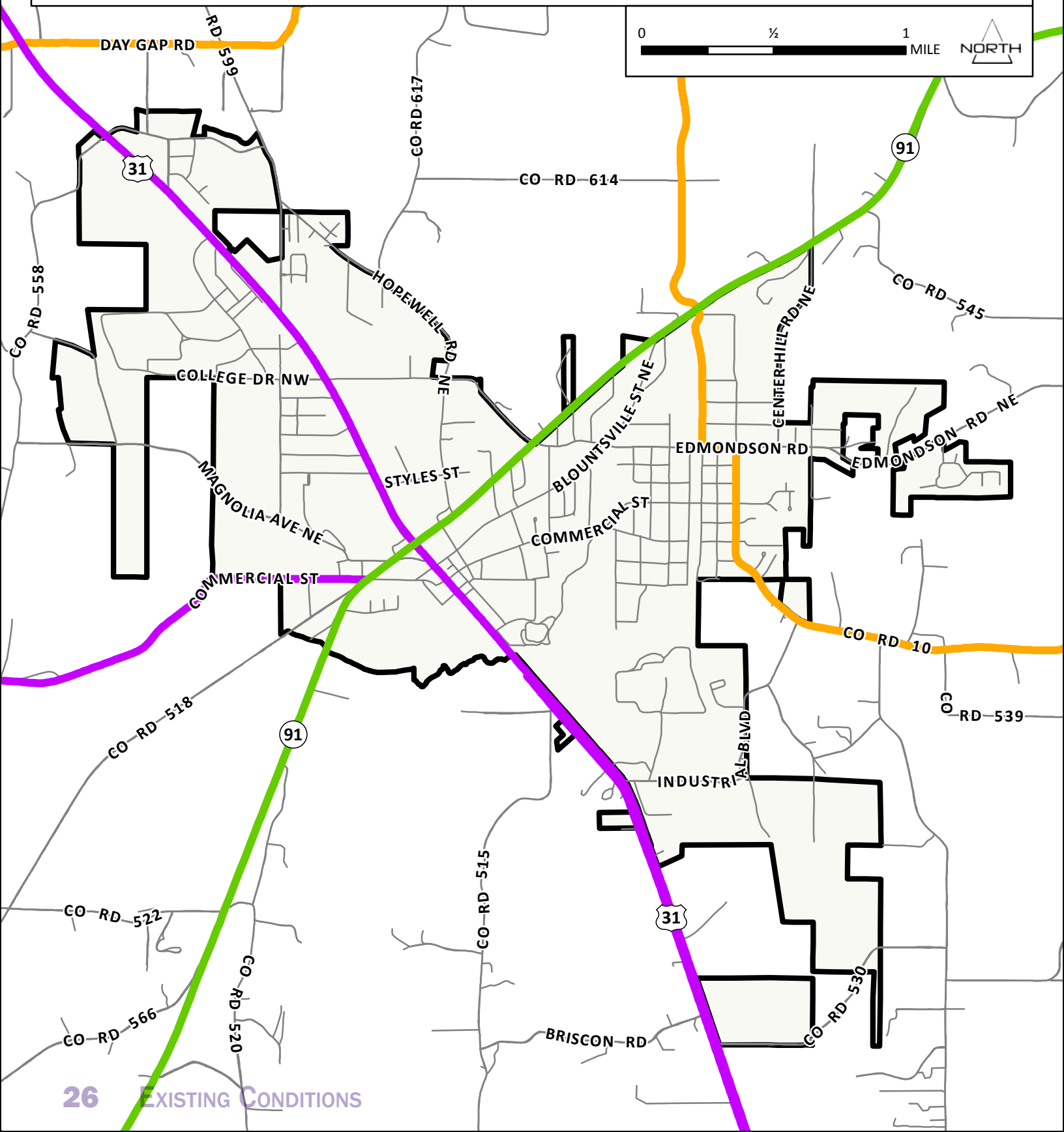
 RURAL PRINCIPAL ARTERIAL

 RURAL MINOR ARTERIAL

 RURAL MAJOR COLLECTOR

 RURAL MINOR COLLECTOR

 LOCAL ROAD



TRANSPORTATION SYSTEM

STREETS

The Highway Functional Classification system defined by the Federal Highway Administration (FHWA) lists the four main classification categories for roadways as Principal Arterials, Minor Arterials, Collectors, and Locals. Principal Arterials and Collectors also have subcategories that are recognized in both urban and rural forms. The full list of the categories is:

- 1.) *Principal Arterials*
 - a.) Interstate (Urban/Rural)
 - b.) Other Freeways & Expressways (Urban/Rural)
 - c.) Other (Urban/Rural)
- 2.) *Minor Arterial*
- 3.) *Collector*
 - a.) Major Collector (Urban/Rural)
 - b.) Minor Collector (Urban/Rural)
- 4.) *Local*

As shown in the map, Hanceville's roads consist of Rural Major Collectors, Rural Minor Collectors, Rural Minor Arterials, and Local roads. To understand the classifications of roadways, it is necessary to first understand the difference between accessibility and mobility. Mobility provides very few opportunities for entry and exit, therefore allowing for low travel friction from vehicle access and egress. Accessibility provides many opportunities for entry and exit, therefore potentially creating more travel friction from vehicle access and egress. Another way to describe it is that mobility is how far one can go in a given amount of time, while accessibility is how much one can get to in that same time. Arterials provide a high level of mobility; locals provide a high level of accessibility; and collectors are more of a balance between mobility and accessibility.

There are over 40 miles, or approximately 217,805 linear feet, of streets within the city limits of Hanceville, most of which are maintained by the City. The two primary corridors located in the City are U.S. Highway 31 (US 31) and Alabama State Route 91 (AL 91), and are both maintained by the State. Like many cities in Alabama, the street system in Hanceville is in need of some improvements. Some streets have potholes, rough surfaces, poor stormwater drainage, or some combination of these and other issues. The most significant street deficiencies are linked to drainage inadequacies that are eroding the road surface. Hanceville's roads would benefit from more access management, green infrastructure to assist in drainage, and curbs and gutters, as this infrastructure is very limited throughout the City. Access management would be particularly beneficial along US 31 north of Downtown near WSCC. Besides structural improvements to the street system, better planning, design, and placement of certain facilities and land uses could be of considerable benefit to everyone who uses it. For example, the large, unused shoulders along US 31 throughout Hanceville could be used for separated bike lanes, multi-use paths, sidewalks, or on-street parking in the Downtown.

Source: U.S. Department of Transportation, Federal Highway Administration, Highway Functional Classification Concepts, Criteria, and Procedures, 2013 Edition



TRAFFIC ANALYSIS

According to the Alabama Department of Transportation's (ALDOT) Alabama Traffic Data map, between 2009 and 2018, the annual average daily traffic (AADT) count for the section of US 31 (or Alabama State Route 3) at the northwestern edge of Hanceville increased from 12,800 in 2009 to 13,304 in 2018, and peaked at 16,050 in 2013. This is the area in Hanceville that sees the most daily traffic based on the counters that ALDOT has placed in and around the city. These counts are most likely due to WSCC being on the west side of US 31 and strip commercial developments on the east side. It is also one of the most traveled route for Hanceville area residents wanting to go north on I-65. The other relatively high AADT counts are along AL 91, which also leads to I-65 going south and the Shrine going east, and the southern section of US 31 in Hanceville, which leads to Garden City and also I-65 to the southwest.



PARKING AND SIGNAGE

Parking in Hanceville is generally adequate in terms of capacity; but many of the parking areas are in poor shape with rough surfaces and poorly marked spaces, and would benefit from improvements such as greenery, shade trees, striping to increase capacity, and signage to direct motorists. The city recently improved the Civic Center parking lot by paving and striping it. Downtown, there are a few large parking lots, as well as on-street parking spaces along Commercial Street SE, and sections of Blountsville Street and Bangor Avenue. There are also many large parking lots located around the shopping centers along US 31. Street signage is adequate, but the addition of wayfinding signage to public buildings and parking would be a great benefit to all users.



TRANSPORTATION SYSTEMS: DAILY TRAFFIC

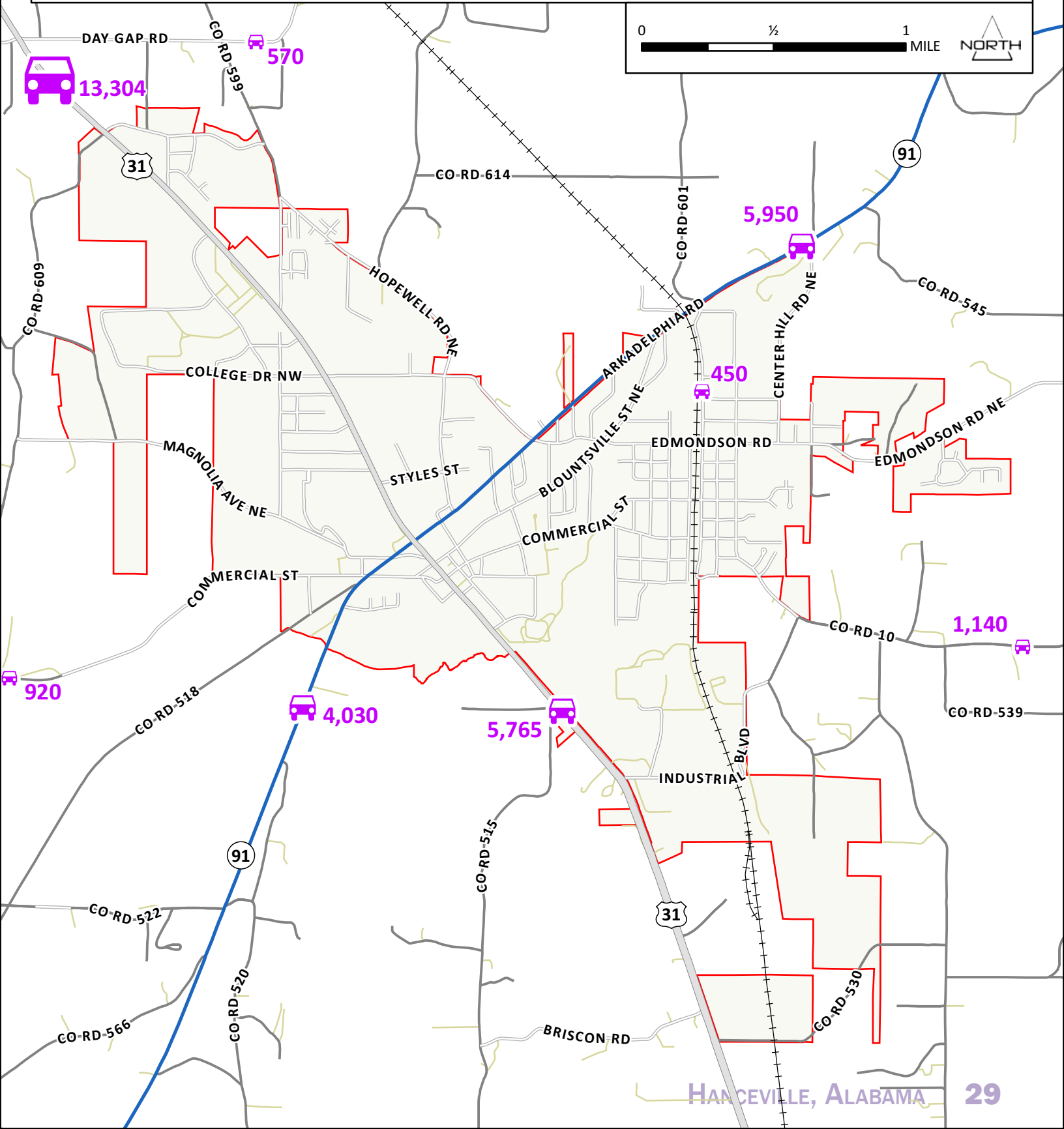
ROAD TYPE

- U.S.
- COUNTY
- MAIN LOCAL
- STATE

2018 AADT (ANNUAL AVERAGE DAILY TRAFFIC)

- OTHER
- RAILROAD
- HANCEVILLE

0 - 2,000	6,001 - 8,000	10,001 - 12,000
2,001 - 4,000	8,001 - 10,000	12,001 - 14,000
4,001 - 6,000		



MULTI-MODAL INFRASTRUCTURE AND CONNECTIVITY

Multi-modal infrastructure is infrastructure that facilitates multiple modes of transportation and supports safe and efficient mobility for all users, including transit riders, cyclists, pedestrians, and motorists. There are over 10 miles of sidewalks, trails, and crosswalks in Hanceville. Specifically, the City has over 43,000 linear feet of sidewalks, 13,000 of which are on the WSCC campus, and the rest of which are mostly around the schools and central business district. There are several sections of existing sidewalk that are cracked and broken, which could be a safety hazard, especially to the handicapped or elderly. Road and sidewalk resurfacing projects are an ongoing process for the City. The city Public Works Department has added new sidewalks citywide and they recently completed the long-awaited sidewalk connection to WSCC along US 31 from downtown. In June of 2019, the City, NARCOG, and Main Street Alabama conducted a Walkability Audit through the Main Street Alabama Network Community program, of which Hanceville is a part, in order to identify areas of concern along with potential projects that could help make the downtown area more accessible for all users. The Audit report found that Hanceville is mostly car-dependent, with a walk score of 37, meaning most errands require a car. There are no painted or separated bike lanes on any of the streets in Hanceville. The Mud Creek Greenway is a gravel trail running behind the Hanceville school complex connecting Veterans Memorial Park to Commercial Street at the Civic Center. There is also a recreational trail going around CW Day Park in the Northeast side of the City. That being said, there is a general lack of designated bike infrastructure throughout the city. The speed and volume of automotive traffic along the city's two major highway corridors act as barriers to multi-modal connectivity/accessibility and divide the City into quadrants. There has been interest in expanding the Mud Creek Greenway into a greenway loop around the perimeter of the city, which would increase multi-modal connectivity throughout Hanceville while significantly adding to the recreational opportunities in the city. There is also a general lack of public transportation in Hanceville, except the Cullman Area Rural Transportation System (CARTS) bus, which according to its website brochure, has a shopping route in Hanceville on Thursdays and has demand-response routes Monday through Friday. However, CARTS requires reservations at least 24 hours in advance, does not pick up after 2:30PM, and does not run on the weekends or holidays. According to the 2018 estimates, approximately 126 housing units have no vehicle available, meaning that, based on the average household sizes of owner and renter occupied houses, there are potentially 229 to 363 people that may have no vehicle available. This underscores the importance of alternative forms of transportation to ensure that everyone has the opportunities to reach essential destinations.



TRANSPORTATION SYSTEMS: MULTIMODAL INFRASTRUCTURE

PEDESTRIAN FACILITIES

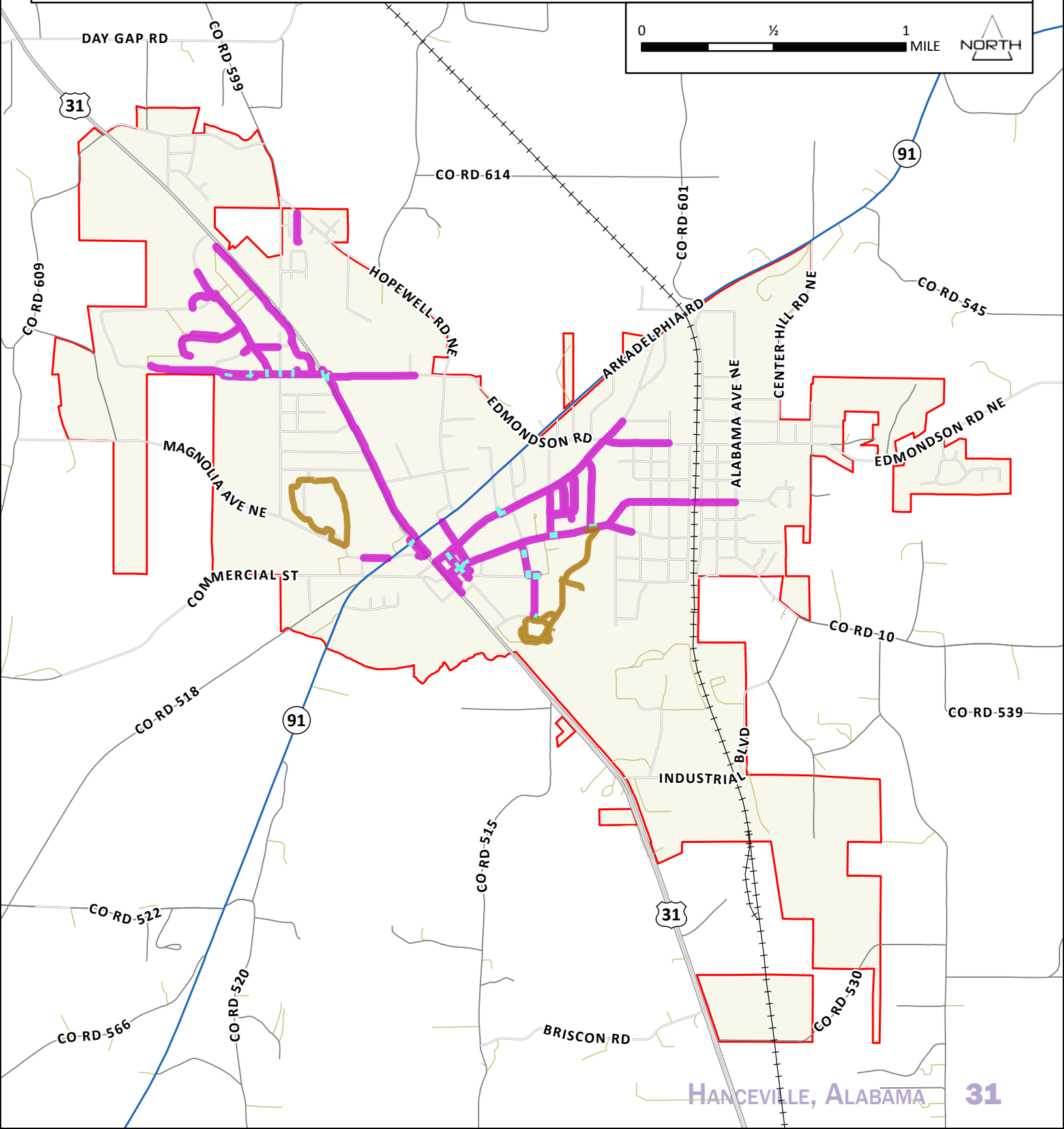
- █ CROSSWALK
- █ SIDEWALK
- █ TRAIL

++++ RAILROAD

HANCEVILLE

ROAD TYPE

- █ OTHER
- █ COUNTY
- █ MAIN LOCAL
- █ STATE
- █ U.S.



EXISTING HOUSING CONDITIONS

BUILDING CONDITIONS

- SOUND
- DETERIORATING
- DILAPIDATED

HANCEVILLE

HANCEVILLE BUILDINGS

RAILROAD

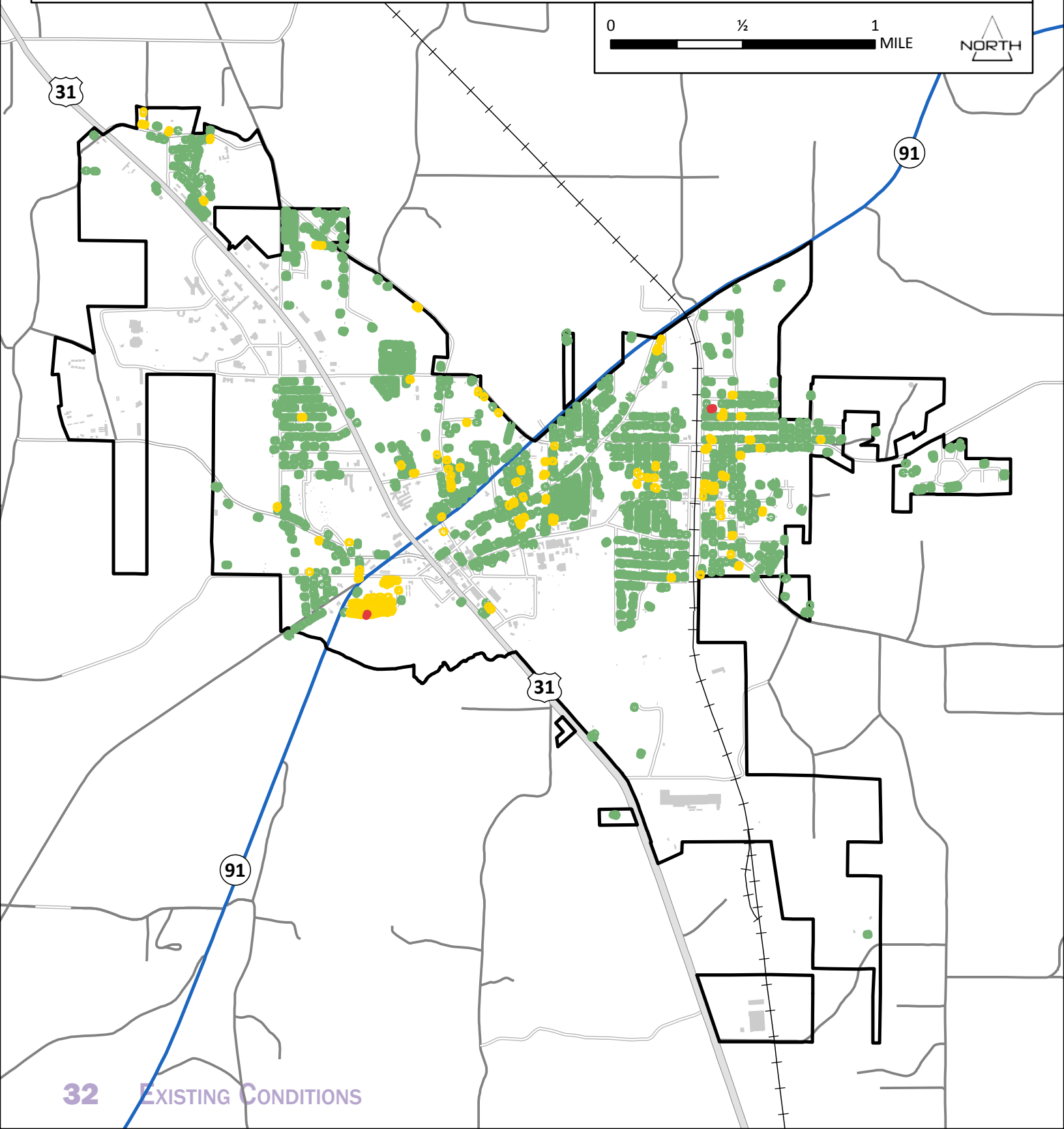
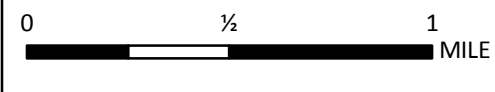
ROAD TYPE

COUNTY

MAIN LOCAL

STATE

U.S.



EXISTING HOUSING CONDITIONS

HOUSING & NEIGHBORHOODS

During the summer of 2019, NARCOG staff conducted various site visits to Hanceville to complete a field assessment. The purpose of the field assessment was to examine existing residential (housing) conditions and existing land use. Also, NARCOG staff visited with community members, business owners, city officials, and other stakeholders to assess the needs of the city and collect valuable information for the Comprehensive Plan update. The information that was gathered in the field assessment has subsequently been updated whenever changes have been verified.

HOUSING CONDITIONS

In order to make Hanceville more attractive to new residents, businesses, and investments, the City has been engaging in efforts to clear slum and blight by demolishing dilapidated houses with the permission of the owners. However, as shown in the Existing Housing Conditions map, there are still some concentrations of deteriorating houses in the southwestern corner of the city and a few areas in the older neighborhoods in Steppeville and off Blountsville Street near the Downtown. According to 2018 estimates, there are a total of 1,494 housing units in the City. An estimated 269 housing units, or 18%, were built during the 1990s; approximately 652 units, roughly 44% of total housing units in the City, were built between 1960 and 1980. These periods of construction correspond with periods of strong population growth in Hanceville. Based on the Census estimates, 2014 was the most recent year that a significant number of houses were constructed; however, there have been a few new houses built in the last few years. An estimated 295 units, roughly 20% of all units, were constructed over 60 years ago and may be showing signs of age if not maintained through the years. 991 housing units are single-unit detached homes, which is 66% of the housing stock. The most common multi-unit residences are structures with 10 to 19 units, which make up 10.6% of total housing units. The median cost of monthly rent in Hanceville is estimated to be around \$687. Of the estimated 469 occupied units paying rent, 296 of them (66.4%) are paying over the recommended maximum of 30% of the household income for rent. This suggests that high rental prices are contributing to the high rental vacancy rate of 20.5%. The Hanceville Housing Authority is located at 819 Kiki Drive and administers all public housing in Hanceville. Hanceville has 51 subsidized public housing units located in Central Acres within walking distance of Downtown, and as of 2018, all units were occupied. Several other apartment complexes in Hanceville also accept vouchers or offer subsidized rent options for tenants who qualify. *(2014-2018 American Community Survey 5-Year Estimates, Table DP04)*

OCCUPANCY AND VACANCY

Of the 1,494 total housing units in Hanceville, an estimated 1,202 are occupied (80.5%) and 292 are vacant (19.5%). The homeowner vacancy rate is just 4.4%, while the rental vacancy rate is 20.5%. Wallace State Community College (WSCC) on the northwest side of the city could be a potential source of future housing renters., as they have reported a need for more student housing due to the on-campus housing waitlists. Some buildings in the downtown have been retrofitted in recent years to support rental housing units in vacant second-floor lofts. This would be a good effort to continue and offer as a rental housing option for students and other renters. Out of the 1,202 occupied housing units, 703 are owner occupied, 58.5%. The other 499 units are renter occupied, 41.5%. In the Cullman Area Housing Needs Assessment Report conducted in 2019, it was reported that there are a total of 684 rental units in Hanceville, including nine apartment complexes with a total of 397 units. It also reported only a 2% vacancy rate in the 397 units that were surveyed, showing a much lower rental vacancy rate than those estimated by the Census, and also suggesting that there is a need for more rental units. Between only 2% and 8% of the renters in the 397 apartment units surveyed were students, showing that there is clearly a need for more rental units for students. It was also noted that the rental rates in Hanceville were slightly higher than the rest of the County, possibly reflecting high student housing consumption. This is also supported by reports from WSCC about student housing waitlists. The Housing Report also reinforces the suggestion made in this plan to encourage more downtown housing options, as the desire for alternative housing types has been reflected in numerous comments and surveys by the residents.

(2014-2018 American Community Survey 5-Year Estimates, Table DP04)

NEIGHBORHOODS

Hanceville has several distinct neighborhoods located throughout the city. The most historic neighborhood is located between downtown and the Hanceville school complex between Blountsville Street and Commercial Street. Within this neighborhood is the Central Acres public housing complex. Just beyond Mud Creek and along Commercial Street, another older neighborhood is located around the Steppeville area commercial node and is surrounded by newer infill

residential development from the post-World War II era. Northwest of downtown, north of C.W. Day Park, and just south of WSCC, another neighborhood is located that consists of homes primarily from the 1960's and 1970's era. These neighborhoods represent an opportunity for new residential infill that is both affordable and architecturally appropriate to the surrounding homes. It's worth noting that these neighborhoods were predominantly developed along a grid pattern providing order and connectivity, except for the newest residential developments on the far eastern edges of the city, such as Angel's Gate. Entering Hanceville from I-65 along AL 91 before you reach US 31, a manufactured home neighborhood is located on the right that is in a state of deterioration. On the northern side of AL 91 exists some older homes in a haphazard pattern just south of C.W. Day Park. Additionally, another manufactured home neighborhood is located along Edmondson Road north of AL 91. A concentration of apartment complexes and other multi-family housing types are located along College Drive and towards downtown bounded by AL 91 and Edmondson Road. The apartment complexes largely cater to the student population from WSCC, but some of the apartments along College Drive are subsidized for lower income residents as well. The final neighborhood concentration is in northeast Hanceville between US 31 and Hopewell Road. This concentration consists of some of the newer homes in Hanceville that are primarily garden/patio homes on smaller lots. However, there is an older low-density residential area dating to the 1960's and 1970's located within the concentration as well. This neighborhood concentration begins to devolve into disconnected developments with cul-de-sacs. Moving forward, this area represents the best opportunity for new residential development. The new residential developments need to be mindful of available water and sewer infrastructure, as well as connectivity to themselves and existing residential developments to the extent possible. Also, another option to provide developers would be "conservation subdivisions" that allow for higher density to preserve the agricultural character of the area by requiring more open space to be left developed. This type of residential development can preserve unique features, such as fence lines, old tree stands, old barns, and grain silos that can become part of the amenities offered that lead to a desirable quality of life.

EXISTING LAND USE & DEVELOPMENT REGULATIONS

LAND USE

The existing land uses for the City of Hanceville are categorized into Agricultural, Commercial, Industrial, Institutional, Open Space, Recreation, Residential, Utilities, and Undeveloped. The agricultural land use includes pastures, farms, forestry, and similar uses. Commercial land use includes businesses, restaurants, shopping and retail centers, and offices. Industrial land use is comprised of manufacturing, industry, large scale production, and other factory-type activities. Institutional land use is a broad category that includes uses like churches, social schools, libraries, municipal buildings, police, fire departments, other public-safety-related activities, post offices, hospitals or medical activities, various community facilities, and other similar public service operations. Open space land uses include land that is not being used for agricultural or other uses and is most likely most beneficial when left undeveloped, such as flood plains, scenic areas, hardwood forests, and wetlands. The recreation land uses include passive and active parks, along with other recreational activities. Residential land use is comprised of all types of residences including, single family (attached and detached), multi-family, off-campus student housing, public housing, and manufactured housing or mobile homes. Undeveloped land uses are properties that have not been developed but are in good locations or are otherwise suitable for development. Utilities land uses are properties that are used for utilities like water towers, power stations, water and wastewater treatment, sewer, telecommunication towers, and other similar services. The City of Hanceville's agricultural uses are typically located around the periphery of the city. The commercial land uses are generally concentrated in the Downtown, along US 31 near WSCC, and in the Steppeville neighborhood, with a few commercial nodes along AL 91 as well. The industrial uses are mainly concentrated in the southern section of the city. Institutional uses are dispersed throughout the city, with the largest concentrations being WSCC along US 31 and College Drive NW, and the K-12 school buildings along Commercial Street. Other institutional uses like churches and civic buildings are located in and around the Downtown. The open space land uses are generally located along Mud Creek and its tributaries, along with many of the flood plain areas. The recreation land uses are located downtown and off Magnolia Avenue at C.W. Day Park. The residential land uses are also dispersed across the city, while still being generally separated from most other uses, one exception being the residential areas located adjacent to the downtown. Other concentrations of residential uses are in the Steppeville neighborhood and further east towards the Shrine, north of C.W. Day Park, along College Drive and Hopewell Road, and in the southwestern corner of the city. The undeveloped and utilities land uses are located all across the city as well.

ZONING ORDINANCE

The City of Hanceville adopted its Zoning Ordinance in 1987 that has been amended over the subsequent years, along with the Zoning Map. Zoning is one of the most important tools that planners and local governments use for plan implementation, and to protect property values and rights. These regulations are set in place to make sure that surrounding land owners do not do something to negatively impact surrounding property. For example, putting a machine shop in a residential area can drop the values of the surrounding properties because of the noise, pollution, or the traffic. The existing zoning in Hanceville reflects traditional single-use, or Euclidean, zoning patterns with spatial concentrations of similar uses. Other types of zoning ordinances besides traditional zoning codes include form-based codes, such as Traditional Neighborhood Development and SmartCode, cumulative zoning, cluster zoning like Planned Unit Developments, and other flexible zoning techniques such as transect zoning, performance-based zoning, incentive or inclusionary zoning, overlay zones, floating zones, and unified development ordinances (or hybrid/parallel zoning codes). Most of the Commercial properties (red) are located along the AL 91 and US 31 corridors. The city's agricultural properties (khaki) are located along the outer edges of the Hanceville city limits. Hanceville's parks (dark green) can be seen nearer the city core, and the majority of the city's open space (light green) is devoted to the Mud Creek greenway at the southern end of the city. The Institutional zoning (dark blue) in Hanceville is divided between Wallace State Community College to the Northwest along US 31 and the city schools near the city core. There is a large portion of the US 31 corridor zoned for Industrial use (purple) at the Southeast edge of the city. The majority of the remaining developed areas within the city limits are zoned for residential use (yellow). Some of the current zoning does not correspond to the use of the land. Hanceville needs to consider rezoning these properties downtown and updating regulations to help guide sustainable growth and economic development. It is important to note that the Zoning Ordinance is enforced by the City Council, and the Planning Commission can be asked to make recommendations. For more detailed information on the zoning classifications, refer to the adopted Zoning Ordinance for the City of Hanceville. The following pages contain existing land use and zoning maps.

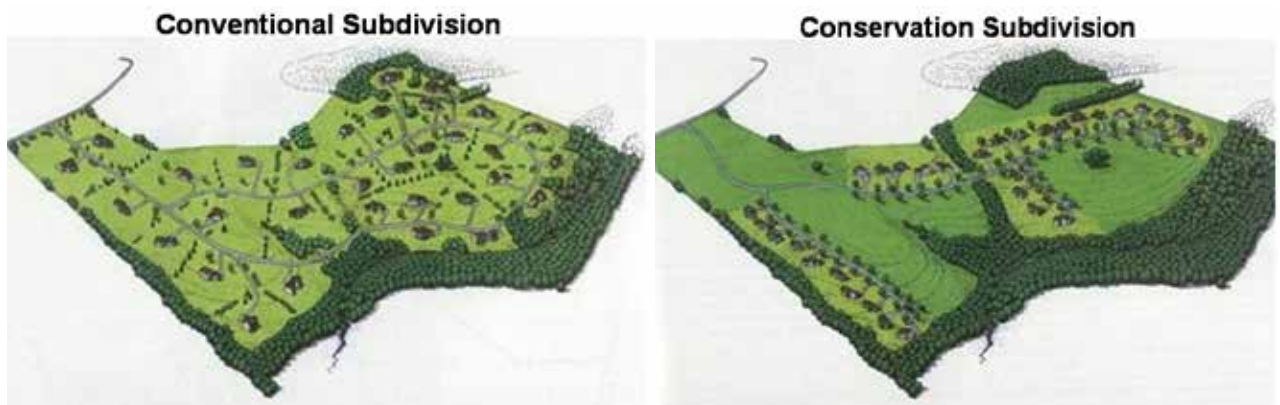
RELATIONSHIP TO COMPREHENSIVE PLAN

The Hanceville Zoning Ordinance should not be confused with the Comprehensive Plan. The Zoning Ordinance is a legal document that is adopted by the City and classifies land by districts according to specific allowable uses. It is also one of the most important tools, along with the subdivision regulations, for the City to utilize in the implementation of the community's desired vision, goals, and form contained in the Comprehensive Plan. Therefore, the Comprehensive Plan serves as guide for the Planning Commission and City Council to use when making those land use decisions regarding the future growth and development of the city. Also, it does not change the Zoning Ordinance or the zoning of any piece of property. Ideally, they should work in concert with each other.

SUBDIVISION REGULATIONS

The City of Hanceville adopted its Subdivision Regulations in 1988. Subdivision regulations are a form of land-use control that set the standards for the development of blocks of land over a certain size by requiring plat design approval. They can be used to control details such as lots, street layouts, easements, utility connections (above ground or underground), sewer, water, and drainage facilities, landscaping, design guidelines, and many other standards. The Planning Commission has full responsibility for enforcing Subdivision Regulations. Hanceville uses the traditional style of subdivision regulations. Another type of subdivision regulations are Conservation Subdivision Regulations, shown below in illustrations by Randall Arendt in his book *Rural by Design*.

FIGURE 1



CO RD 63

CO RD 609

EXISTING LAND USE

EXISTING LAND USE

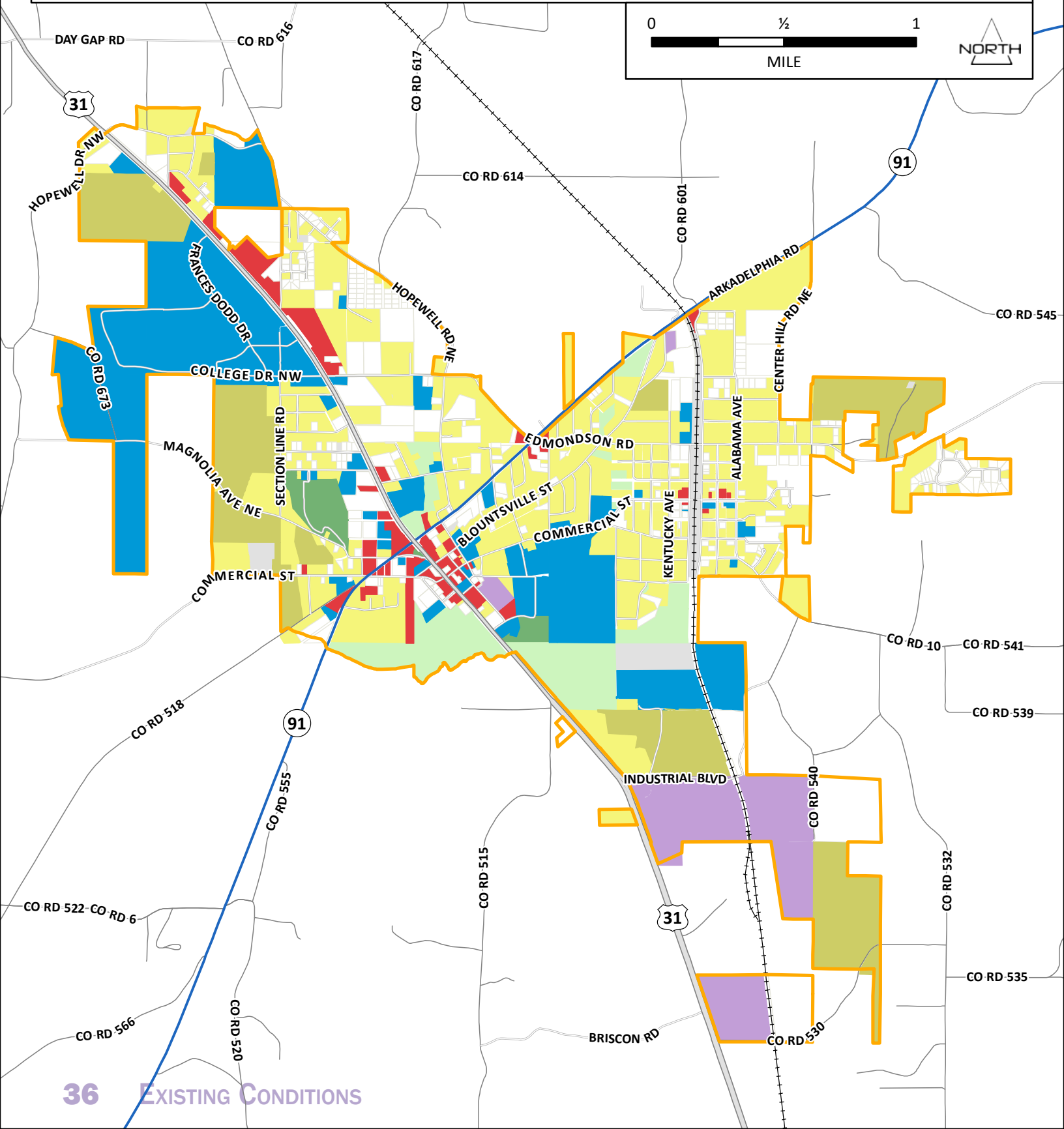
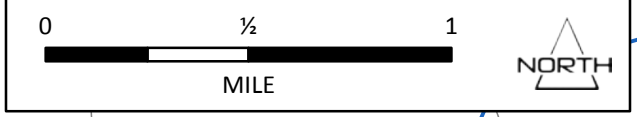
- AGRICULTURAL
- COMMERCIAL
- INDUSTRIAL
- INSTITUTIONAL

- OPEN SPACE
- RECREATION
- RESIDENTIAL
- UNDEVELOPED

- UTILITIES
- HANCEVILLE
- RAILROAD

ROAD TYPE

- COUNTY
- MAIN LOCAL
- STATE
- U.S.



EXISTING ZONING

ZONING CATEGORIES

- A-1: AGRICULTURE**
- B-1: LOCAL SHOPPING**
- B-2: GENERAL BUSINESS**

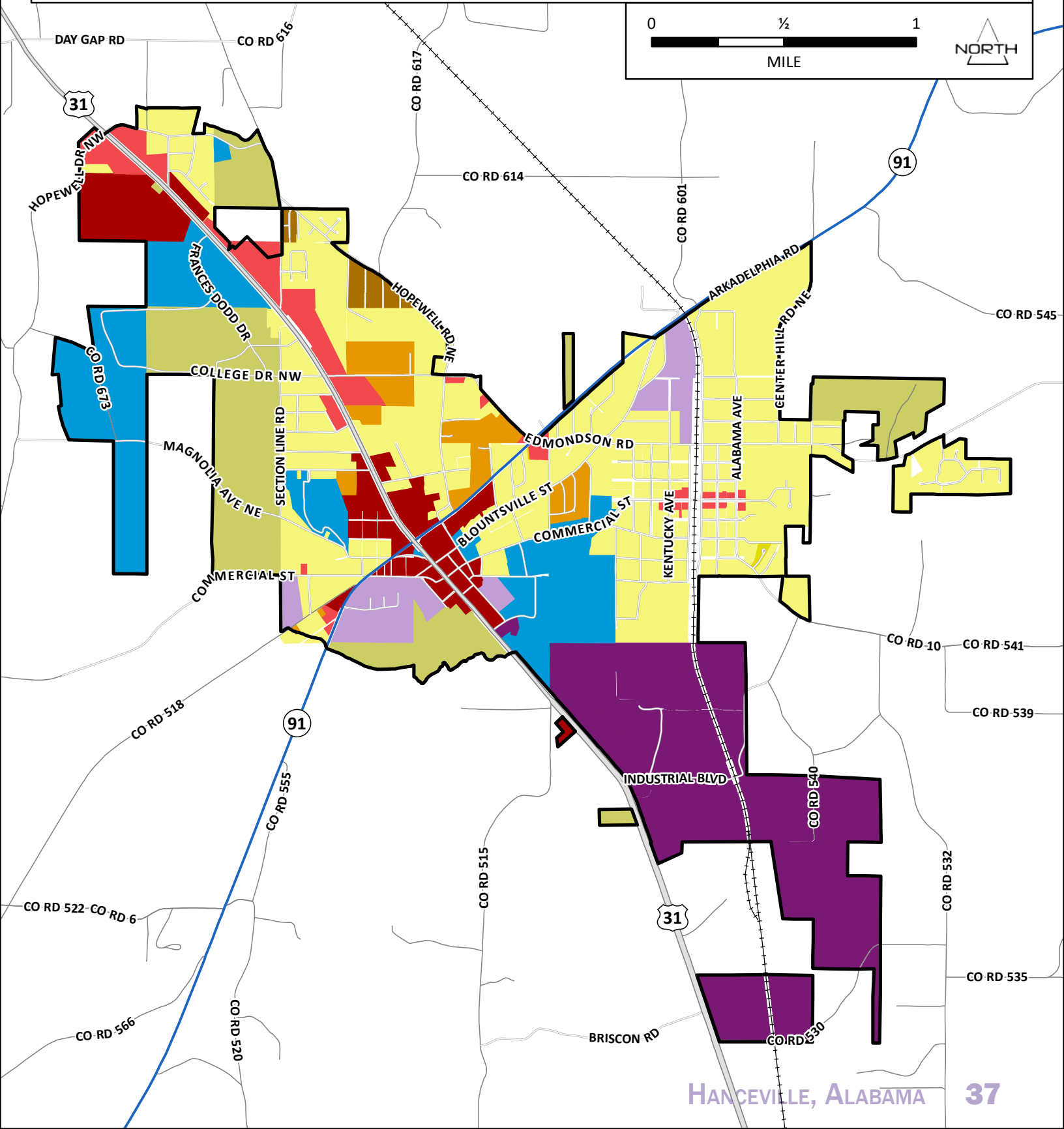
- I-D: INSTITUTIONAL**
- M-1: LIGHT INDUSTRIAL**
- M-2: GENERAL INDUSTRIAL**

- R-1: LOW DENSITY RESIDENTIAL**
- R-2: MEDIUM DENSITY RESIDENTIAL**
- R-3: HIGH DENSITY RESIDENTIAL**

- R-4: TOWNHOUSE RESIDENTIAL**
- HANCEVILLE**
- RAILROAD**

ROAD TYPE

- COUNTY
- MAIN LOCAL
- STATE
- U.S.



EXISTING DEMOGRAPHIC & ECONOMIC CONDITIONS

ECONOMIC BASE



The economic vitality of a community relies primarily on its ability to both attract and maintain business and industry, which provides more revenue than residential development. Hanceville, along with the rest of the world, exists within a global economy where an event on another continent can greatly impact the national and local economy. This helps to underscore the importance of having a “diverse economy” to help offset these cyclical events, for example the 2008 recession and the 2020 Coronavirus pandemic. To this end, Hanceville should seek to maintain its existing commercial and industrial base and attract new developments where appropriate. New commercial (retail and office) developments should be directed towards existing commercial areas such as Downtown, the US 31 corridor across from WSCC, and any proposed village centers. This will serve to enhance and stimulate the overall economy in Hanceville while revitalizing downtown. Also, careful consideration should be given to new commercial developments that may harm existing businesses. The transfer of revenue generated from one location to another provides no financial benefit to the City, and the blighted appearance caused by vacant storefronts can discourage future development and investment. Commercial development should be carefully considered and targeted to specific industries with attractive growth potential based on market analysis.

ECONOMIC INDICATORS



The role of this portion of the planning process is to analyze the city of Hanceville’s economic indicators and look for ways to strengthen and diversify Hanceville’s economy to prepare for disaster or change. Economic Indicators are statistics that represent specific economic conditions or aspects of a place. NARCOG studied many of these indicators relating to the economic conditions of Hanceville. They provide insight into the economic health of a city. These economic indicators include industries, occupations, income, and employment. An example of an economic indicator is a city’s industries. Generally, when there are only one or two industries in an area, it means there is probably only one or two major employers in the region. If the employer were to move or go out of business, the unemployment rate would increase and tax revenue would drop off. A diverse set of industries creates a stronger economy that is less vulnerable to change and disaster. Demographics also play a significant role in economic indicators. For example, the average educational attainment of a community will generally dictate what businesses and industries locate in their region. A technology company is unlikely to locate in a place that has a lower percentage of college-educated individuals, while a manufacturing business would likely locate in that same place. Demographics and the economy go hand and hand.

LOCAL INVESTMENT

Public and private investment have begun to increase in the last several years. Several buildings have recently been renovated in the downtown area and more new owners are working to get their commercial spaces ready for use. Some owners have also begun converting second-floor spaces into loft apartments in hopes of attracting residents such as students who may be attending Wallace State Community College. A couple of vacant structures have recently been donated to the City, and the City has supported the painting of large murals on several structures that depict the history of Hanceville over the last several decades. There have also been more recent abstract murals painted on some of the privately owned buildings downtown.

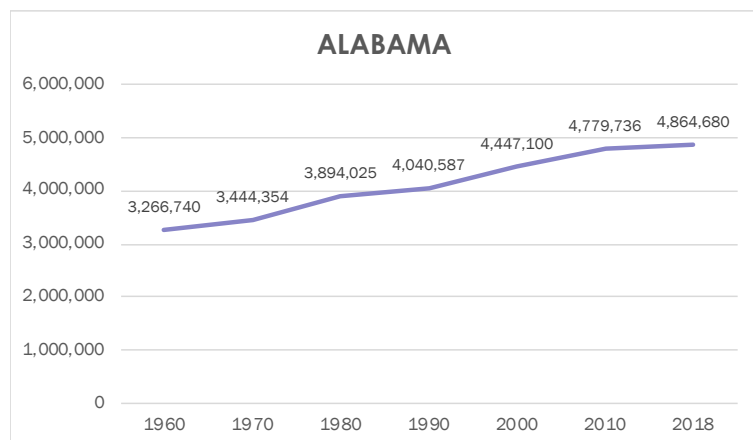
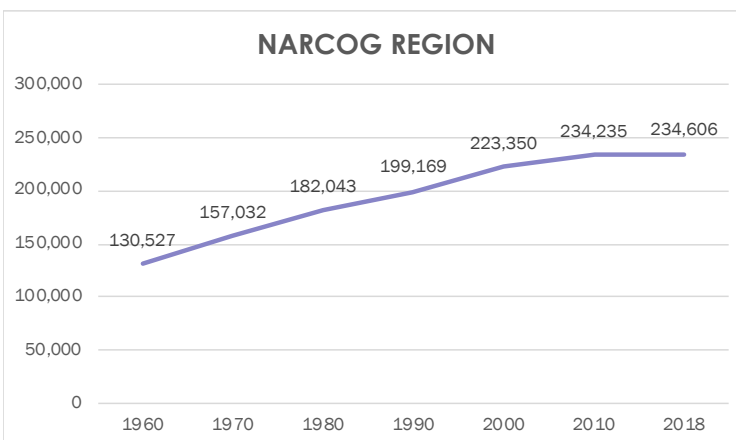
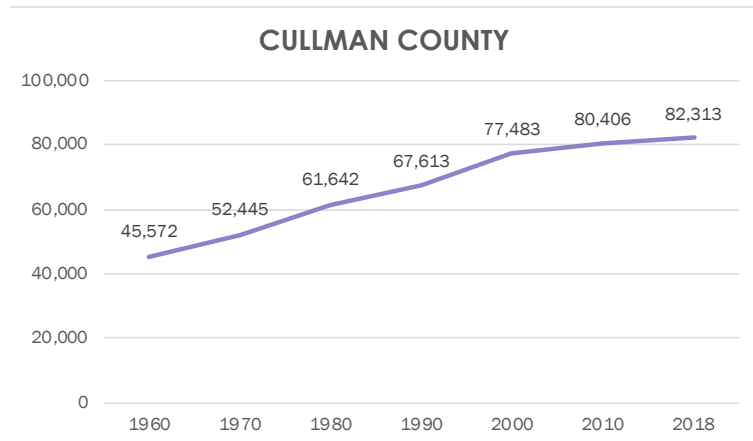
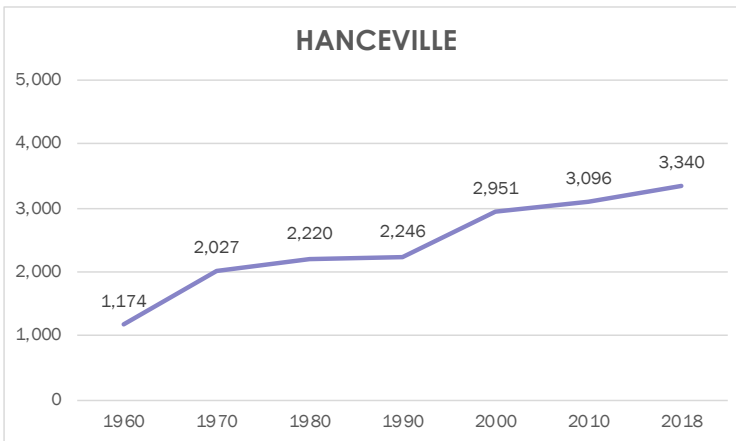


COMMUNITY GROWTH AND POPULATION



Hanceville's population has been steadily increasing over the past several decades. In the last 50 years, the population of Hanceville has seen one major spike in growth. Between 1960 and 1980, the population of Hanceville almost doubled, reaching 2,220 people. Another smaller but quicker spike in population occurred between 1990 and 2000, when the city increased by 705 people to reach a population of 2,951. The city's population was over 3,000 by 2010 and has been slowly increasing over the past several years. The following charts show the growth for the city, county, region, and state using the Decennial Censuses from 1960 to 2010 and the most recent 5-year estimates, which are 2018 population numbers. These charts show that Hanceville's slow and steady growth corresponds with the similar slow and steady growth in the region, county, and state.

(U.S. Census Bureau, 1960-2010 Decennial Censuses, 2014-2018 American Community Survey 5-Year Estimates, Table B01003)



POPULATION PROJECTIONS



Based on past population statistics for the city of Hanceville, the Average Annual Absolute Change method of projection was used to project Hanceville's future population growth out to 2040. This projection method was able to use Hanceville's population change between 2010 and 2017 to find an average annual change. This average was then used for future estimates. Based on Hanceville's 2017 population of 3,297 a projection of 3,432 was made for the year 2020. The population for 2030 is projected at 3,882, and the population is projected at 4,332 for the year 2040. This population projection shows an approximate growth of 1,000 people over the next 20 years.

(2013-2017 American Community Survey 5-Year Estimates, Table DP05)

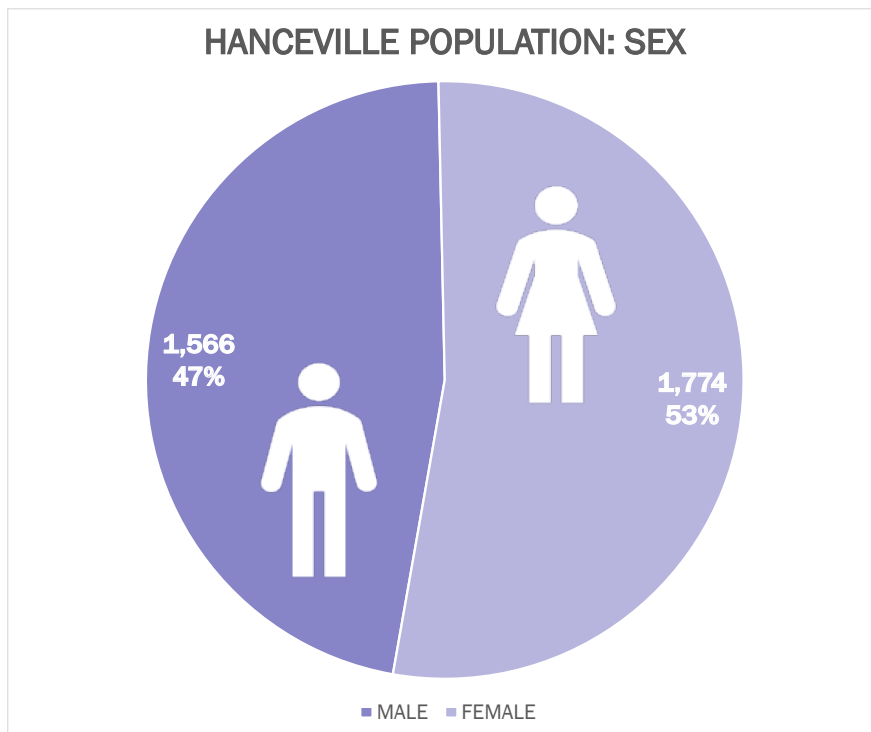
HANCEVILLE	2017	2020	2030	2040
Population	3,297	3,432	3,882	4,332

SEX



Based on the 2018 population of 3,340, the city of Hanceville is made up of 53% female persons (1,774 individuals) and 47% male (1,566 individuals). This difference can most clearly be seen in Hanceville's elderly population, as shown in the graph in the following "Age" section. In the age group of 65 or older, there are notably more females than males.

(2014-2018 American Community Survey 5-Year Estimates, Table DP05)



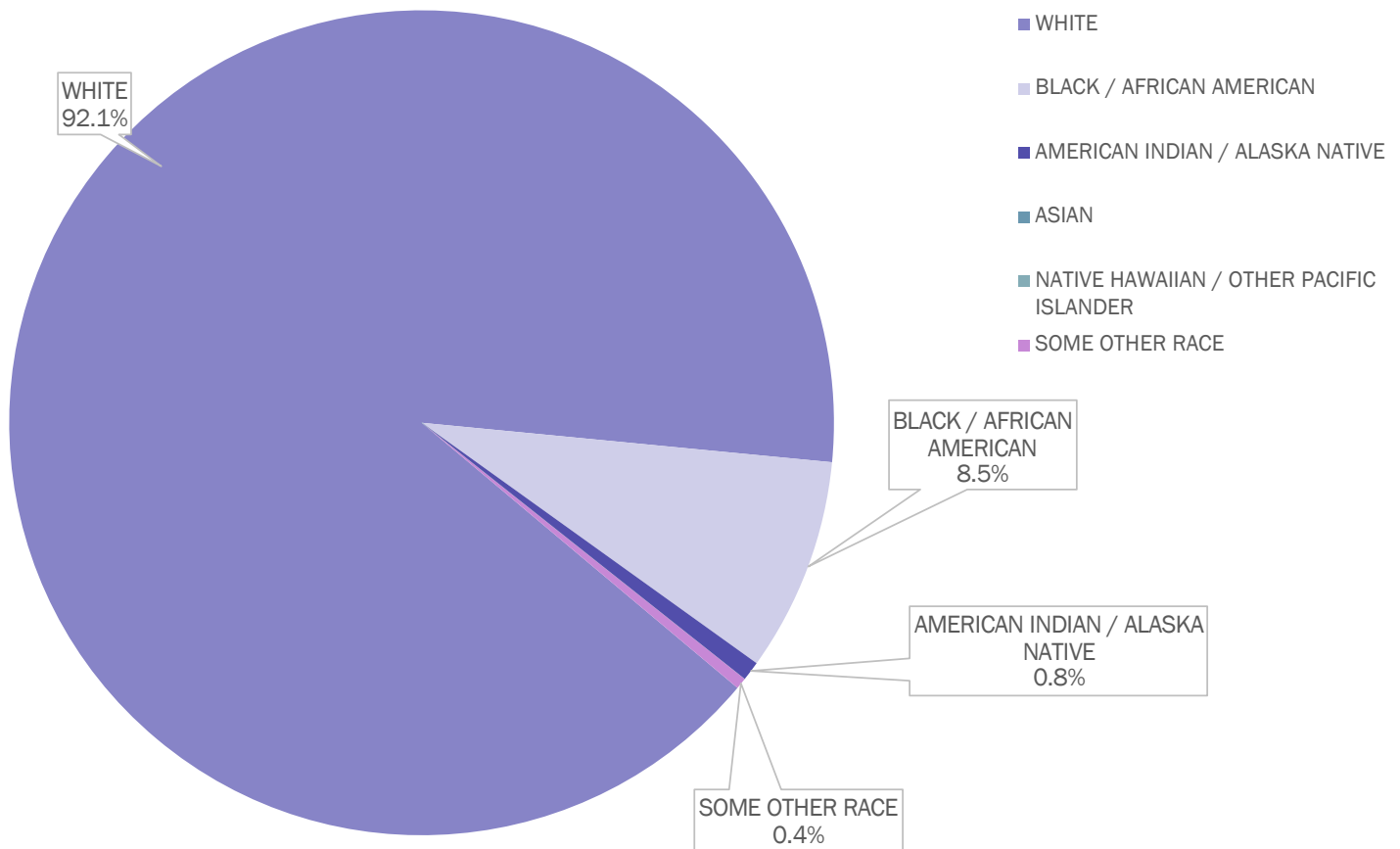
RACE & ETHNICITY



The six major race categories used by the U.S. Census Bureau are “White,” “Black/African American,” “American Indian or Alaska Native, Asian,” “Native Hawaiian or Other Pacific Islander,” and “Some Other Race.” The Bureau states that people who identify their origin as Hispanic, Latino, or Spanish may be of any race. Based on the 2018 estimated population of 3,340, the city of Hanceville is predominantly White, with a large majority of 92.1 percent, 3,075 total. The category with the next largest percentage is Black/African American at 285, or 8.5 percent. All other races combine for just 1.2 percent of Hanceville’s population. Of the 3,340 total people in Hanceville, it is estimated that 152 of them, or 4.6 percent, identify as persons of Hispanic or Latino origin.

(2014-2018 American Community Survey 5-Year Estimates, Table DP05)

HANCEVILLE POPULATION: RACE

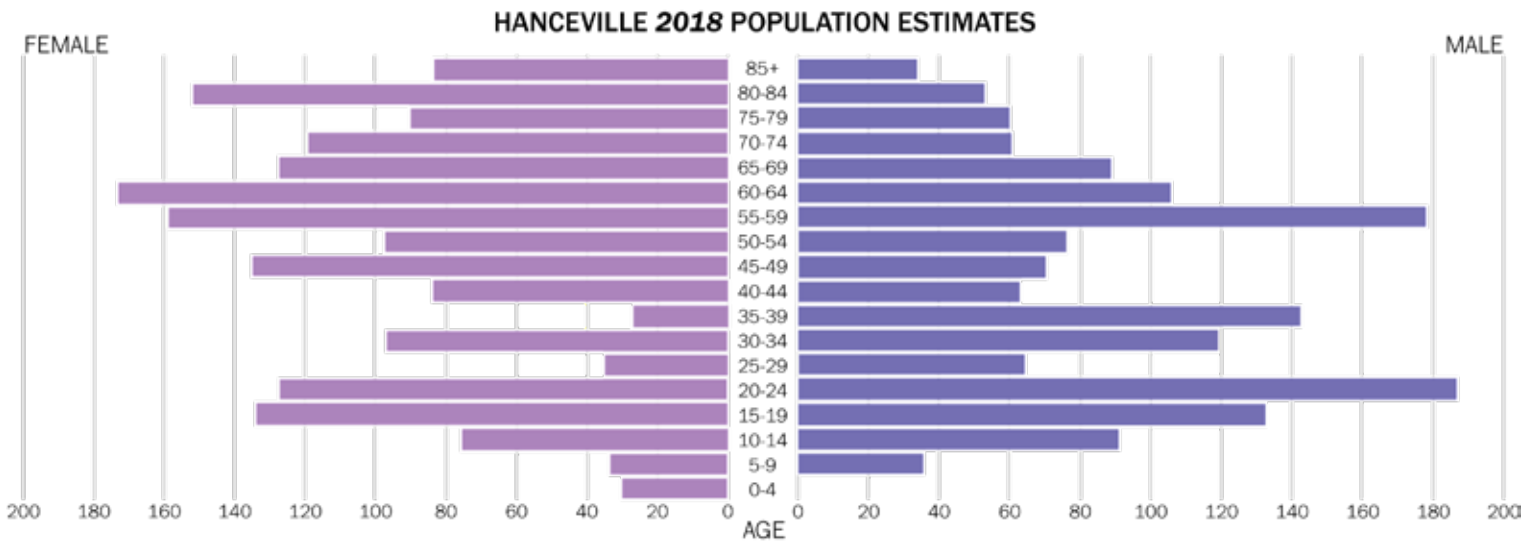
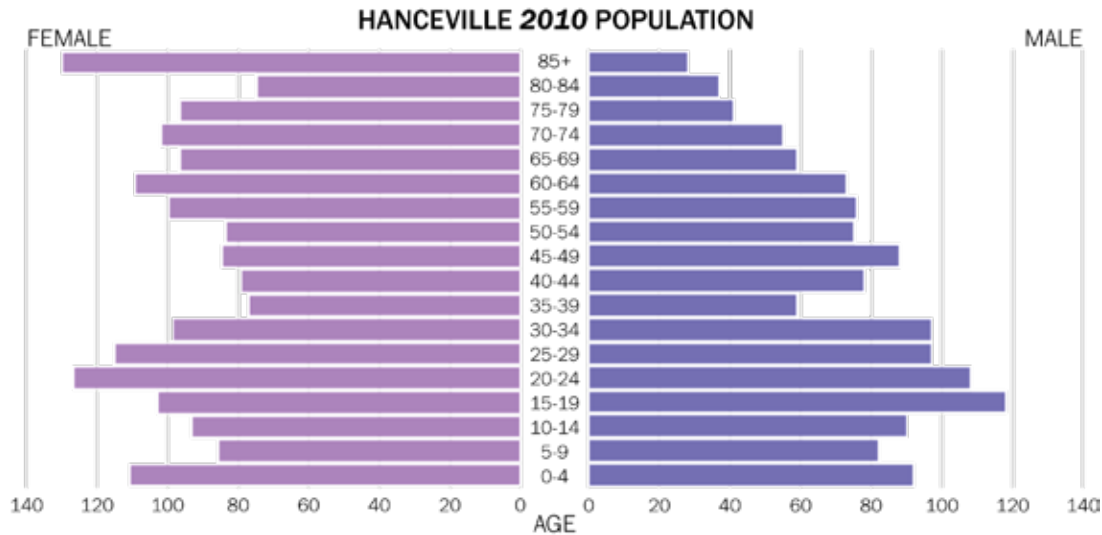


AGE



The city of Hanceville has an aging population. Of the city’s 3,340 residents, 1,146, or 34.3%, are age 60 or older. Persons aged 25 to 60, typically the group making up a city’s work force, account for approximately 40.4% of the population. Persons under 25 make up 25.3% of the population, with the majority between the ages of 15 and 24. The median age in Hanceville is 49.9.

(2014-2018 American Community Survey 5-Year Estimates, Tables S0101 and DP05)



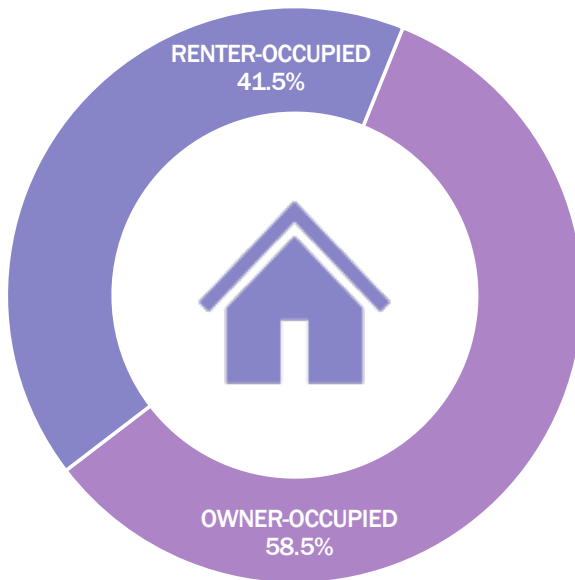
HOUSING CHARACTERISTICS



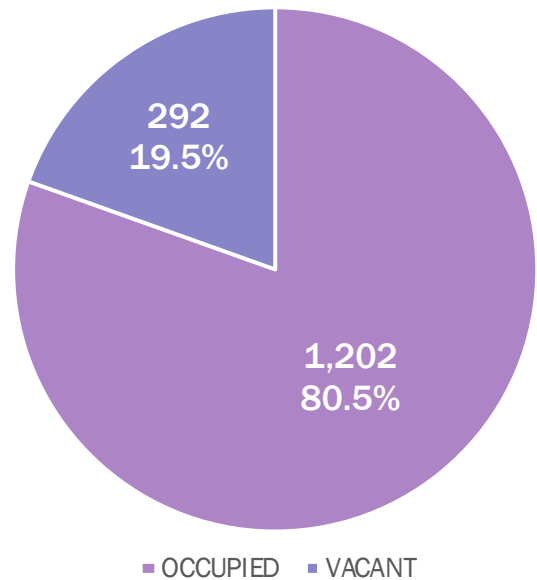
The median value of owner-occupied housing units in Hanceville is estimated at \$93,600. There are an estimated 1,494 households with an average of 2.44 people per household, specifically 2.88 people per owner-occupied household and 1.82 people per renter-occupied household. As shown in the charts below, an estimated 41.5% of the housing is renter-occupied and 58.5% is owner-occupied. In terms of vacancy, 19.5% is vacant, and 80.5% is occupied. The estimated home owner vacancy rate is 4.4%, while the estimated rental vacancy rate is 20.5%.

(2014-2018 American Community Survey 5-Year Estimates, Table DP04)

HOUSING TENURE



HOUSING OCCUPANCY



HOUSEHOLD INCOME



Hanceville has a median household income of \$32,647 and an average household income of \$49,451. The State of Alabama has a median household income of \$48,486 and an average income of \$67,243. Cullman County has a median household income of \$42,558 and an average income of \$58,564, higher than Hanceville's but lower than the income measures for the State of Alabama.

(2014-2018 American Community Survey 5-Year Estimates, Table DP03)

HOUSEHOLD INCOME	Median Household Income	Mean (Average) Household Income
Hanceville, AL	\$32,647	\$49,451
Cullman County, AL	\$42,558	\$58,564
Alabama	\$48,486	\$67,243

EDUCATION



Hanceville's average educational attainment is on a continual incline as more of the younger populations head to college. This is both a trend in the state of Alabama and in the nation as a whole. Of the population in Hanceville aged 25 years or older, 27.6% do not have a high school diploma, 30% have obtained a high school degree or GED, 33.3% have some college or an associate's degree, and 9.1% have a bachelor's degree or higher.

(2014-2018 American Community Survey 5-Year Estimates, Table S1501)

EDUCATION ATTAINMENT LEVEL	Hanceville	Cullman County	NARCOG Region	Alabama
	%	%	%	%
Less than high school graduate	27.6%	18.2%	17.8%	14.2%
High School degree	30.0%	35.6%	33.4%	30.9%
Some college or associate's degree	33.3%	32.4%	31.3%	29.9%
Bachelor's degree or higher	9.1%	13.7%	17.5%	24.9%

EMPLOYMENT



According to the most recent ACS estimates, Hanceville's unemployment rate is 10.4%, with 41% of the civilian population aged 16 years and over in the labor force. Cullman County's unemployment rate is 5.5%, the NARCOG Region's is 5.3%, and Alabama's is at 6.6%.

(2014-2018 American Community Survey 5-Year Estimates, Table DP03)

UNEMPLOYMENT	Hanceville	Cullman County	NARCOG Region	Alabama
Civilian labor force	1,252	34,906	102,568	2,224,606
Unemployment Rate	10.4%	5.5%	5.3%	6.6%

OCCUPATION



Of the estimated 1,122 employed civilians in Hanceville that are 16 years or older, 280 of them are in the "management, business, science, and arts occupations" category, which makes it the largest percentage of occupational groups in Hanceville. "Natural resources, construction, and maintenance occupations" represent the smallest group, with approximately 132 people, or 11.8%, employed in this sector.

(2014-2018 American Community Survey 5-Year Estimates, Table DP03)

OCCUPATION	Estimate	%
Management, business, science, and arts occupations	280	25.0%
Service occupations	169	15.1%
Sales and office occupations	273	24.3%
Natural resources, construction, and maintenance occupations	132	11.8%
Production, transportation, and material moving occupations	268	23.9%

INDUSTRY



The largest industry group in Hanceville is “retail trade,” with “educational services, health care, and social assistance” coming in second. The two smallest industry groups are “agriculture, forestry, fishing and hunting, mining,” and “finance, insurance, real estate and rental, leasing.”

(2014-2018 American Community Survey 5-Year Estimates, Table DP03)

INDUSTRY	%
Manufacturing	14.7%
Retail trade	29.1%
Educational services, and health care and social assistance	24.8%
Arts, entertainment, and recreation, and accommodation and food services	2.4%
Construction	4.9%
Transportation and warehousing, and utilities	6.5%
Professional, scientific, management, administrative & waste management services	2.9%
Agriculture, forestry, fishing and hunting, mining	0.0%
Wholesale trade	6.8%
Information	6.1%
Finance, insurance, real estate and rental, leasing	0.0%
Other services except public administration	1.2%
Public administration	0.7%

WORKFORCE



The available workforce for Hanceville is made up of approximately 1,264 people. Of the 3,051 people in Hanceville that are 16 years and over, 41.4% are in the labor force, and 58.6% are not in the labor force.

(2014-2018 American Community Survey 5-Year Estimates, Table DP03)

WORKFORCE	Estimate	%
Population 16 years and over	3,051	100%
In labor force	1,264	41.4%
Not in labor force	1,787	58.6%

MAJOR EMPLOYERS



Information is still needed regarding Hanceville’s major employers; however, it can be assumed that Wallace State Community College, Hanceville Nursing & Rehab, Louisiana Pacific Corporation, the K-12 school system, and the government and public services and entities are some of the largest employers in Hanceville.

CITY BUDGET AND EXPENSES



Over the last ten years, Hanceville’s budget has increased by approximately \$1,913,011, or about \$2 million. The city saw the largest increase in its budget between 2011 and 2013, which may correspond to the 2011 tornadoes. During this time, the city’s budget increased by over \$2 million. The year with the highest city budget remains 2013, when it was \$4,533,349. After 2013, the city’s budget declined by over \$1 million in 2014 and remained relatively stable for the next several years before beginning to climb back up in 2017. The city’s 2020 budget is \$4.2 million, which is more than the \$4.18 million dollar budget of 2019.

City of Hanceville											
	2010	2011	2012	2013	2014	2015	2016	2017	2018	2019	2020
Revenue	\$2,206,989	\$2,433,537	\$4,120,701	\$4,533,349	\$3,443,046	\$3,420,175	\$3,481,602	\$3,617,514	\$3,784,587	\$4,178,268	\$4,200,993
Expense	\$2,196,289	\$2,433,537	\$4,017,922	\$4,528,774	\$3,379,275	\$3,368,437	\$3,546,561	\$3,463,299	\$3,710,030	\$4,054,425	\$4,093,243

RETAIL MARKET ANALYSIS



The chart on the following page is a retail analysis of Hanceville in the form of a Retail MarketPlace Profile. This retail analysis looks at how much is spent inside and outside Hanceville’s city limits. Businesses often look at this data to calculate the demand of their product or service. For example, if customers are driving outside of the city to buy clothes and accessories (which is the case in Hanceville, according to the report), there will be a positive retail gap and large leakage factor for clothing and accessory stores. On the other hand, when the supply is greater than the demand and customers are coming both from inside and outside Hanceville to purchase groceries, for example (as is the case in Hanceville), there will be a negative retail gap and large surplus factor. The data highlights some specific industry leakages that could suggest opportunities for future business growth and investment in Hanceville. “Clothing & Clothing Accessories Stores;” “Sporting Goods, Hobby, Book & Music Stores;” and certain subgroups of “Miscellaneous Store Retailers” all show notable retail leakages that could potentially support the addition of new businesses and local retail development. In total, Hanceville has a 65-million-dollar retail surplus. Based on the market analysis, the industry group that has the largest leakage factor and the largest retail gap is “Clothing & Clothing Accessories Stores,” with a retail gap of \$839,645 and a leakage factor of 100, which is total leakage. The industry group with the single largest retail gap is the “Automobile Dealers” subgroup, with \$952,518 leaking outside Hanceville, however, the leakage factor is only 10.1, meaning the percentage of lost sales is smaller for this industry, even though the actual dollar amount in retail gap is the largest. “Other Motor Vehicle Dealers” has the third largest retail gap. In terms of surplus, the largest retail gap is in the “Grocery Stores” subgroup at -\$24,571,845 in surplus, with the larger “Food & Beverage Stores” group coming next, with -\$24,244,043 in surplus; however, these groups do not have the largest surplus factor, with -75.3 and -73.5, respectively. The industry group with the single largest surplus factor is the “Auto Parts, Accessories, & Tire Stores” subgroup, with a surplus factor of -88.7, but a retail gap of only -\$9,348,631 in surplus. Ironically, some of the largest retail gaps, leakage, and surplus factors are all in the “Motor Vehicle & Parts Dealers” industry group.



Summary Demographics

2019 Population	3,202
2019 Households	1,317
2019 Median Disposable Income	\$30,854
2019 Per Capita Income	\$18,426

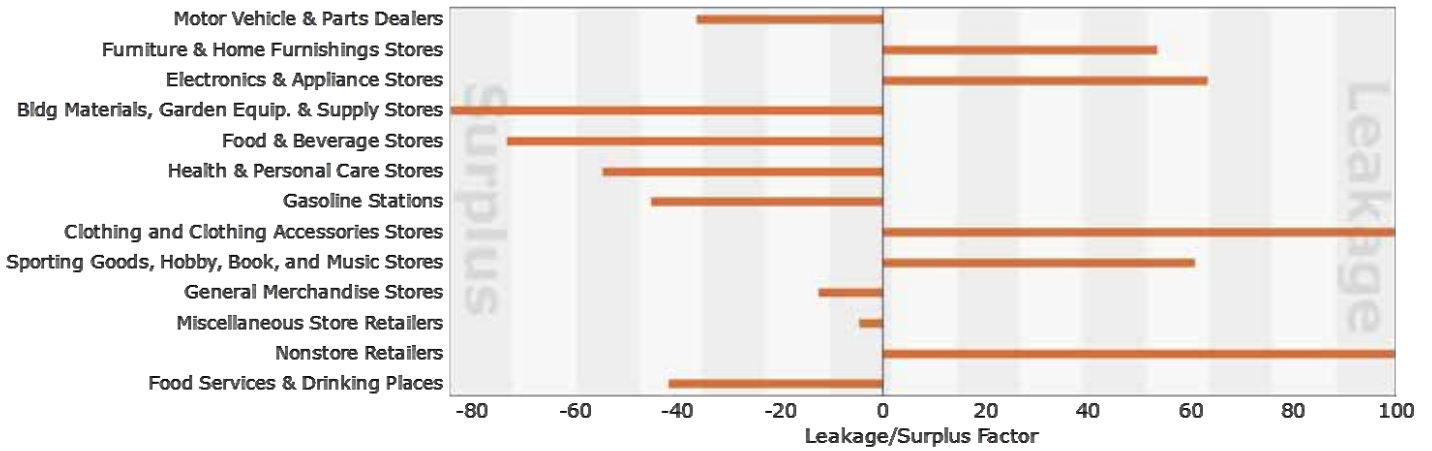
Industry Summary	NAICS	Demand (Retail Potential)	Supply (Retail Sales)	Retail Gap	Leakage / Surplus Factor	Number of Businesses
Total Retail Trade and Food & Drink	44-45,722	\$30,760,605	\$95,901,949	-\$65,141,344	-51.4	43
Total Retail Trade	44-45	\$28,179,096	\$89,594,922	-\$61,415,826	-52.1	30
Total Food & Drink	722	\$2,581,509	\$6,307,027	-\$3,725,518	-41.9	13

Industry Group	NAICS	Demand (Retail Potential)	Supply (Retail Sales)	Retail Gap	Leakage / Surplus Factor	Number of Businesses
Motor Vehicle & Parts Dealers	441	\$6,606,668	\$14,168,447	-\$7,561,779	-36.4	7
Automobile Dealers	4411	\$5,177,706	\$4,225,188	\$952,518	10.1	3
Other Motor Vehicle Dealers	4412	\$834,334	\$0	\$834,334	100.0	0
Auto Parts, Accessories & Tire Stores	4413	\$594,628	\$9,943,259	-\$9,348,631	-88.7	4
Furniture & Home Furnishings Stores	442	\$866,515	\$261,322	\$605,193	53.7	1
Furniture Stores	4421	\$512,189	\$0	\$512,189	100.0	0
Home Furnishings Stores	4422	\$354,326	\$261,322	\$93,004	15.1	1
Electronics & Appliance Stores	443	\$747,964	\$167,356	\$580,608	63.4	1
Bldg Materials, Garden Equip. & Supply Stores	444	\$1,881,558	\$22,457,057	-\$20,575,499	-84.5	3
Bldg Material & Supplies Dealers	4441	\$1,743,118	\$22,181,982	-\$20,438,864	-85.4	2
Lawn & Garden Equip & Supply Stores	4442	\$138,440	\$275,075	-\$136,635	-33.0	1
Food & Beverage Stores	445	\$4,362,820	\$28,606,863	-\$24,244,043	-73.5	3
Grocery Stores	4451	\$4,035,018	\$28,606,863	-\$24,571,845	-75.3	3
Specialty Food Stores	4452	\$157,884	\$0	\$157,884	100.0	0
Beer, Wine & Liquor Stores	4453	\$169,918	\$0	\$169,918	100.0	0
Health & Personal Care Stores	446,4461	\$1,790,643	\$6,112,335	-\$4,321,692	-54.7	3
Gasoline Stations	447,4471	\$3,647,612	\$9,655,963	-\$6,008,351	-45.2	4
Clothing & Clothing Accessories Stores	448	\$839,645	\$0	\$839,645	100.0	0
Clothing Stores	4481	\$560,985	\$0	\$560,985	100.0	0
Shoe Stores	4482	\$125,197	\$0	\$125,197	100.0	0
Jewelry, Luggage & Leather Goods Stores	4483	\$153,463	\$0	\$153,463	100.0	0
Sporting Goods, Hobby, Book & Music Stores	451	\$835,233	\$202,480	\$632,753	61.0	1
Sporting Goods/Hobby/Musical Instr Stores	4511	\$724,265	\$202,480	\$521,785	56.3	1
Book, Periodical & Music Stores	4512	\$110,968	\$0	\$110,968	100.0	0
General Merchandise Stores	452	\$5,101,419	\$6,579,403	-\$1,477,984	-12.7	4
Department Stores Excluding Leased Depts.	4521	\$3,472,453	\$4,566,545	-\$1,094,092	-13.6	2
Other General Merchandise Stores	4529	\$1,628,966	\$2,012,858	-\$383,892	-10.5	2
Miscellaneous Store Retailers	453	\$1,257,317	\$1,383,696	-\$126,379	-4.8	3
Florists	4531	\$47,526	\$0	\$47,526	100.0	0
Office Supplies, Stationery & Gift Stores	4532	\$197,436	\$0	\$197,436	100.0	0
Used Merchandise Stores	4533	\$177,387	\$0	\$177,387	100.0	0
Other Miscellaneous Store Retailers	4539	\$834,968	\$1,383,696	-\$548,728	-24.7	3
Nonstore Retailers	454	\$241,702	\$0	\$241,702	100.0	0
Electronic Shopping & Mail-Order Houses	4541	\$62,540	\$0	\$62,540	100.0	0
Vending Machine Operators	4542	\$34,661	\$0	\$34,661	100.0	0
Direct Selling Establishments	4543	\$144,501	\$0	\$144,501	100.0	0
Food Services & Drinking Places	722	\$2,581,509	\$6,307,027	-\$3,725,518	-41.9	13
Special Food Services	7223	\$15,366	\$0	\$15,366	100.0	0
Drinking Places - Alcoholic Beverages	7224	\$52,328	\$0	\$52,328	100.0	0
Restaurants/Other Eating Places	7225	\$2,513,815	\$6,307,027	-\$3,793,212	-43.0	13

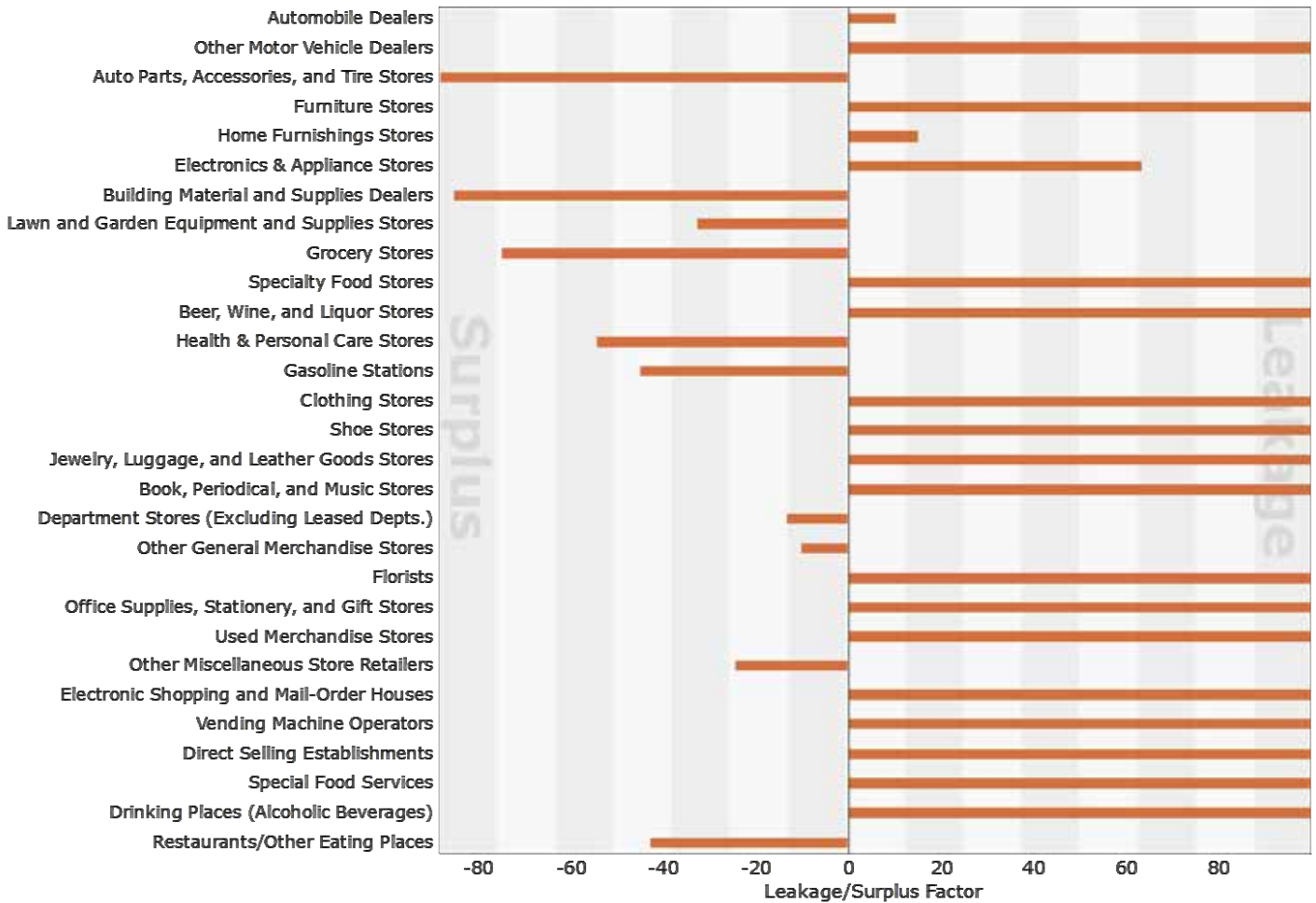
Data Note: Supply (retail sales) estimates sales to consumers by establishments. Sales to businesses are excluded. Demand (retail potential) estimates the expected amount spent by consumers at retail establishments. Supply and demand estimates are in current dollars. The Leakage/Surplus Factor presents a snapshot of retail opportunity. This is a measure of the relationship between supply and demand that ranges from +100 (total leakage) to -100 (total surplus). A positive value represents 'leakage' of retail opportunity outside the trade area. A negative value represents a surplus of retail sales, a market where customers are drawn in from outside the trade area. The Retail Gap represents the difference between Retail Potential and Retail Sales. Esri uses the North American Industry Classification System (NAICS) to classify businesses by their primary type of economic activity. Retail establishments are classified into 27 industry groups in the Retail Trade sector, as well as four industry groups within the Food Services & Drinking Establishments subsector. For more information on the Retail MarketPlace data, please click the link below to view the Methodology Statement. <http://www.esri.com/library/whitepapers/pdfs/esri-data-retail-marketplace.pdf>

Source: Esri and Infogroup. Esri 2019 Updated Demographics. Esri 2017 Retail MarketPlace. Copyright 2019 Esri. Copyright 2017 Infogroup, Inc. All rights reserved.

Leakage/Surplus Factor by Industry Subsector

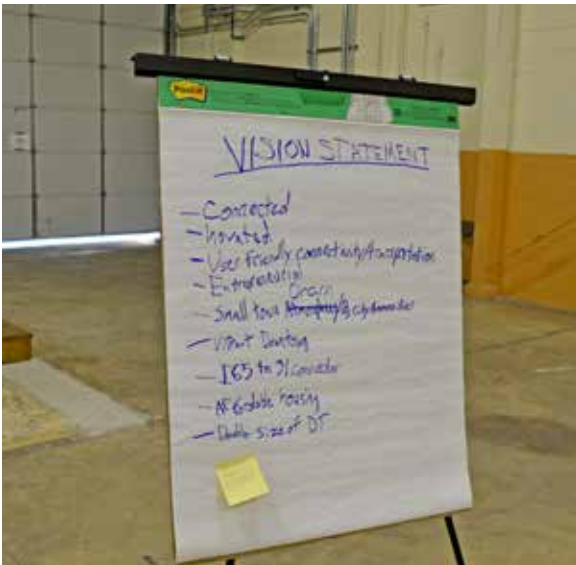


Leakage/Surplus Factor by Industry Group



Source: Esri and Infogroup. Esri 2019 Updated Demographics. Esri 2017 Retail MarketPlace. Copyright 2019 Esri. Copyright 2017 Infogroup, Inc. All rights reserved.





VISION & GOALS

INNOVATIVE, CONNECTED, VIBRANT, ENGAGED.

HANCEVILLE ASPIRES TO EMBRACE A FUTURE THAT IS INNOVATIVE, CONNECTED, VIBRANT, AND ENGAGED, WHILE PRESERVING ITS PAST AND IMPROVING QUALITY OF LIFE.

FOUNDATIONS FOR HANCEVILLE'S VISION:

- **INNOVATION** – Maintain Hanceville's role as an education hub by supporting entrepreneurship and business while connecting it to local education systems.
- **CONNECTIVITY** – Provide a multi-modal transportation network (roads, sidewalks, trails, bike lanes) by supporting appropriate development patterns and infrastructure that facilitate the mobility of all users, including bicyclists, pedestrians, and the potential for a transit system.
- **VIBRANCE** – Maintain “uniqueness” of Hanceville through continued investment in downtown to create a lively destination for residents, students, and visitors.
- **ENGAGED** – Advocate public involvement and community engagement in civic affairs and community events, etc.
- **HISTORY** – Maintain Hanceville's “small town charm” by preserving history and restoring historical assets of Hanceville while continuing to move forward.
- **QUALITY OF LIFE** – Promote safety, cleanliness, sustainability, amenities and recreation, various types of quality affordable housing, targeted economic development, diverse retail/restaurant options, and quality educational opportunities for everyone in Hanceville, while nurturing inclusivity, accessibility, diversity, and sense of community to ensure that everyone, including visitors, new residents, and businesses feel welcome.



GOALS AND OBJECTIVES*

GOAL 1: HOUSING – to provide a variety of affordable and quality housing types through new developments and revitalization of existing neighborhoods to address the needs of all residents of Hanceville

OBJECTIVES

1. Promote affordable housing
2. Promote a variety of housing types
3. Provide new student housing to accommodate WSCC students (waiting list)
4. Revitalize existing neighborhoods (e.g. Historic area, Steppeville, etc.)
5. Promote walkable, mixed use neighborhoods
6. Promote infill housing in existing neighborhoods
7. Promote lofts in downtown
8. Provide additional public housing
9. Promote the preservation of historic neighborhoods and homes

GOAL 2: LAND USE – to update and enforce the development regulations and processes to implement the Future Land Use Development Concept Map in the Hanceville Comprehensive Plan

OBJECTIVES

1. Update Zoning Ordinance
2. Update Subdivision Regulations
3. Adopt Main Street Alabama's (MSAL) design guidelines for downtown
4. Streamline and enforce building inspections and development process
5. Pursue annexation of strategic areas in and adjacent to the city to allow for better provision of services and future growth
6. Promote and establish neighborhood village centers (Steppeville and Northwest/US 31 Corridor)
7. Establish external and internal gateway corridors (US 31, AL 91, and intersection of 31 and 91)
8. Continue to implement the goals and Development Concept of the Downtown Improvement Plan (DIP)
9. Reduce vulnerability for new and future development
10. Update zoning ordinances and other regulations to improve landscaping and other green infrastructure to mitigate stormwater drainage and runoff
11. Acquire buildings in flood prone areas (evaluate elevation as an alternative mitigation measure) and increase open space acquisitions in flood prone areas

GOAL 3: INFRASTRUCTURE – to provide the most optimal water, sewer, and stormwater drainage systems possible to the residents of Hanceville

OBJECTIVES

1. Promote and perform stormwater management/drainage improvements
2. Continue to maintain and improve existing water system
3. Continue to maintain and improve existing sewer system
4. Continue to support Public Works Department
5. Continue to support the Water and Sewer Board
6. Purchase, install, and test emergency warning sirens, as needed
7. Ensure that all critical facilities' backup systems are completed

GOAL 4: TRANSPORTATION – to provide, operate, and maintain a connected multi-modal system of transportation opportunities for Hanceville residents that include streets, sidewalks, trails, bike lanes, etc.

OBJECTIVES

1. Improve street/road conditions
2. Improve bicycle/pedestrian facilities and connectivity
3. Continue to implement greenway trails for connectivity and recreation
4. Study and address Downtown parking issues
5. Explore a transit system between WSCC, Downtown, and the Shrine
6. Facilitate the connectivity of streets, sidewalks, and greenways/trails for maximum accessibility
7. Improve regional access from I-65 to downtown, WSCC, industrial park, and the Shrine
8. Support connectivity and mobility for all users by promoting appropriate development patterns, avoiding sprawl, and encouraging a mix of land uses

GOAL 5: COMMUNITY FACILITIES – to provide adequate, high-quality facilities to meet the need of Hanceville residents and visitors

OBJECTIVES

1. Complete Civic Center improvements
2. Consider a permanent farmers market structure as suggested in the Downtown Improvement Plan (DIP)
3. Continue to provide adequate, convenient tornado shelters and community safe rooms to all residents
4. Continue to explore developing a Welcome Center downtown
5. Consider constructing a new city hall (as proposed in DIP)
6. Consider expansion of police department within existing municipal building (if new city hall is built)
7. Explore location(s) for community gardens
8. Consider improvements to or additional location of the Library in the Downtown
9. Complete new senior center at C.W. Day park
10. Continue to support Police, Fire, EMA, etc.
11. Make application and/or commit/continue to participate in the NFIP

GOAL 6 – RECREATION AND OPEN SPACE – to enhance the quality of life for the residents of Hanceville by providing abundant outdoor space to recreate, host events, and protect sensitive lands

OBJECTIVES

1. Continue operation and maintenance of parks
2. Develop new parks in Steppeville area and Northwest Hanceville to be connected by proposed greenways and trails, along with existing parks
3. Develop off-leash pet parks
4. Acquire land with heritage magnolia tree for downtown passive park
5. Acquire land or easements south of fire station along Mud Creek for the Greenway and a Wetlands Preserve with an educational component
6. Continue to support Parks and Recreation department
7. Identify and acquire land for new outdoor event spaces
8. Acquire land or easements along Greenway Trail Plan included as part of this plan

GOAL 7 – ECONOMIC DEVELOPMENT – to promote a diverse economic and community development mix, including new and existing industry and business, quality of life improvements, and utilization of WSCC as an asset

OBJECTIVES

1. Continue to revitalize Downtown
2. U.S. Highway 31
3. Industrial Development
4. Market and Promote Hanceville
5. Promote tourism opportunities
6. Support entrepreneurs and the business incubator, etc.
7. Consider WSCC students/graduates when making economic development plans
8. Promote/incentivize infill of vacant parcels/buildings downtown
9. Develop bed & breakfasts in downtown/historic district
10. Promote mixed use developments
11. Capitalize on the New Markets Tax Credit (NMTC) program to incentivize business and real estate investments

GOAL 8 – EDUCATION AND LEADERSHIP DEVELOPMENT – to provide a quality K-12 and higher education system for all students and leadership development opportunities for current stakeholders and youth

OBJECTIVES

1. Leadership Development (Cullman Chamber)
2. Training for City Council and Planning Commission on development regulations and planning
3. Nourish and engage relationship with the Cullman County BOE
4. Capitalize on new business incubator planned at WSCC
5. Engage in workforce development efforts with WSCC, County Board of Education (BOE), Cullman Area Chamber of Commerce, State, etc.
6. Encourage and incentivize more involvement of community in civic affairs

***The above Goals and Objectives incorporate the mitigation actions for Hanceville contained in the Division F Regional Hazard Mitigation Plan, which includes Cullman County**



FUTURE LAND USE & DEVELOPMENT CONCEPTS

FUTURE DEVELOPMENT CONCEPT

The Future Development Concept visually depicts the “bold vision” for what Hanceville aspires to be in 2040. It should be used by the planning commission and city council as a guide to achieving this vision. The Future Development Concept contains the City’s existing conditions and uses them as the underlying framework for growth and development over the next 20 years. Also, it contains proposed locations for new community facilities, annexations with corresponding land uses, and existing pedestrian facilities, etc. These are briefly described below to aid with the interpretation of the ideas presented in the Future Development Concept on the following page.

DOWNTOWN: At the center of it all is the downtown, which is the “heart” of the city. It should be that unique and vibrant place that everyone in the city comes together for events and festivals, shopping, dining, business, living, or just hanging out. It’s the place where passersby and visitors are drawn when they pass through or visit Hanceville. A Downtown Improvement Plan was recently adopted in 2018 to guide the revitalization of downtown into this special place.

NEIGHBORHOOD COMMERCIAL CENTERS: These are envisioned as being subordinate to but complementary to downtown. Three neighborhood commercial centers were identified based on existing nodes of commercial development in Hanceville. They are the Steppeville Center located along the junction of Commercial Street and the CSX railroad; the Hopewell Center located at the intersection of State Highway 91, Edmondson Road, and Hopewell Road; and the North Gateway Center located on the US 31 Corridor around the Dollar General market. All three represent opportunities to provide adjacent residents with well-designed and special places to enjoy a convenient mixture of commercial establishments, such as gas stations, restaurants, coffee shops, boutiques, etc.

PROPOSED HIGH SCHOOL SITES: There have been discussions of a new High School in Hanceville at some point in the future. Two potential locations have been identified. At this time, the site preferred by the City and the BOE is the same parcel of land that is proposed as an annexation next to WSCC to also be used as a vocational center. The other site is located along Section Line Road in a field south of WSCC and across from C.W. Day Park. Accepted guidance by the American Planning Association for high school site selection includes central location for easy access and proximity to other community facilities, such as parks. Specifically, preference should be given to centrally located sites in town to maximize the portion of students who can safely access the school on foot, bicycle, or other non-vehicle methods. Other considerations include land availability, size, soil conditions, available utilities and infrastructure, area served, and community use of the facilities. High schools also generally require larger parking lots and bus access, sports fields, and on-site pedestrian facilities for connectivity between buildings.

PROPOSED PARKS: These proposed sites have been identified to evenly distribute recreational opportunities across the city within a short walking distance of nearby residents. They are in the parts of city where there are no parks at the current time and include the northeastern residential area and the Steppeville neighborhood east of downtown. Also, some proposed park sites were identified along the proposed greenway system.

GATEWAY SIGNAGE: In order to define when you have entered Hanceville, several locations have been identified to serve as “welcoming mats” to the city. They are located at the northern gateway on US 31, the western gateway on State Highway 91 at Mud Creek, and the eastern gateway on State Highway 91 at the CSX railroad. An existing brick monument gateway sign is already located at the southern entrance to Hanceville on US 31.

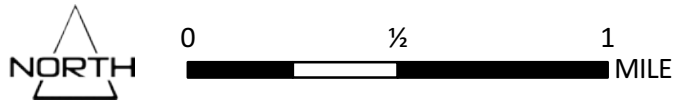
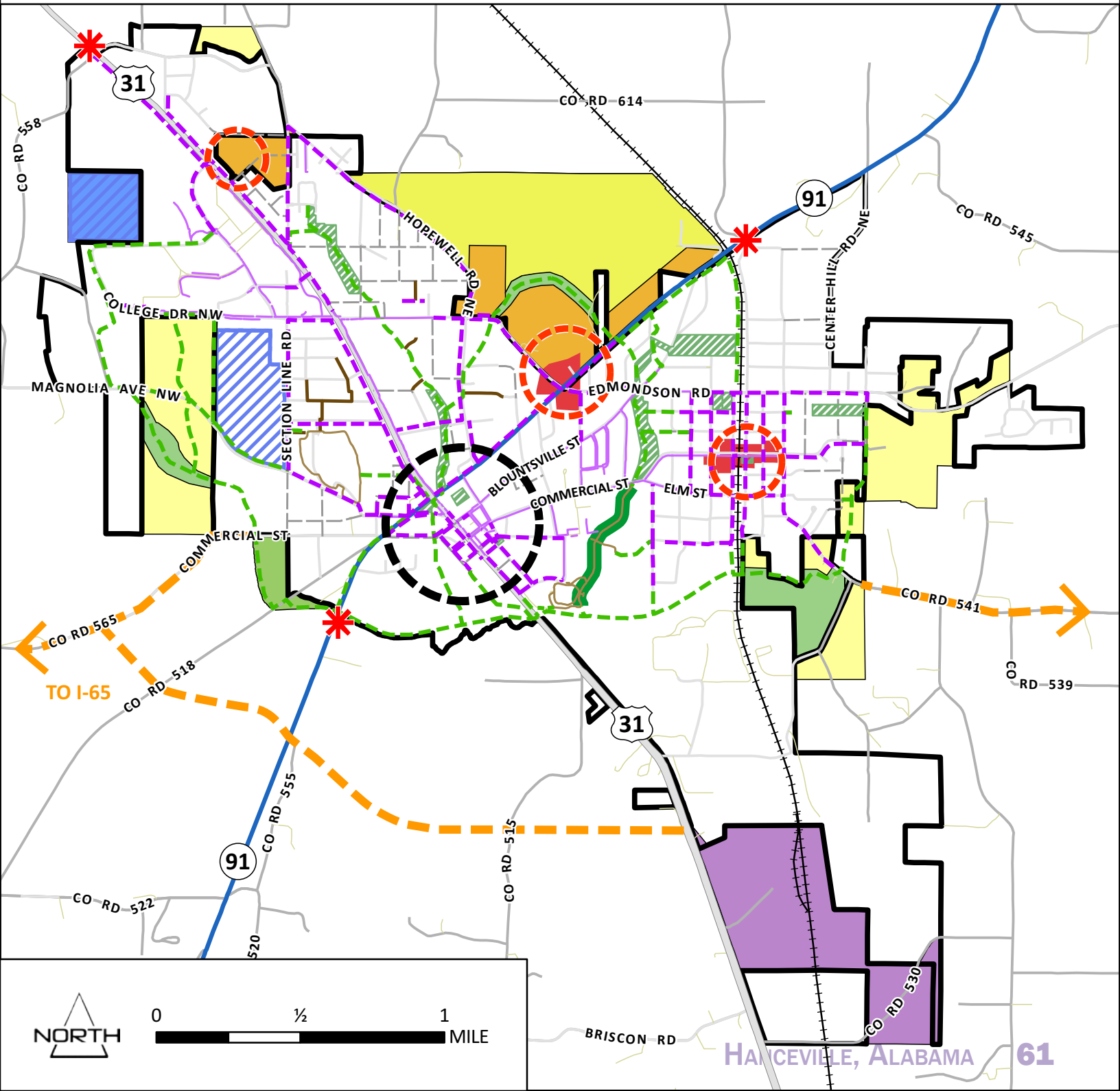
PROPOSED ANNEXATIONS: Certain areas of unincorporated land have been identified for future annexation. These targeted areas are located along the periphery of the city where future growth is anticipated and in islands or donut holes in the city. The annexation of these pieces of property as opportunities present themselves will help to square up the city and make it easier to provide services to residents. Also, these proposed areas for annexation have been assigned proposed land uses as well, including residential, mixed used, commercial, institutional, industrial, and recreational.

PROPOSED PEDESTRIAN FACILITIES: In order to provide connectivity throughout the city, a variety of proposed pedestrian facilities have been identified. These include sidewalks and greenways along with crosswalks where needed for safety purposes. Greenway trails can consist of a variety of trail types from crushed gravel, concrete, asphalt, etc.

FUTURE DEVELOPMENT CONCEPT MAP



- | | | | | |
|--|-----------------------------|---------------------------------------|---------------------------------------|------------------|
| HANCEVILLE | GATEWAY SIGNAGE | PROPOSED LOCAL ROADS | REGIONAL CONNECTORS | RAILROAD |
| DOWNTOWN | PROPOSED ANNEXATIONS | EXISTING PEDESTRIAN FACILITIES | PROPOSED PEDESTRIAN FACILITIES | ROAD TYPE |
| NEIGHBORHOOD COMMERCIAL | RESIDENTIAL | TYPE | TYPE | OTHER |
| PROPOSED NEIGHBORHOOD COMMERCIAL CENTERS | MIXED USE | SIDEWALK | SIDEWALK | COUNTY |
| PROPOSED HIGH SCHOOL SITES | INSTITUTIONAL | TRAIL | TRAIL | MAIN LOCAL |
| PROPOSED PARKS | INDUSTRIAL | GREENWAY | GREENWAY | STATE |
| | RECREATIONAL | | | U.S. |



US 31 CORRIDOR DEVELOPMENT & REDEVELOPMENT

The US 31 Corridor runs through the center of Hanceville in a southeasterly to northwesterly direction. The corridor is a five-lane thoroughfare with wide shoulders and some ingress/egress turn lanes. The fifth lane or center lane serves as a continuous marked turn lane, which is sometimes referred to as a suicide lane. The only exception is a short four-lane section on both sides of Mud Creek. South of this section, the US 31 Corridor is divided with a combination of open ditches and some new concrete turn lanes in the industrial/agricultural area continuing to the southern gateway into the city.

The images below are inspirational examples of appropriate infill development to repair the kind of “strip” style development that currently exists on this section of US 31. The image at the bottom of this page depicts the existing conditions of the corridor north of downtown and across from WSCC.

DRIVE-THROUGH INFILL EXAMPLE FROM THE SPRAWL REPAIR MANUAL



FIGURE 2

STRIP MALL INFILL EXAMPLE FROM THE SPRAWL REPAIR MANUAL



FIGURE 3

EXISTING






The US 31 Corridor north of downtown and across from WSCC represents an opportunity for redevelopment. The proposed redevelopment concepts presented in the image below would involve the city working with ALDOT, private property owners, and developers. The existing structures and businesses would remain as is until they become available for redevelopment in the future. At that time, the new developments and infill would follow the desired development pattern for the city. Some of the regulatory tools that could be employed by the city to help redevelop the US 31 Corridor would be to amend or update the zoning ordinance to include Mixed Use and/or Overlay Zoning Districts. Also, it may be wise to consider the preparation of a Corridor Redevelopment Plan to more thoroughly explore the ideas presented in this plan, provide specific details, galvanize public and private support, and create a guide for this portion of the city. The proposed concepts would entail the city continuing the drainage improvements along the eastern side of the corridor across from WSCC, which would not only enhance the appearance of this section of the corridor, but would also create space for extending sidewalks while providing access management for the improved safety of all users. The wide shoulders could be utilized to incorporate bike lanes for cyclists. Both the sidewalks and bike lanes would be part of the overall connectivity of the city. The mixed-use redevelopments would embrace the street edge with parking in the rear along with access management and connectivity between developments. The new buildings could be either single or multi-story and include commercial, office, and residential opportunities for developers. The center lane could become a landscaped island to provide separation of travel lanes along with turn lanes. This redevelopment concept for the US 31 corridor would follow the Complete Streets model.



The image below depicts the proposed redevelopment concept of the corridor north of downtown and across from WSCC. A legend for the image is included above it.

INFILL DEVELOPMENT

TYPE




-  COMMERCIAL
-  MIXED USE
-  LOW DENSITY RESIDENTIAL

--- PROPOSED STREET PLAN

-  PROPOSED AREAS OF PARKING/
TRAFFIC AISLES
-  PROPOSED LINEAR PARK

PROPOSED PEDESTRIAN FACILITIES

TYPE

-  CROSSWALK
-  SIDEWALK
-  GREENWAY

PROPOSED



INSPIRATION FOR APPROPRIATE STYLES OF INFILL DEVELOPMENT



FIGURE 4: Clinton, MS



FIGURE 5: Madison, MS



FIGURE 6: Madison, MS

CAMBRIDGE SQUARE, OOLTEWAH, TN



FIGURE 7



FIGURE 8



FIGURE 9

BEDFORD SQUARE, WESTPORT, CT



FIGURE 10



FIGURE 11



FIGURE 12



FIGURE 13



FIGURE 14

RIDGELAND, MS



FIGURE 15



FIGURE 17



FIGURE 16



FIGURE 18



FIGURE 19

GARFIELD CROSSING, HINSDALE, IL



FIGURE 20



FIGURE 21



FIGURE 22



FIGURE 23



FIGURE 24

FUTURE DEVELOPMENT CONCEPT ENLARGED MAPS

The following maps are included to provide a closer and more detailed view of the proposed development concepts and plans for different areas of the city. Use the smaller inset map to see which section of the city is being shown in detail. Section C4 is skipped due to the limited part of the city that is within that section.

 GRID INDEX

 HANCEVILLE CITY LIMITS

 EXISTING BUILDINGS

 PARCELS

 RAILROAD

EXISTING ROADS


TYPE


 U.S.  MAIN LOCAL  OTHER


 STATE  COUNTY

 HISTORIC MARKER

EDUCATION CENTERS

 WSCC

 MIDDLE SCHOOL

 HIGH SCHOOL

 ELEMENTARY SCHOOL

COMMUNITY FACILITIES

 POLICE DEPARTMENT

 POST OFFICE

 FIRE STATION

 LIBRARY

 HELIPAD

 CITY HALL

 STORM SHELTER

 CIVIC CENTER


 NURSING/REHAB CENTER

 EXISTING PARKS

FLOOD HAZARD AREAS


FLOOD ZONE, ZONE SUBTYPE

 1% ANNUAL CHANCE (100-YEAR) FLOOD (AE)

 1% ANNUAL CHANCE (100-YEAR) FLOOD;
NO BASE FLOOD ELEVATION (A)

 REGULATORY FLOODWAY (AE)

 0.2% ANNUAL CHANCE (500-YEAR) FLOOD (X)

 LINEAR WATER  AREA WATER

 WETLANDS

EXISTING PEDESTRIAN FACILITIES

TYPE

 CROSSWALK

 SIDEWALK

 TRAIL


 GREENWAY

PROPOSED ANNEXATIONS

PROPOSED LAND USE

 CONSERVATION/RECREATION

 INDUSTRIAL/MANUFACTURING

 INSTITUTIONAL

 MIXED USE

 RESIDENTIAL

PROPOSED STREET PLAN

 PROPOSED LOCAL ROADS

 PROPOSED CONCEPTS FOR
REGIONAL CONNECTOR ROUTE


PROPOSED/PLANNED SITES

 FUTURE SENIOR CENTER

 PROPOSED FARMERS MARKET STRUCTURE

 PROPOSED COMMUNITY GARDEN

 PROPOSED HIGH SCHOOL SITES

 PROPOSED NEIGHBORHOOD COMMERCIAL
CENTERS

 PROPOSED PARKS

INFILL DEVELOPMENT OPPORTUNITIES

TYPE

 COMMERCIAL


 HIGH DENSITY RESIDENTIAL

 INSTITUTIONAL

 LOW DENSITY RESIDENTIAL

 MEDIUM DENSITY RESIDENTIAL

 MIXED USE

 TOWNHOUSE RESIDENTIAL

PROPOSED PEDESTRIAN FACILITIES

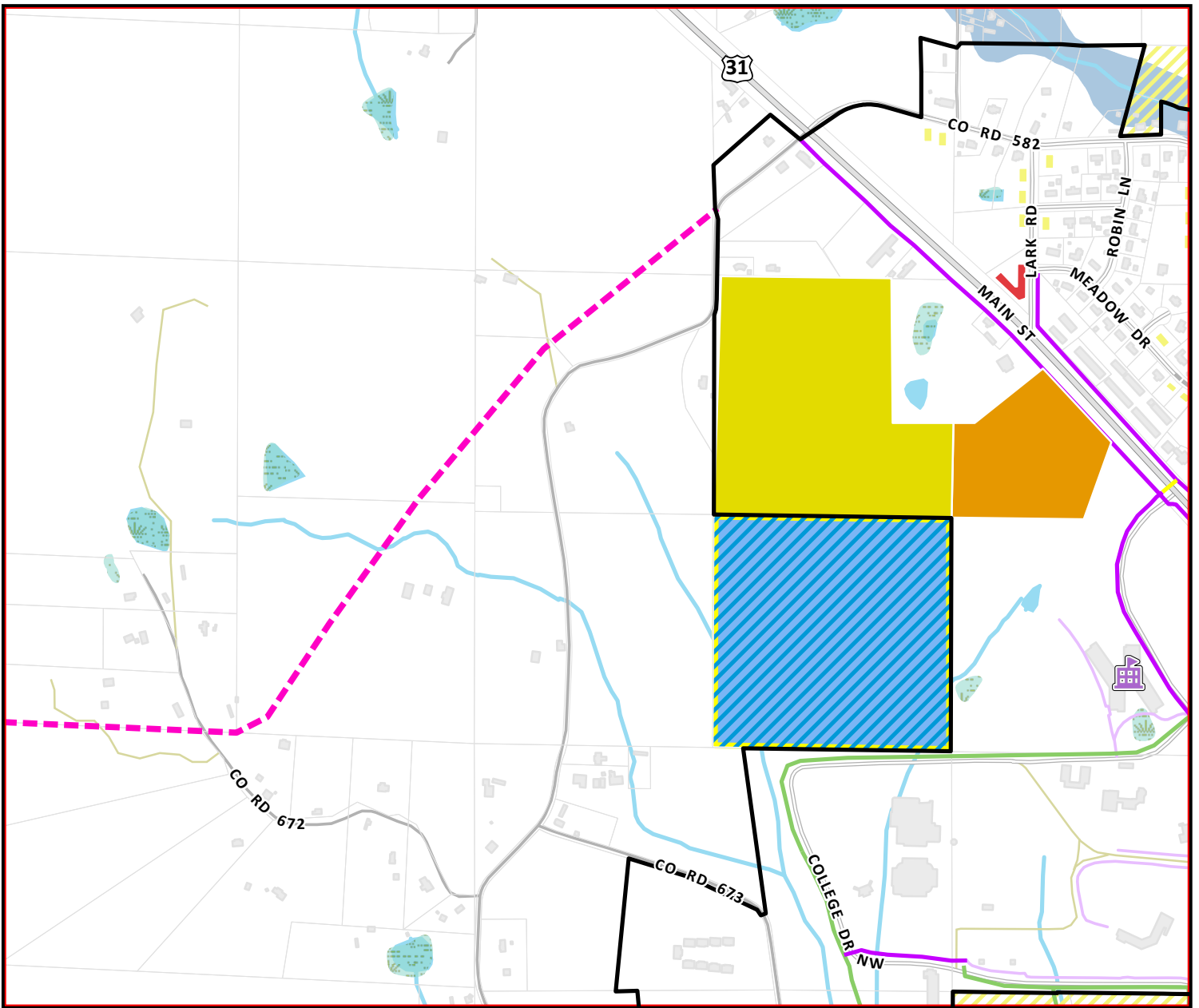
TYPE

 CROSSWALK

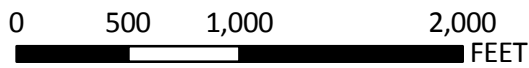
 SIDEWALK

 TRAIL CONNECTOR

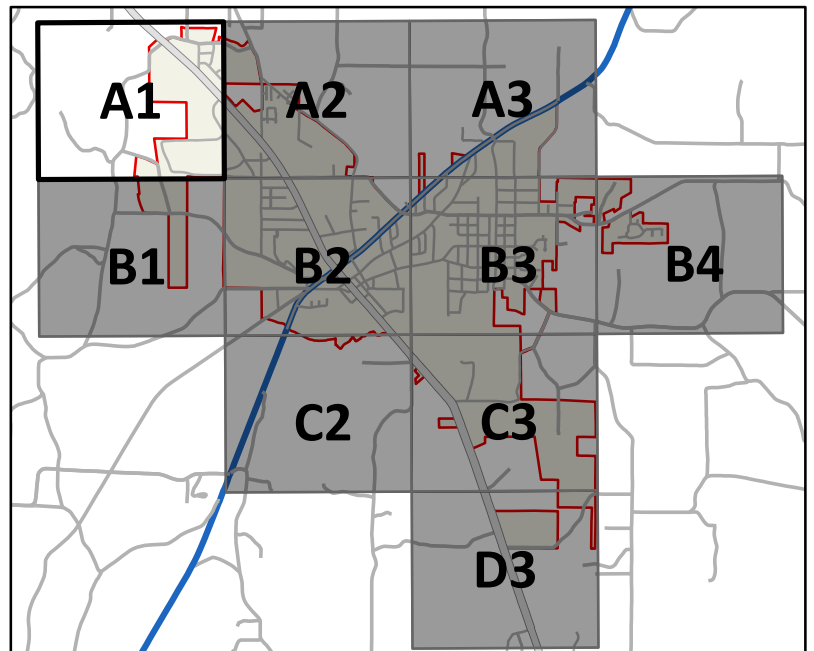
 GREENWAY

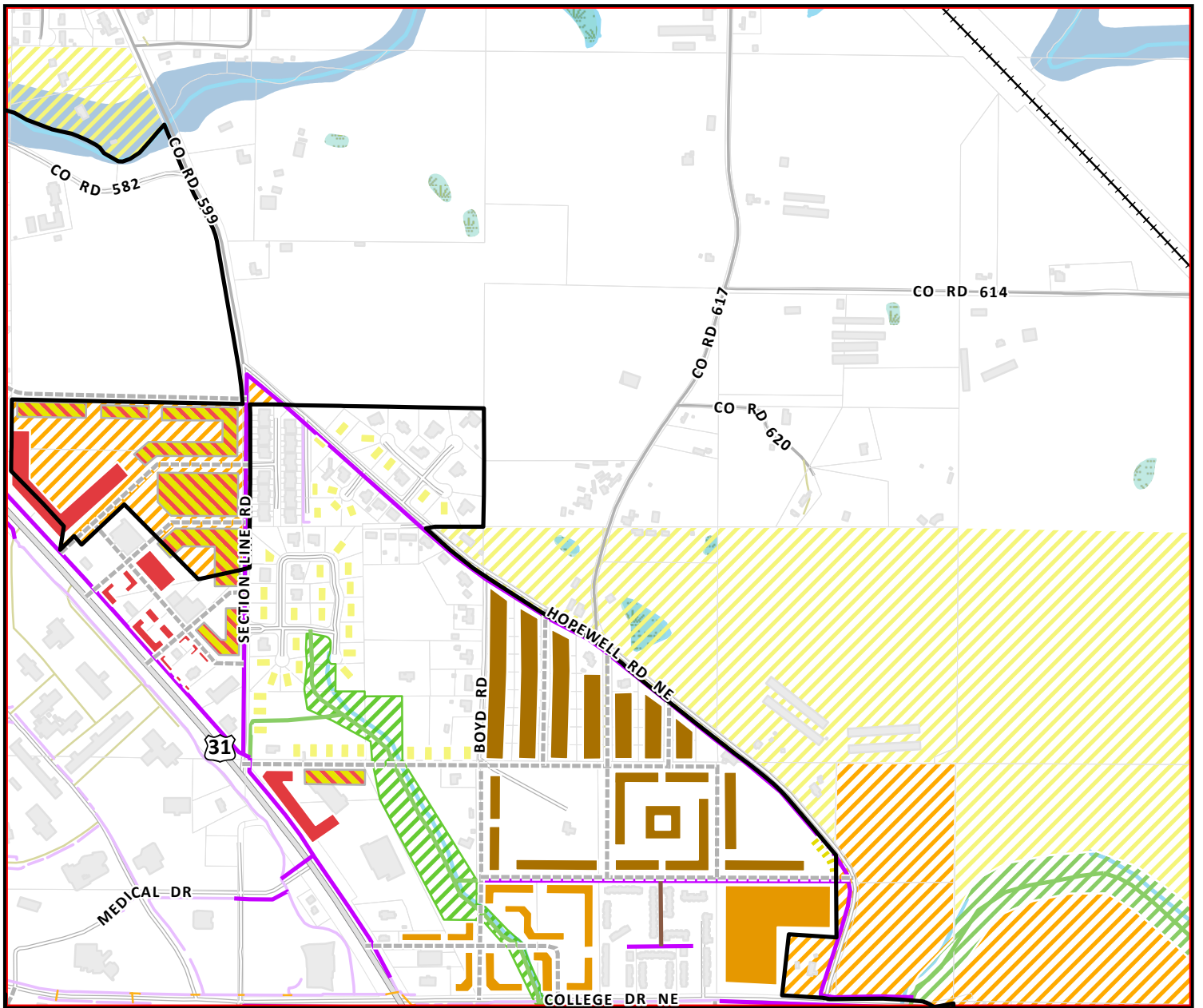


A1

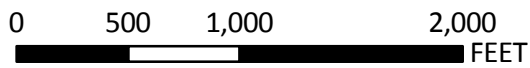


CITY OF HANCEVILLE FUTURE DEVELOPMENT CONCEPT

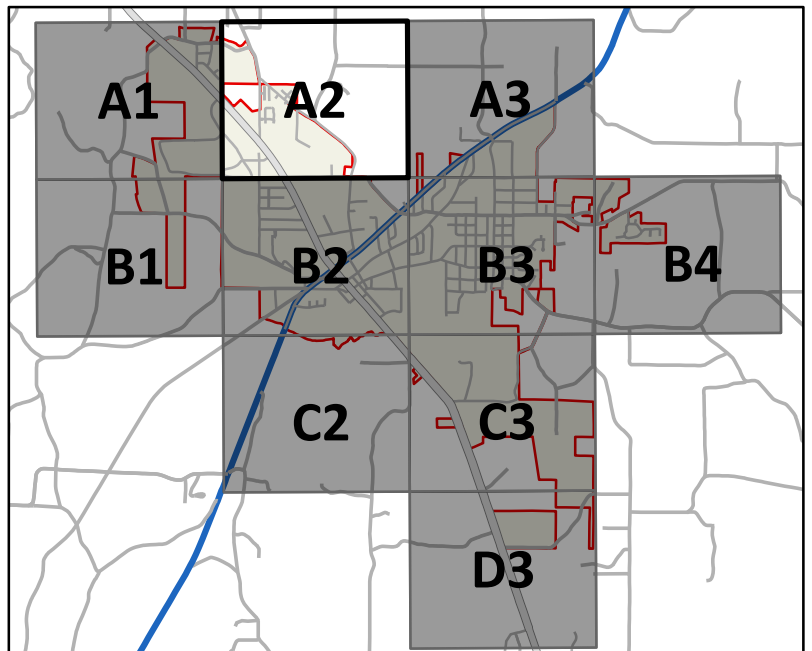


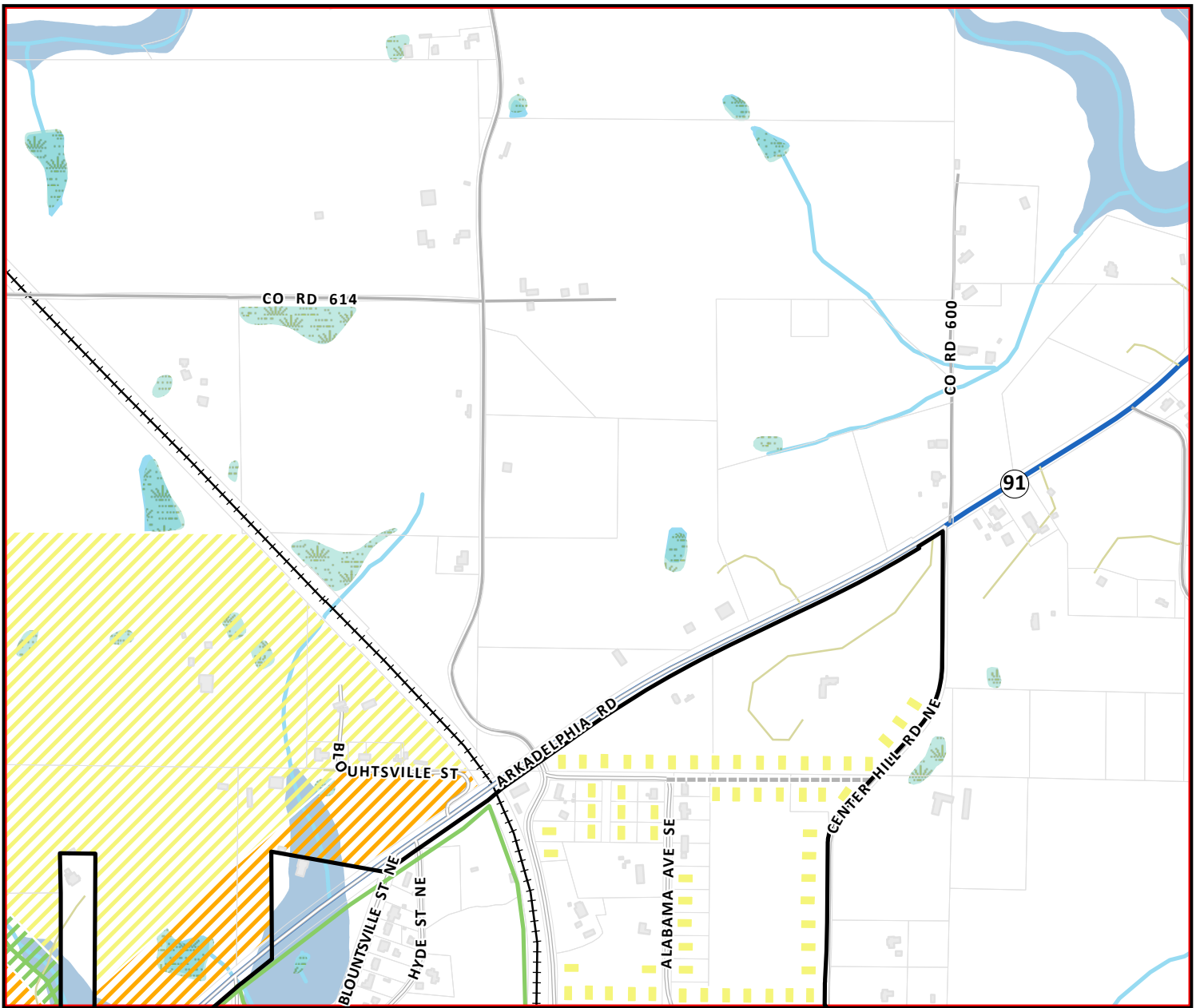


A2

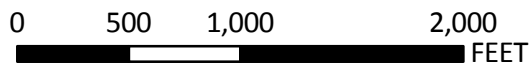


CITY OF HANCEVILLE FUTURE DEVELOPMENT CONCEPT

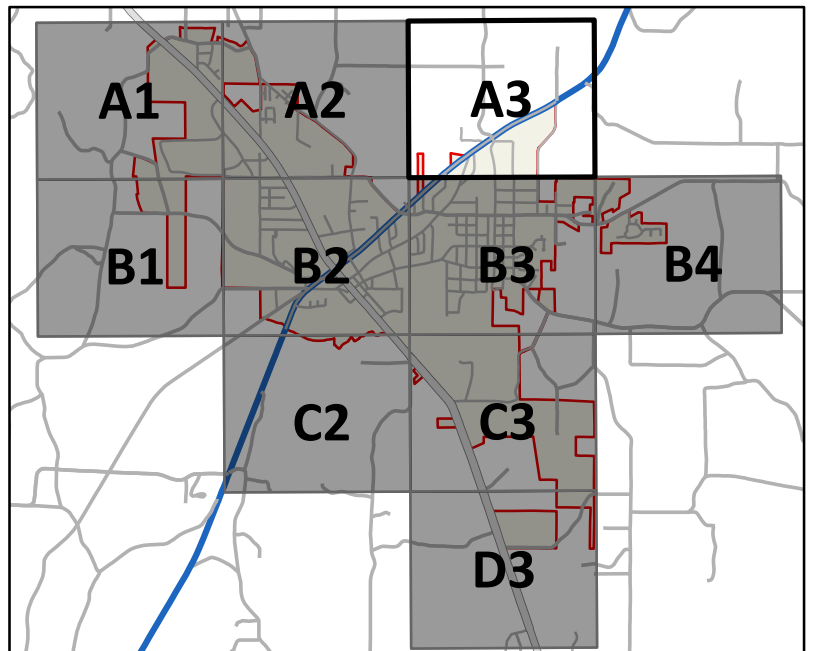


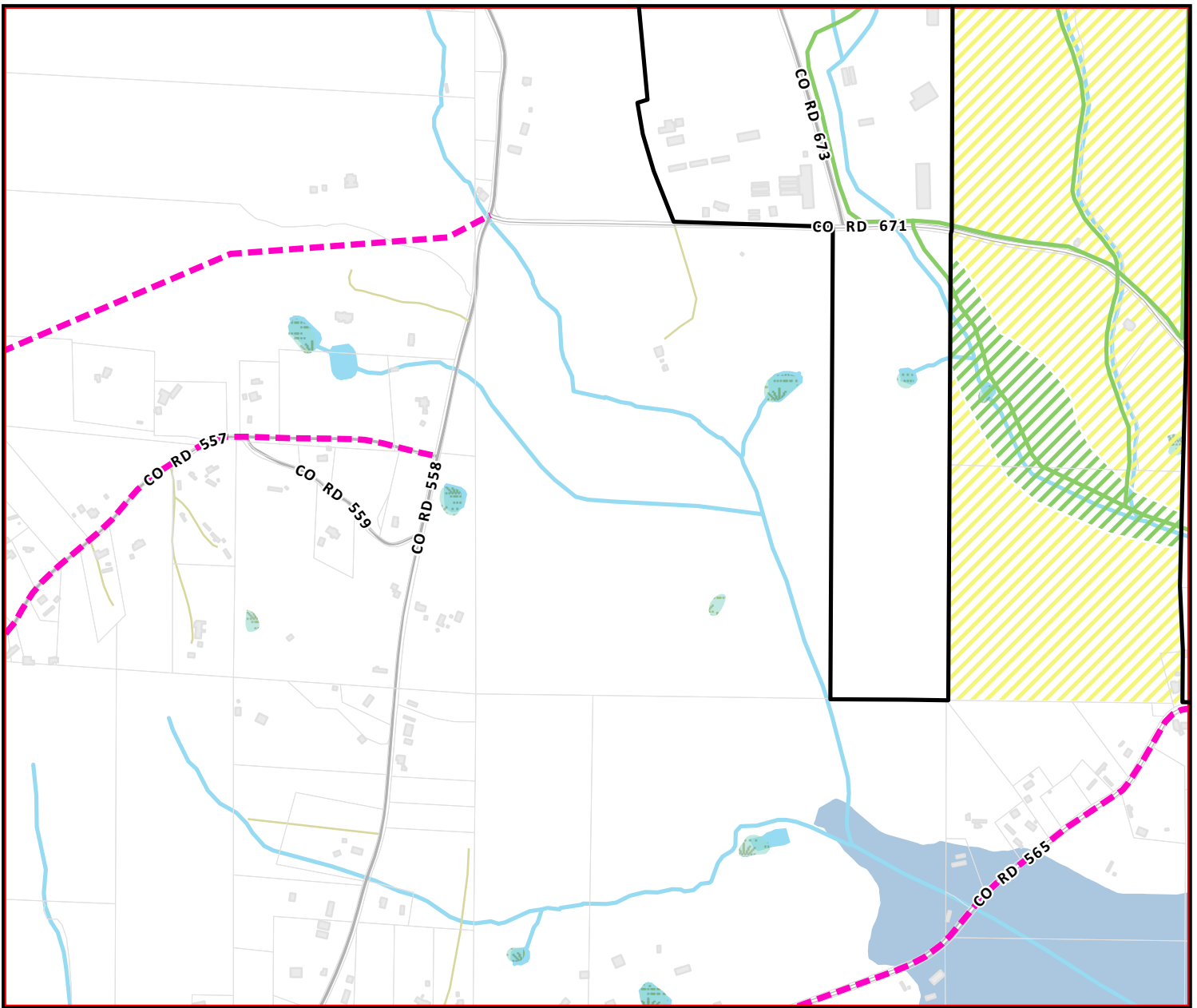


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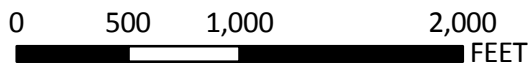


**CITY OF HANCEVILLE
FUTURE DEVELOPMENT CONCEPT**

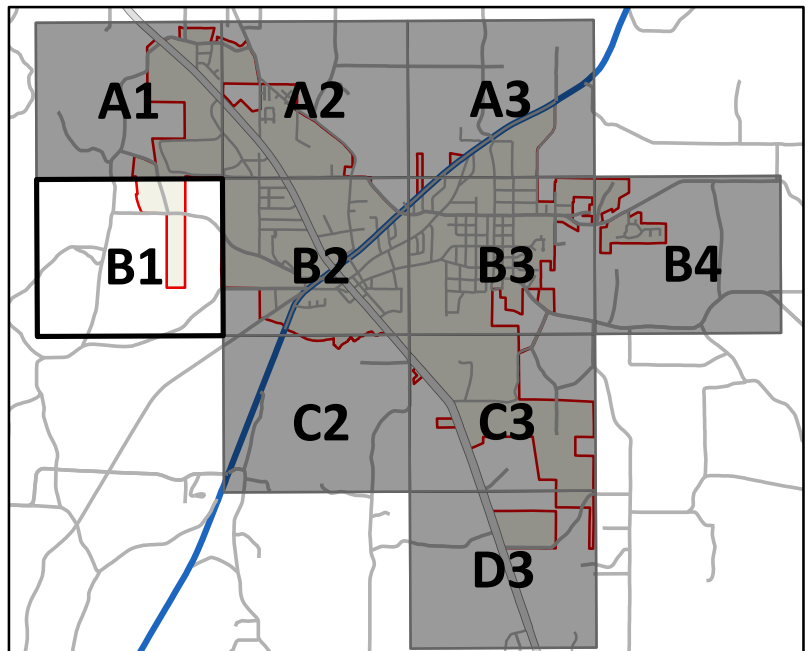


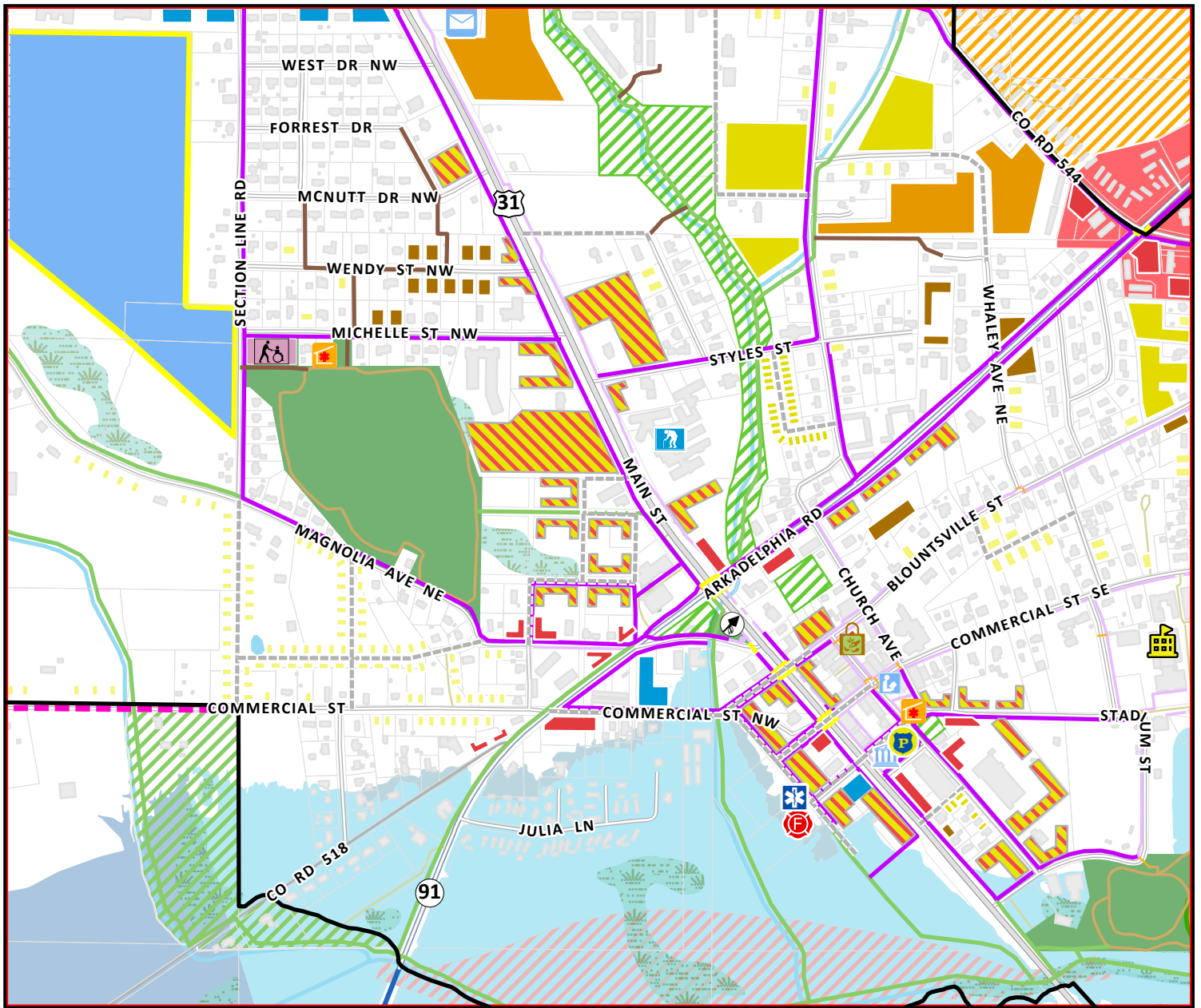


B1

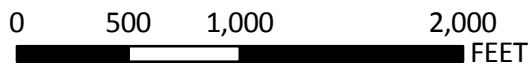


**CITY OF HANCEVILLE
FUTURE DEVELOPMENT CONCEPT**

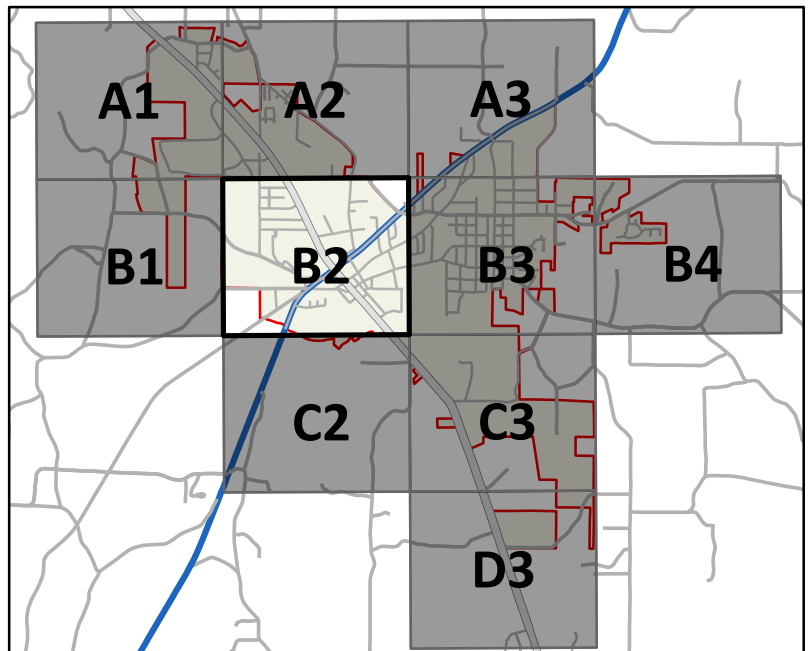


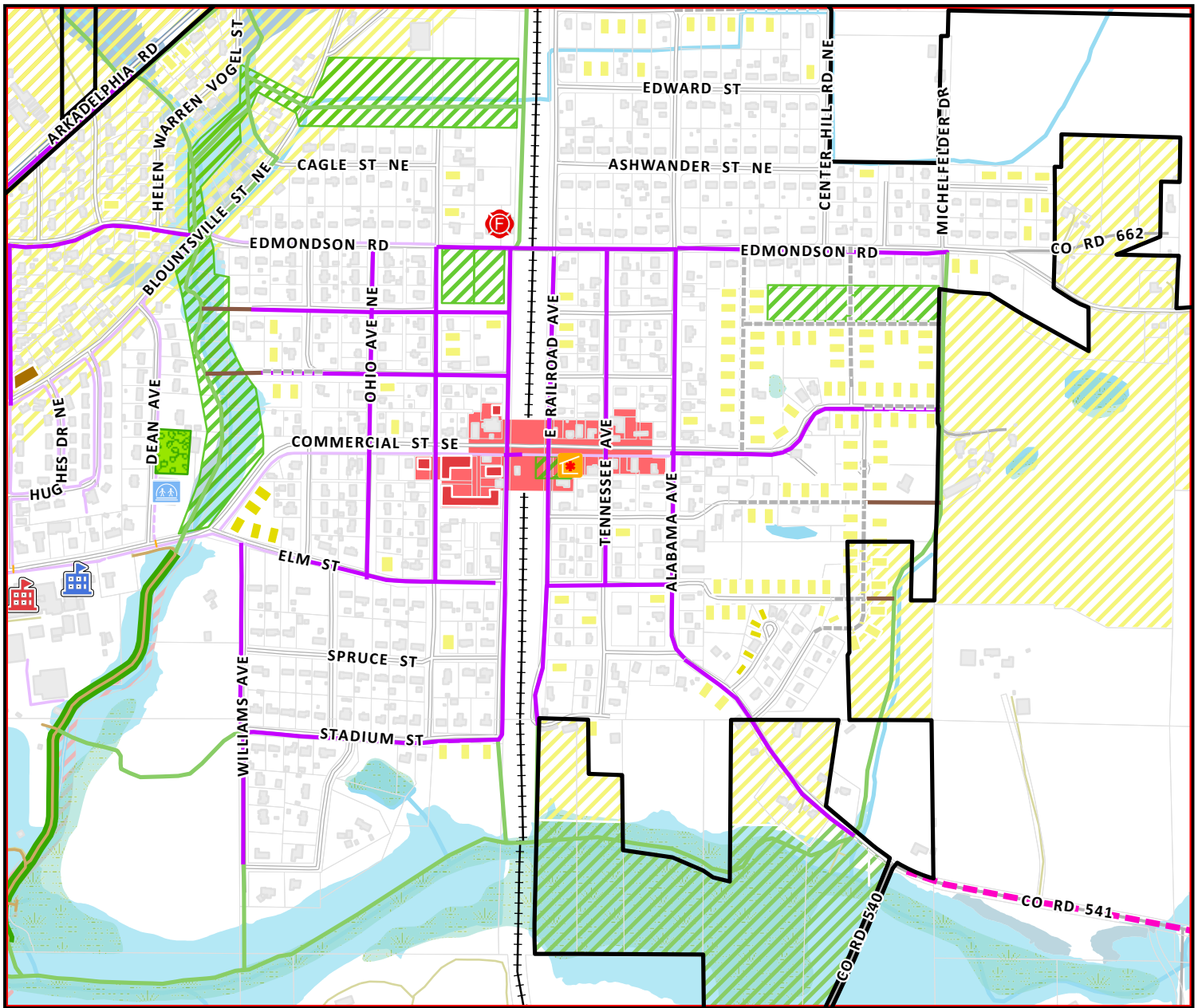


B2

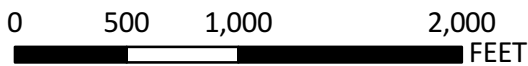


CITY OF HANCEVILLE FUTURE DEVELOPMENT CONCEPT

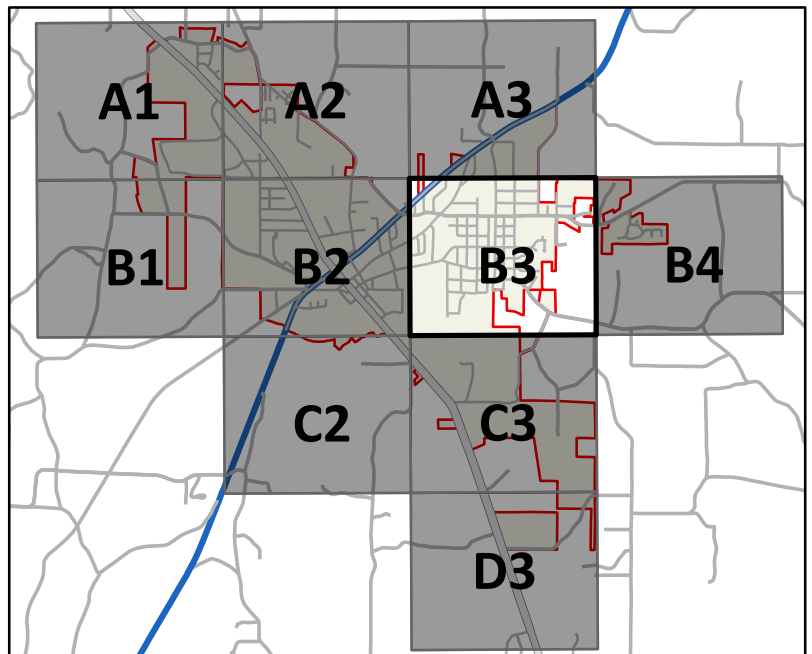


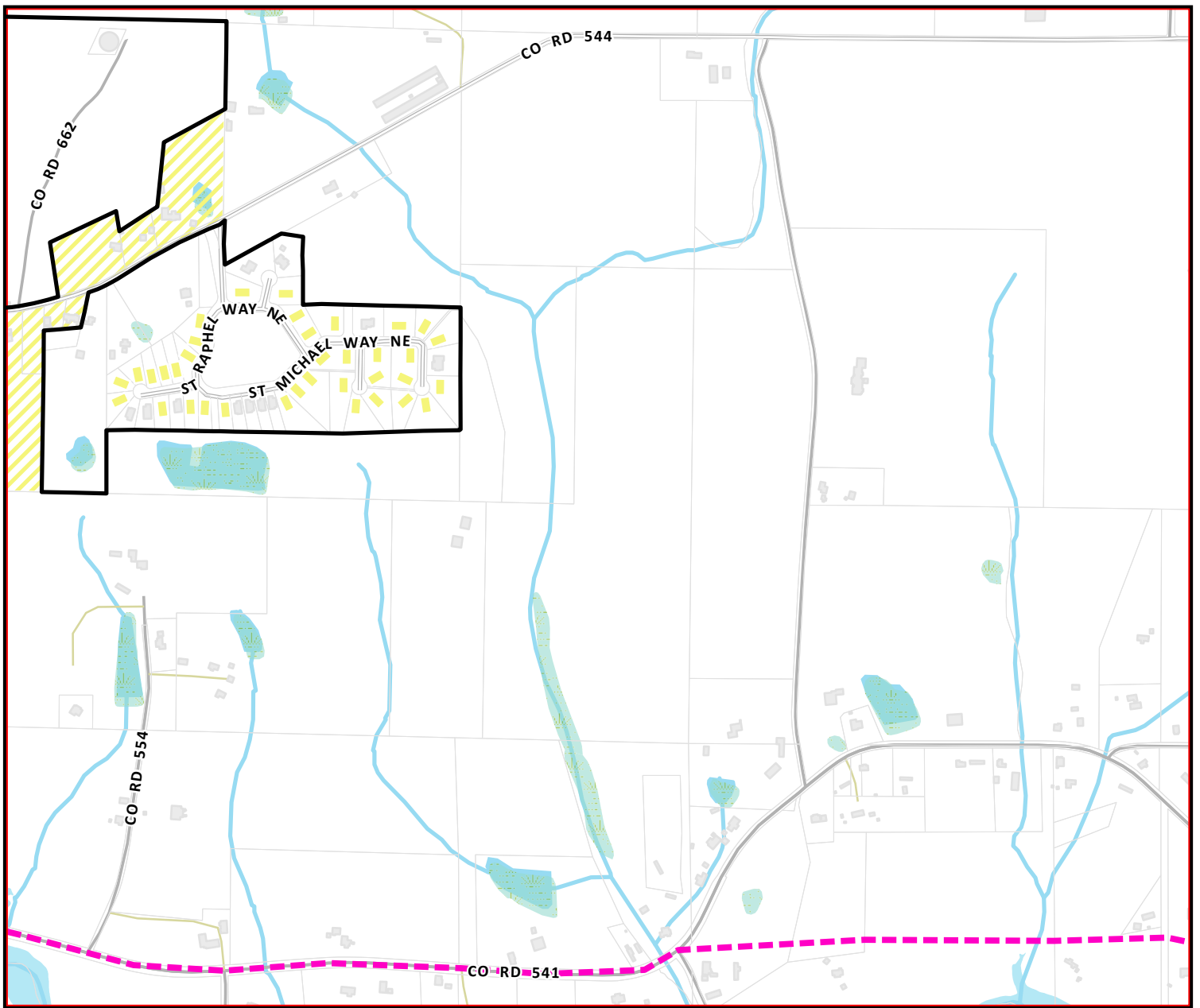


B3

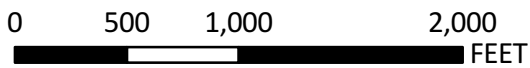


**CITY OF HANCEVILLE
FUTURE DEVELOPMENT CONCEPT**

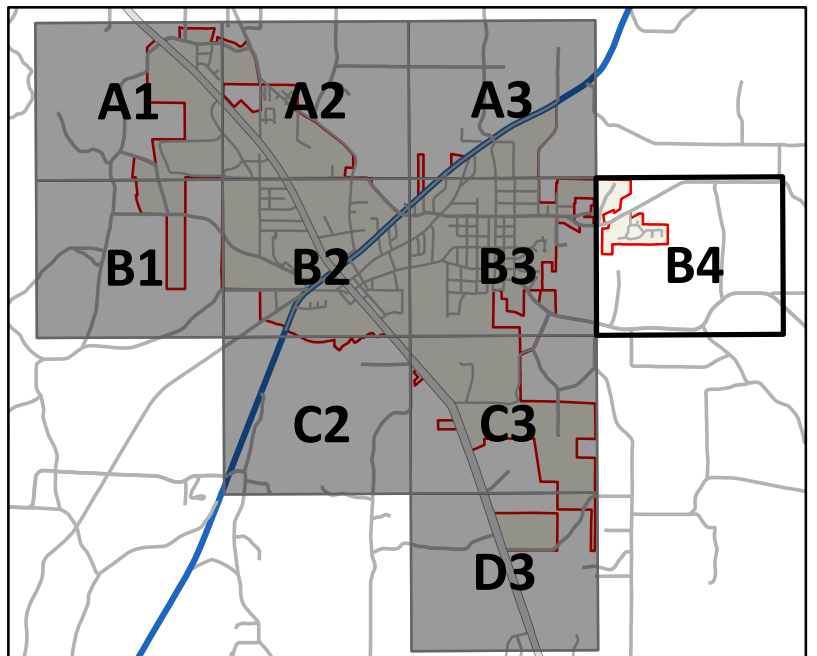


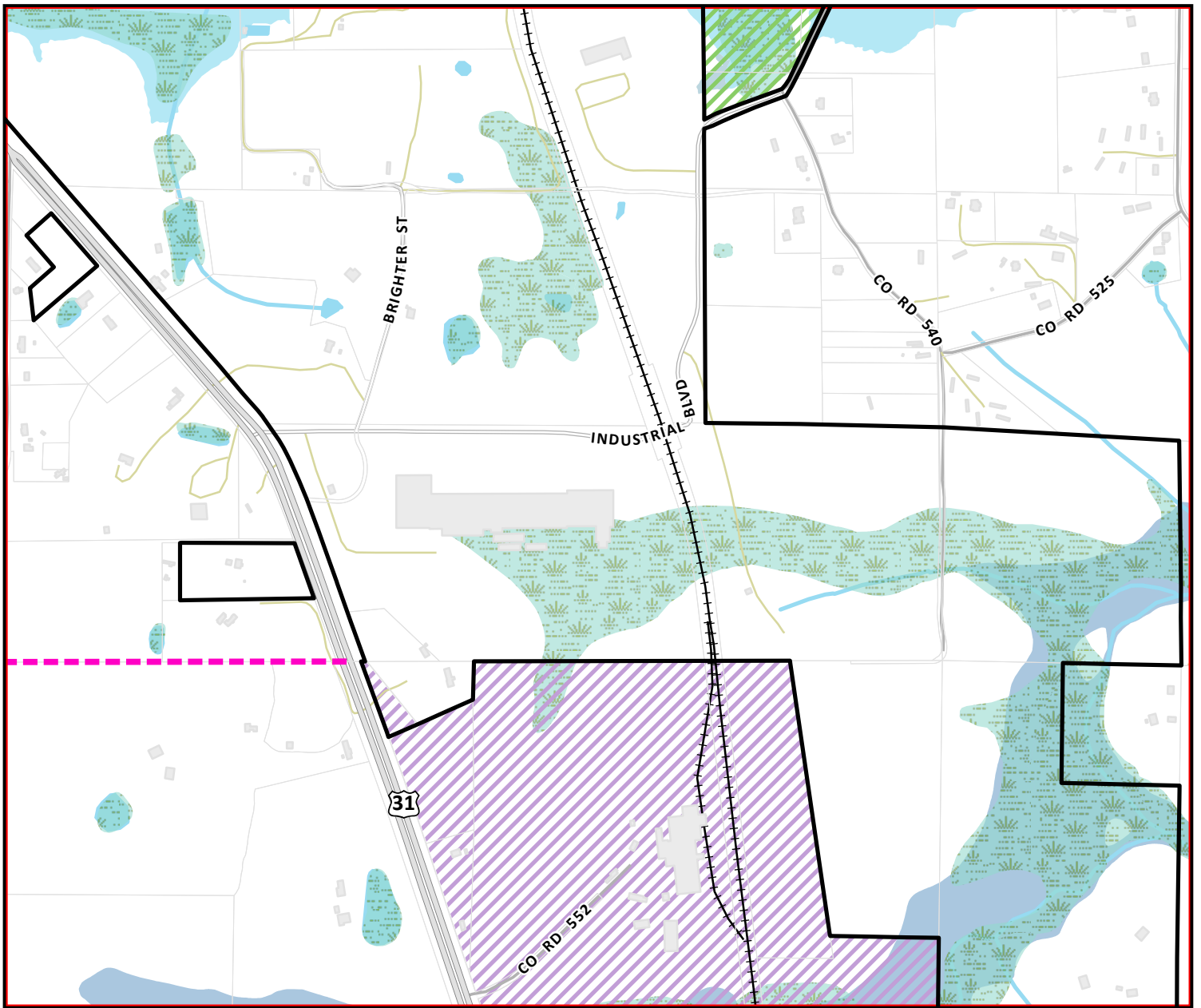


B4

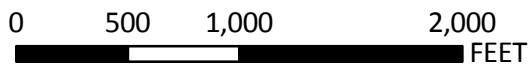


CITY OF HANCEVILLE FUTURE DEVELOPMENT CONCEPT

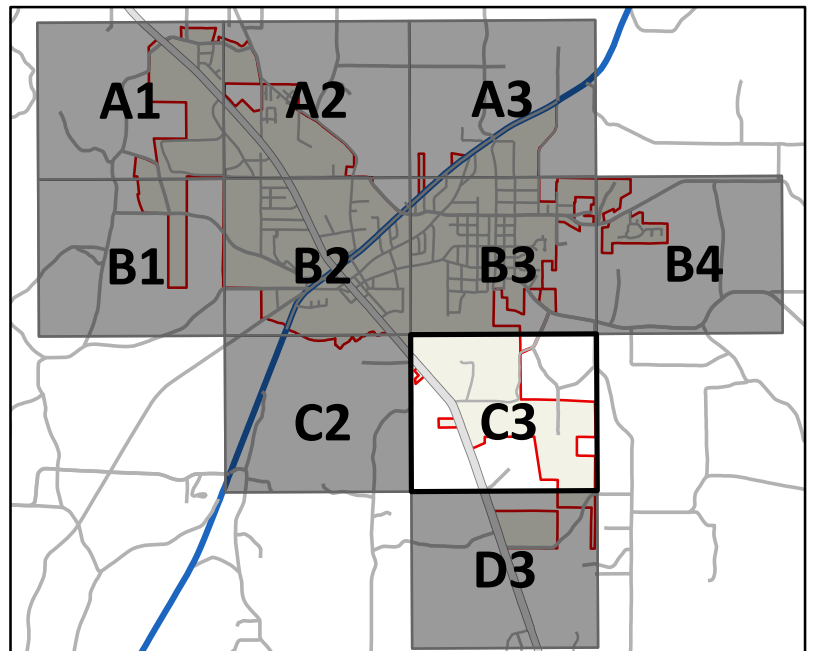


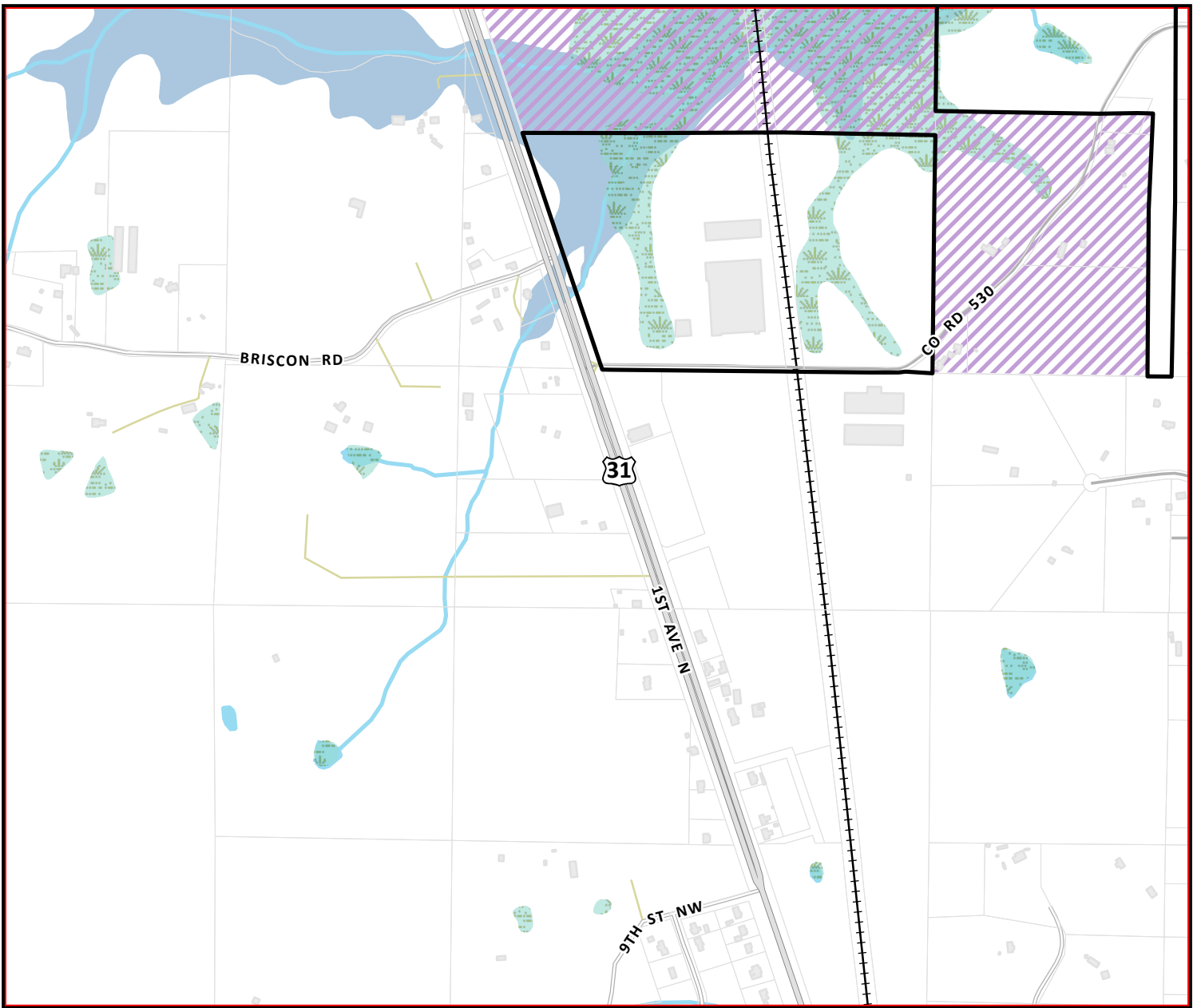


C3

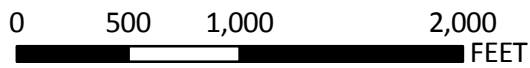


**CITY OF HANCEVILLE
FUTURE DEVELOPMENT CONCEPT**

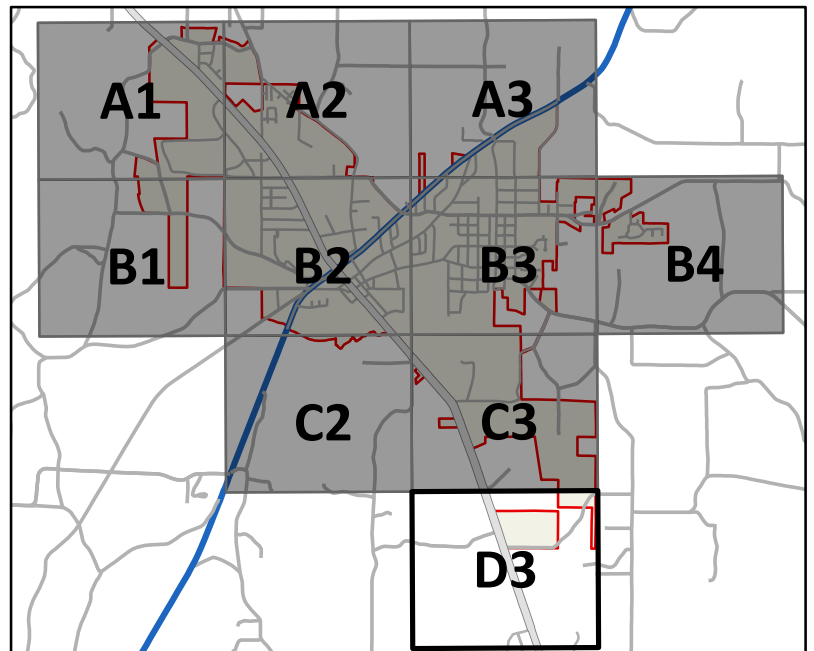




D3



CITY OF HANCEVILLE FUTURE DEVELOPMENT CONCEPT



FUTURE LAND USE PLAN

RELATIONSHIP TO ZONING ORDINANCE

The Future Land Use Plan map can be used to determine the appropriateness of future amendments to the Zoning Map as well as helping to inform potential updates to the Zoning Ordinance. The Future Land Use map is meant to be used as an illustration of the general land uses desired for certain areas of the city in the future. However, some of the existing land uses remain unchanged, meaning they won't need to be changed in the future and can remain as they currently are. Even though land use and zoning are different, they share a symbiotic relationship and affect each other. Therefore, any future rezonings should be guided by the Future Land Use Plan map in order to ensure consistency with the Comprehensive Plan. Other relevant parts of the Comprehensive Plan, including recommended updates to the Zoning Ordinance and Subdivision Regulations and recommended policies or guidelines for development, should also be considered when rezoning in the future. The Future Land Use Plan involves encouraging mixed use development in many areas across this city. This will involve updating the zoning ordinance to allow for mixed uses. The images below depict alternative zoning options that allow for more flexibility within the built environment, such as mixed uses.



FIGURE 25

The 3 images to the left are explanatory examples of SmartCode (also known as Transect-Based Code) <https://smartcodecentral.com/>



FIGURE 26



FIGURE 27

The 2 images below are explanatory examples of Form Based Codes <https://formbasedcodes.org/>

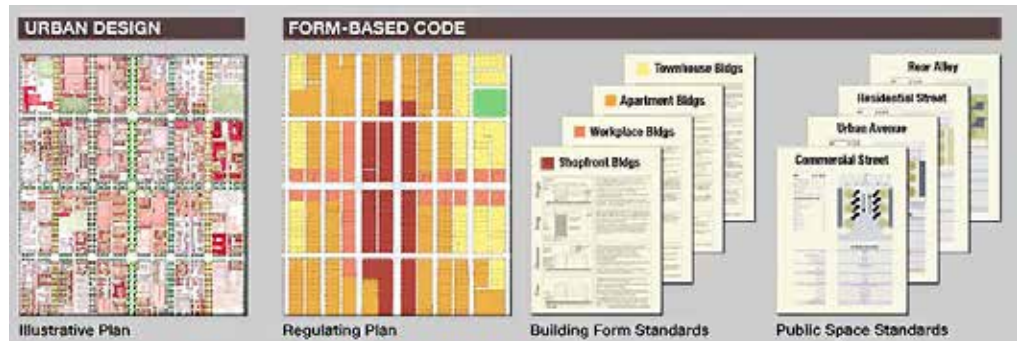


FIGURE 28

Five Main Elements of Form-Based Codes

<p>1. Regulating Plan</p> <p>A plan or map of the regulated area designating the locations where different building form standards apply.</p> 	<p>2. Public Standards</p> <p>Specifies elements in the public realm: sidewalk, travel lanes, on-street parking, street trees and furniture, etc.</p> 	<p>3. Building Standards</p> <p>Regulations controlling the features, configurations, and functions of buildings that define and shape the public realm.</p> 	<p>4. Administration</p> <p>A clearly defined and streamlined application and project review process.</p> 	<p>5. Definitions</p> <p>A glossary to ensure the precise use of technical terms.</p> 
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FIGURE 29

The Comprehensive Plan and included Future Land Use Plan, among other sections, should also be used to address hazard mitigation and support implementation of mitigation actions. The mitigation actions list for Hanceville is included in the Division F Regional Hazard Mitigation Plan and is also incorporated into the Objectives and Strategies of this plan. The Future Land Use section can address some of these hazard mitigations efforts by directing certain development types away from hazardous areas. Other related documents such as subdivision regulations and the zoning ordinance can also help prevent and mitigate natural disasters. The inclusion of the Hazard Mitigation Plan in the Comprehensive Plan can be very helpful in soliciting state and federal mitigation funding or assistance.

FUTURE LAND USE PLAN

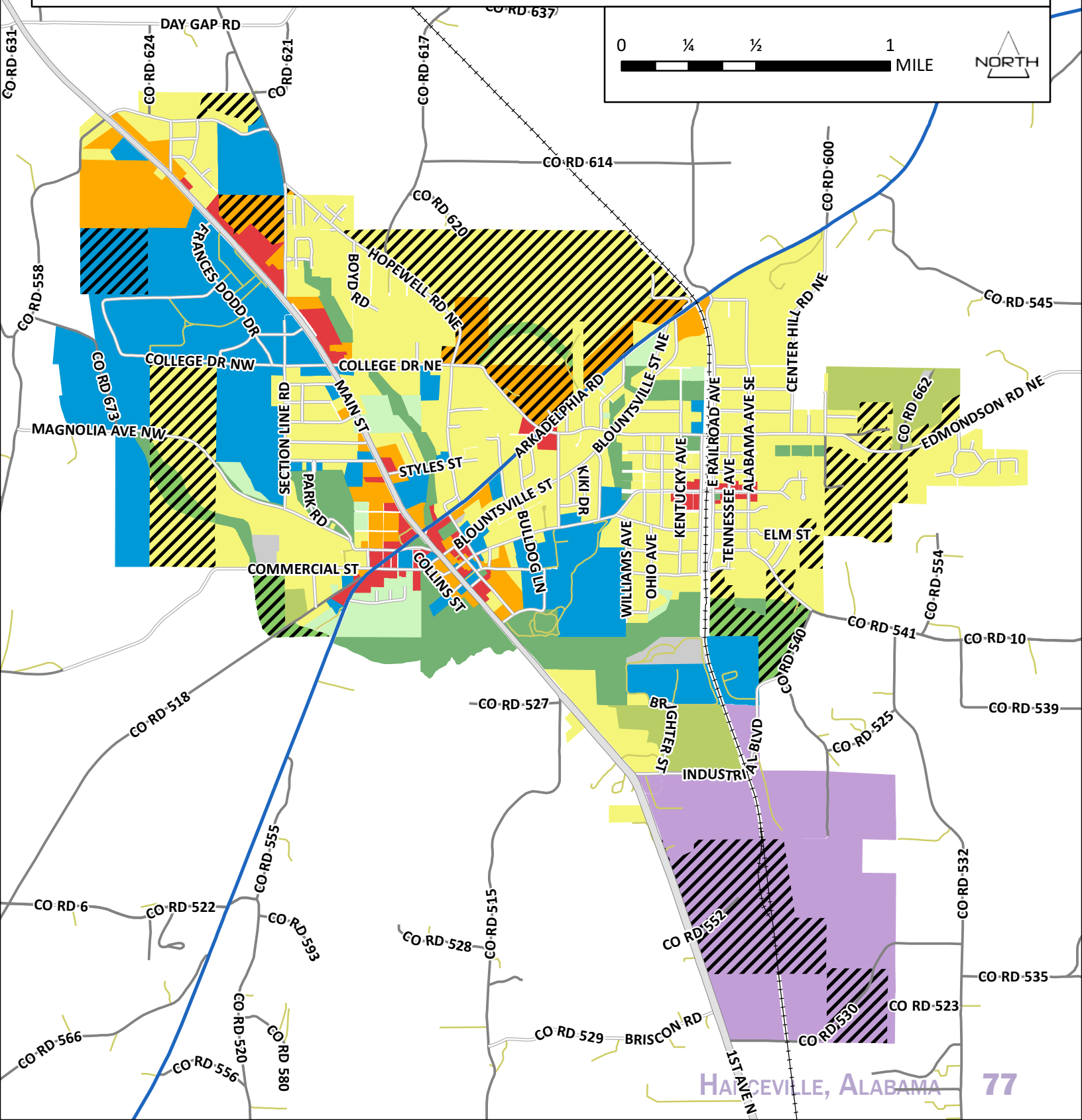
- CURRENT HANCEVILLE CITY LIMITS
- RAILROAD
- ROAD TYPE**
- U.S.

- STATE
- MAIN LOCAL
- COUNTY
- OTHER

- PROPOSED LAND USE**
- AGRICULTURAL
 - COMMERCIAL
 - INDUSTRIAL
 - INSTITUTIONAL

- MIXED USE
- OPEN SPACE
- RECREATION/PARKS
- RESIDENTIAL
- UTILITIES

- PROPOSED ANNEXATIONS**
- PROPOSED LAND USE**
- RECREATION/OPEN SPACE
 - INDUSTRIAL
 - INSTITUTIONAL
 - MIXED USE
 - RESIDENTIAL



FUTURE ANNEXATION PLAN

The Future Annexation Plan was partially based on the previous comprehensive plan's proposed annexations, while adjusting for areas that had been annexed since that time, and also annexing to create less disjointed, more unified city limits. These include annexing unincorporated islands, properties that will likely generate revenue, and properties that are already benefitting from city services and will help pay for those services through property taxes once annexed. Certain areas may also be annexed to prevent or control any unregulated development of those properties.

In the Future Annexation Plan map, the annexed areas in blue are proposed to be zoned as Institutional. The southwestern Institutional annexation (proposed to be zoned Institutional due to being in the floodplain) is suggested to be used as part of the park and greenway system. Annexing this area will prevent any further unregulated and inappropriate development on it, which would exacerbate the flood hazard. It also borders Mud Creek, which makes it a prime location for the proposed Greenway. The Institutional annexation in the southeastern section of the city is also meant to be used as part of the parks and greenway system as well, due to being located in the floodplain, containing a section of Mud Creek, and containing a large section of wetlands. The linear sections of blue are also proposed as Institutional due to being located along streams and being part of the Greenway Plan. The other northernmost Institutional annexation is recommended to be used as a location for WSCC to expand its facilities, such as a technology park or vocational training center, or as a potential site for a future new high school.

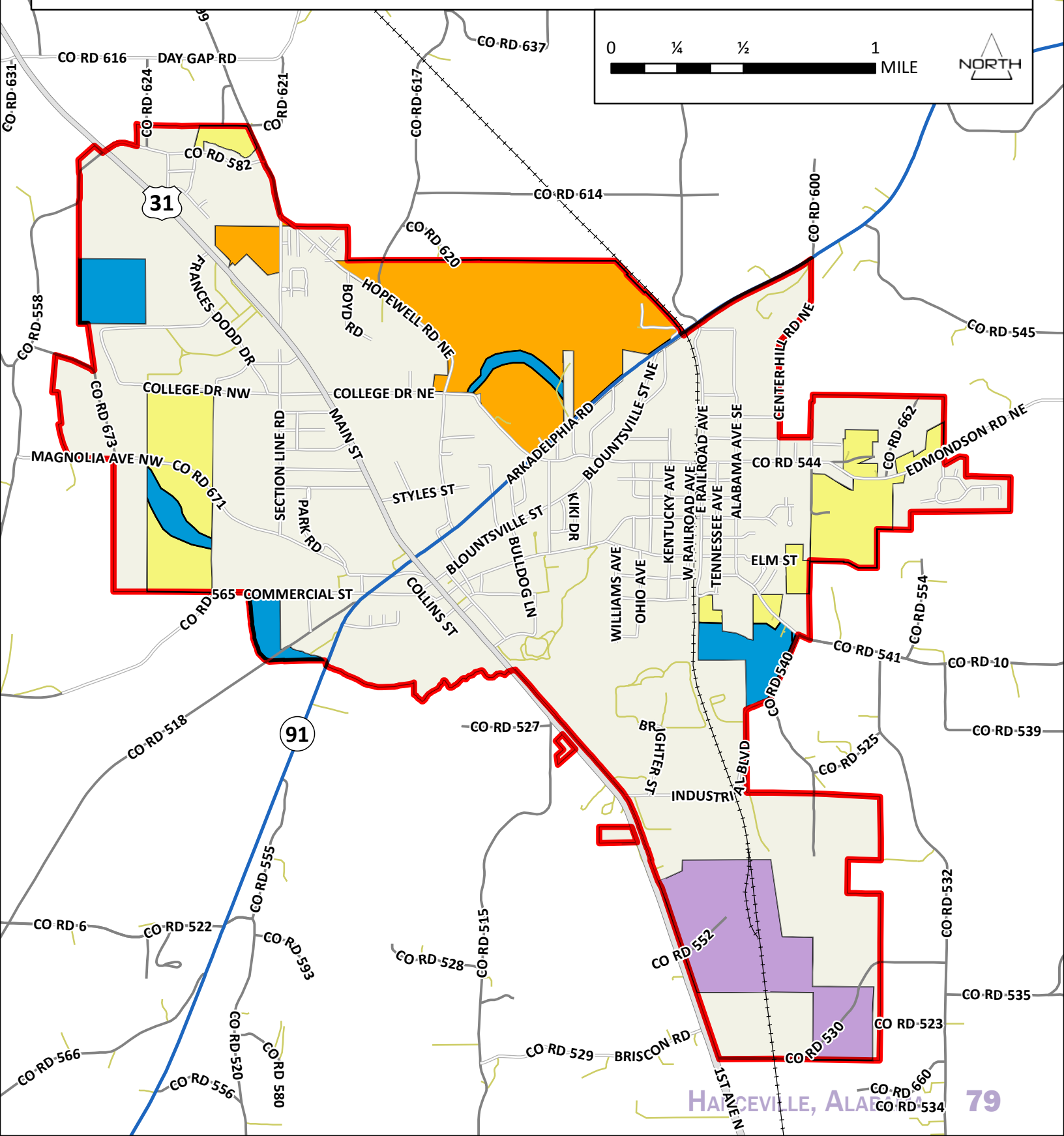
The proposed annexations in purple are recommended to be zoned as Industrial (Manufacturing) due to proximity to existing industrial land uses and its location along the railroad. Annexing these areas would generate revenue for the city while also allowing it to regulate any further development. Some of these regulations include exactions and impact fees, which often can be used to mitigate any negative impacts of the development or to provide new or expanded public facilities. These are explained in more detail in the Implementation section.

The proposed annexations in yellow are recommended as being zoned as Residential. The area on the southwestern side is recommended as residential because of its location adjacent to a proposed location for a new high school. This would support walkability from the neighborhood to the school and would decrease school traffic and the need for excessive parking lot pavement. It is also close to WSCC and could be used to house employees and students from the community college. The residential annexation in the northern section of the city is proposed as such due to its existing land use as well as the surrounding areas being residential. The residential annexation in the eastern section of the city is also recommended to be zoned Residential due to the existing surrounding uses.

The orange annexations are proposed as being zoned as Mixed Use in the future. Mixed Use zoning would include commercial, residential, office, or institutional, including recreational, uses. The Mixed Use zoning category is a solution to the problems brought about by the outdated Euclidean Zoning (single-use) style, which was originally developed in the early 1900s as a solution to the problems of heavy industrialization that threatened the health and well-being of those in nearby residential and commercial areas. However, typical single-use (Euclidean) zoning no longer meets the needs of most communities today and exacerbates the existing problems that it had a part in causing, such as sprawl, worsened traffic, disconnected neighborhoods, auto-dependent communities, and an overabundance of impervious surfaces for parking, among other things. Mixed Use zoning, while being a newer zoning "category," is actually more akin to the traditional development patterns of the past than single-use Euclidean zoning is. In fact, the Traditional Neighborhood Development (TND) approach to development projects, which takes its name from this traditional development pattern, also employs Mixed Use zoning. The traditional development patterns of the past involved public spaces that were built to a human, not automobile, scale; they were built incrementally over time, avoiding the need to take on debt to build it all at once; they were built in walkable distances; and they included a fine-grained mix of uses, such as living spaces above commercial or office spaces. Mixed Use zoning supports all of these methods. For these same reasons and more, Mixed Use zoning is compatible and supportive of the Smart Growth method of planning by encouraging compact design; higher densities; land-use efficiency; housing variety; connected, walkable, and bikeable neighborhoods due to an increase in destinations within shorter distances; and strengthening of neighborhood character.

FUTURE ANNEXATION PLAN

 CURRENT HANCEVILLE CITY LIMITS	 INSTITUTIONAL	 RAILROAD	 MAIN LOCAL
PROPOSED ANNEXATIONS	 MIXED USE	ROAD TYPE	 COUNTY
PROPOSED ZONING	 RESIDENTIAL	 U.S.	 OTHER
 INDUSTRIAL	 PROPOSED CITY LIMITS	 STATE	



FUTURE TRANSPORTATION PLAN

PROPOSED STREET PLAN

The proposed regional connector roads in the Street Plan represent conceptual routes to provide more efficient and direct connections from Hanceville to I-65, and from Hanceville to its neighbors of Blountsville, Oneonta, and Cleveland. Planning these routes should involve a regional connector study and feasibility study, and could potentially call for a long-range transportation plan for the region.

ACCESS MANAGEMENT

According to the Federal Highway Administration (FHWA), good access management is the management of vehicular access points to properties located along or adjacent to any type of road in a way that enables the safe and efficient use of the transportation network for all. Some of the techniques used in access management include, access (traffic signal) spacing, driveway spacing, safe turning lanes, roundabouts, median treatments, and right-of-way management. Other vehicle-oriented considerations include driveway alignment or offset, shared driveways, driveway spacing from intersections, wayfinding, and service drives. Some of the non-motorized considerations include the design of access points, connectivity, bike lanes, sidewalks, crosswalks, and mid-block crossings. Future transit systems should also be considered in access management plans and when designing or redesigning roads. Access management can reduce traffic congestion, conflict points, and collisions, as well as improve the safety for all other users, including pedestrians and bicyclists. It can also increase the opportunities for stormwater drainage and management, landscaping, signage, and general beautification of the area by adding more space for these additions. Whenever a new project or the redevelopment of an area in either of these corridors is planned, upgrading and improving access management on existing and proposed streets should be included in the project plan, as well as considering the need for pedestrian or bicycle facilities.

WHAT IS ACCESS MANAGEMENT?

How does Access Management affect operations?

Curb cuts are reduced, this improves safety for:

- Bicyclists
- Pedestrians
- People with disabilities
- The elderly

Reducing curb cuts improves:

- Roadway carrying capacity
- Travel speed and time
- Mobility
- Efficiency

24 potential conflicts with bicyclists and pedestrians on a roadway **without** access management.

4 potential conflicts with bicyclists and pedestrians on a roadway **with** access management.

Source: Oregon Department of Transportation

FIGURE 30

Driveway Consolidation

Fewer driveways spaced further apart allow for more orderly merging of traffic and presents fewer challenges to drivers.

Turning Bays

Dedicated left, right, and U-turn lanes keep through traffic flowing by providing space outside of the through lanes for turning vehicles.

Raised Medians

Road medians help reduce conflict, streamline access to businesses, improve safety, and increase traffic flow.

FIGURE 31

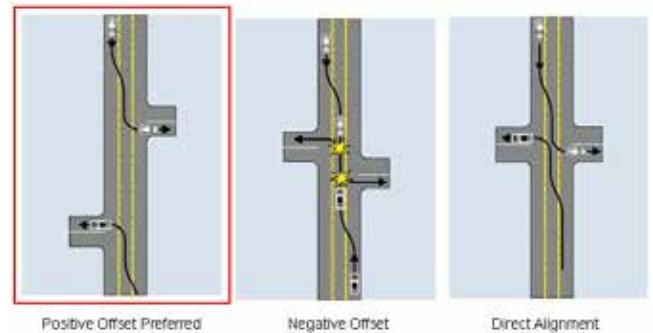


FIGURE 32

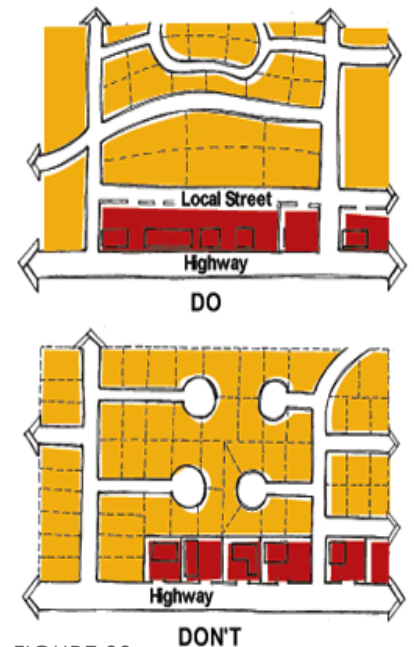
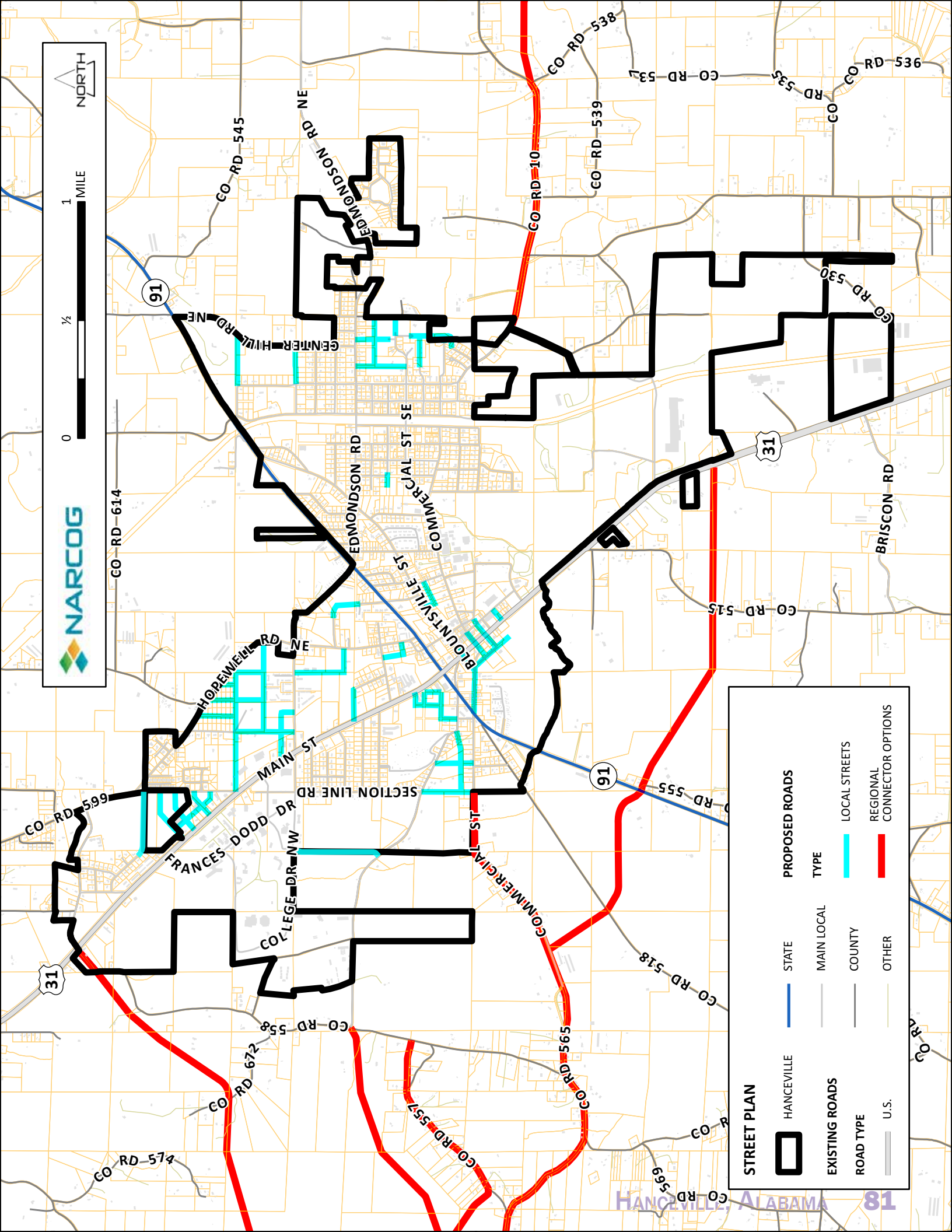
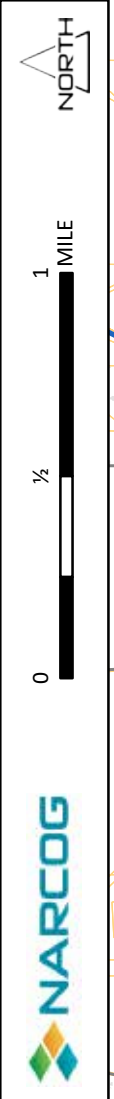


FIGURE 33



STREET PLAN

	HANCEVILLE		STATE		PROPOSED ROADS
	EXISTING ROADS		MAIN LOCAL		LOCAL STREETS
	ROAD TYPE		COUNTY		REGIONAL CONNECTOR OPTIONS
	U.S.		OTHER		

MULTI-MODAL TRANSPORTATION

The proposed local streets in the Street Plan need to include separated sidewalks at the very least and should be “Complete Streets” when appropriate. “Complete Streets” are generally defined as streets that are designed and operated to provide safe access for all types of users, including pedestrians, cyclists, motorists, and transit users. Complete streets can and should be adapted to fit the context of the community, which means that many rural complete streets look different than urban and suburban complete streets; however, all should be designed to provide a balance of safety and convenience for every type of user. According to Smart Growth America, some of the things that may be included in a complete street are sidewalks, bike lanes or adequately wide paved shoulders, bus lanes and stops, frequent and safe pedestrian crossings, pedestrian signals, median islands, curb extensions, and narrower travel lanes. Over the years, there have been discussions by the City about a potential pedestrian bridge over US 31 to connect WSCC and the commercial developments. This was again mentioned as a potential solution during this planning process and should be reconsidered going forward. Some lower cost options would include bridges without elevators (and therefore without the need for electrical work). The images below show examples of bridges with no elevators and the multiple and varied benefits of pedestrian connections. Complete streets significantly increase the livability of communities by increasing the choices available for transportation, thereby decreasing the auto-dependence of a city, and by increasing the connectivity to and accessibility of destinations, which has other positive impacts on things like local businesses, the cost of living, and the health of residents. Complete streets are also connected streets, meaning that dead ends and cul-de-sacs are advised against. Connected, grid style streets make travel more efficient, decrease traffic congestion, provide more safety, and decrease the response time for emergency responders, among other things. Complete streets, bikeability, walkability, and accessible public transit are also major components of the AARP’s criteria for being an age-friendly community. <https://www.aarp.org/livable-communities/archives/>

Hanceville should also consider establishing a transit system in partnership with WSCC, downtown businesses, and the Shrine. This would need to be planned and studied, possibly requiring a feasibility study. Other multi-modal transportation options for Hanceville could include public bikeshares, electric scooter sharing, and other micromobility sharing systems. The following section on the Pedestrian Connectivity Plan is also connected to and dependent on the multi-modal transportation aspect described in this section.

<https://smartgrowthamerica.org/program/national-complete-streets-coalition/publications/what-are-complete-streets/>

EXAMPLES OF PEDESTRIAN BRIDGES



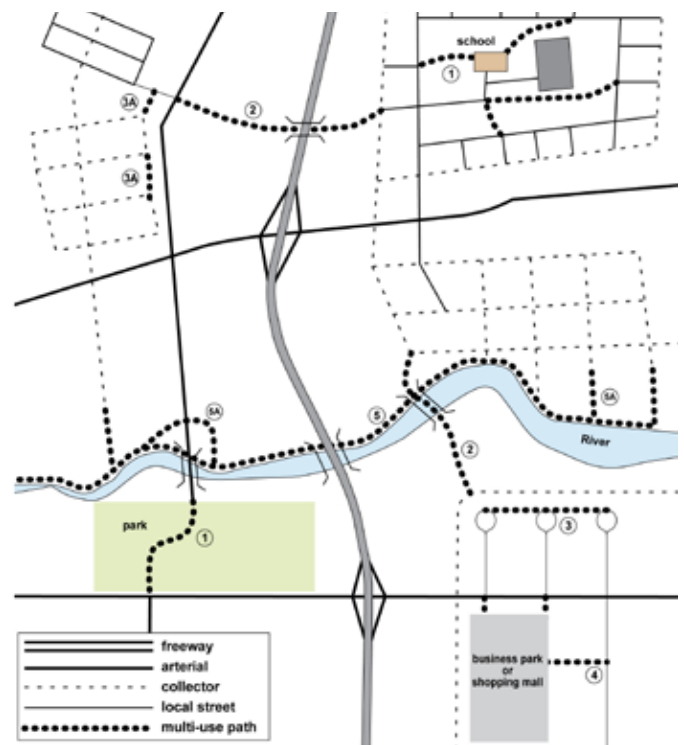
FIGURE 34



FIGURE 35



FIGURE 36



Chapter 7, fig. Shared use path in urban setting - Caption: Appropriate locations for paths in urban setting:
 1. As short cut through parks etc
 2. To bridge obstacles such as rivers or freeways
 3. To connect cul-de-sacs or other discontinuous streets
 4. To provide access to large commercial land uses from back roads
 5. Along rivers, and other corridors not served by streets, with frequent connections to the street system

FIGURE 37

EXAMPLES OF COMPLETE STREETS



FIGURE 38



FIGURE 39



FIGURE 40

FUTURE PARKS & GREENWAY

PEDESTRIAN CONNECTIVITY PLAN

PEDESTRIAN FACILITIES

The Pedestrian Connectivity Plan, in consistency with the Multi-modal Transportation section above, calls for improvements in pedestrian and non-motorized facilities such as crosswalks, neighborhood connector paths, sidewalks, greenway trails, ADA compliance, signage and wayfinding, lighting, etc. Neighborhood connector paths are an option that can be used to provide pedestrian connections between neighborhoods and other destinations without necessitating cement sidewalks. Often times these connectors are simply made with packed gravel or tar and chip surfaces. With easements, these connectors allow pedestrians to take “shortcuts” to destinations through what might have been unwelcoming private property. Along with the images below, Figure 37 on the previous pages also shows examples of pedestrian connections. Safe Routes to School program also advocates for these types of neighborhood connections as ways to reduce the distance that children have to travel to and from school, thereby making the trip safer, as well as offering more of a variety of routes to travel.

In June of 2019, the City, NARCOG, and Main Street Alabama conducted a Walkability Audit through the Main Street Alabama Network Community program, of which Hanceville is a part, in order to identify areas of concern along with potential projects that could help make the downtown area more accessible for all users. The Audit report found that Hanceville is mostly car-dependent, with a walk score of 37, meaning most errands require a car. Some of the easiest next steps offered in the report included distributing ADA compliance resources to local businesses, removing the pole in the drugstore parking lot, painting crosswalks, planting more greenery, painting/repairing benches and adding movable furniture, repainting parking spots, and using tactical urbanism (“lighter, quicker, cheaper”) to test improvements. Some of the more difficult, long-term improvements included correcting ADA issues with sidewalk ramps, repairing brick pavers, adding sidewalks between US 31 and Church Street, adding sidewalks between Hamby Park and Commercial Street along US 31, and repairing the parking lots next to the drugstore and the library.

GREENWAY TRAIL/PATH

For the sake of cost efficiency and maintenance, the greenway trails can be made from different materials for different sections. The sections in the center of the city that connect different community facilities and non-recreational destinations would be most beneficial being made from materials that are ADA accessible, such as asphalt, concrete, or gravel bases with tar and chip surfaces. The sections of the greenway that are on the outskirts of the city and are more recreational in nature can be simple gravel trails or dirt paths. One way the City can implement the Greenway plan is by acquiring easements from private land owners that will allow certain portions of their private property to be used by the public with certain guidelines. This would prevent the City from having to divide up parcels of land by dozens of different owners in order to purchase it all for the Greenway. Getting support from residents of the city and showing the benefits that the Greenway can and will have on the quality of life for residents is often a good way to get the permission and blessing of the property owners that live along the proposed greenway trails.

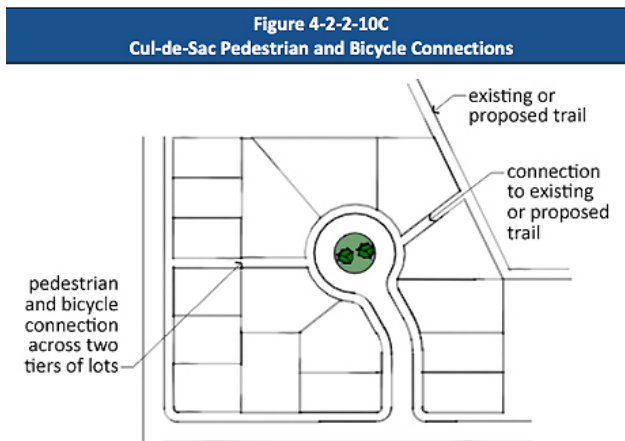


FIGURE 41

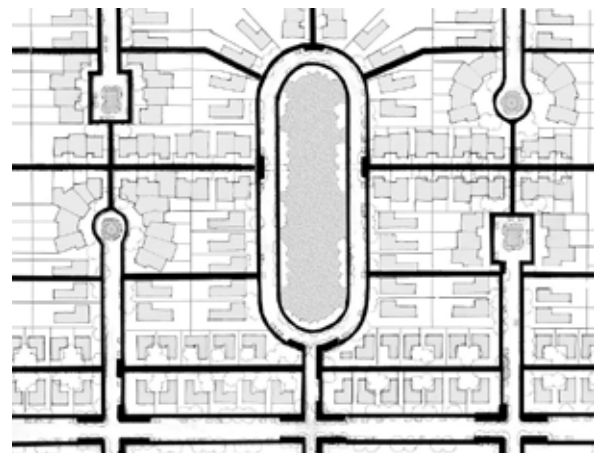


FIGURE 42

PEDESTRIAN CONNECTIVITY PLAN



PROPOSED FACILITIES

TYPE

- CROSSWALK
- SIDEWALK
- CONNECTOR TRAIL
- GREENWAY

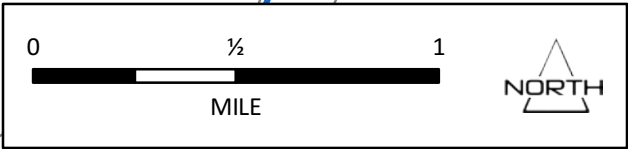
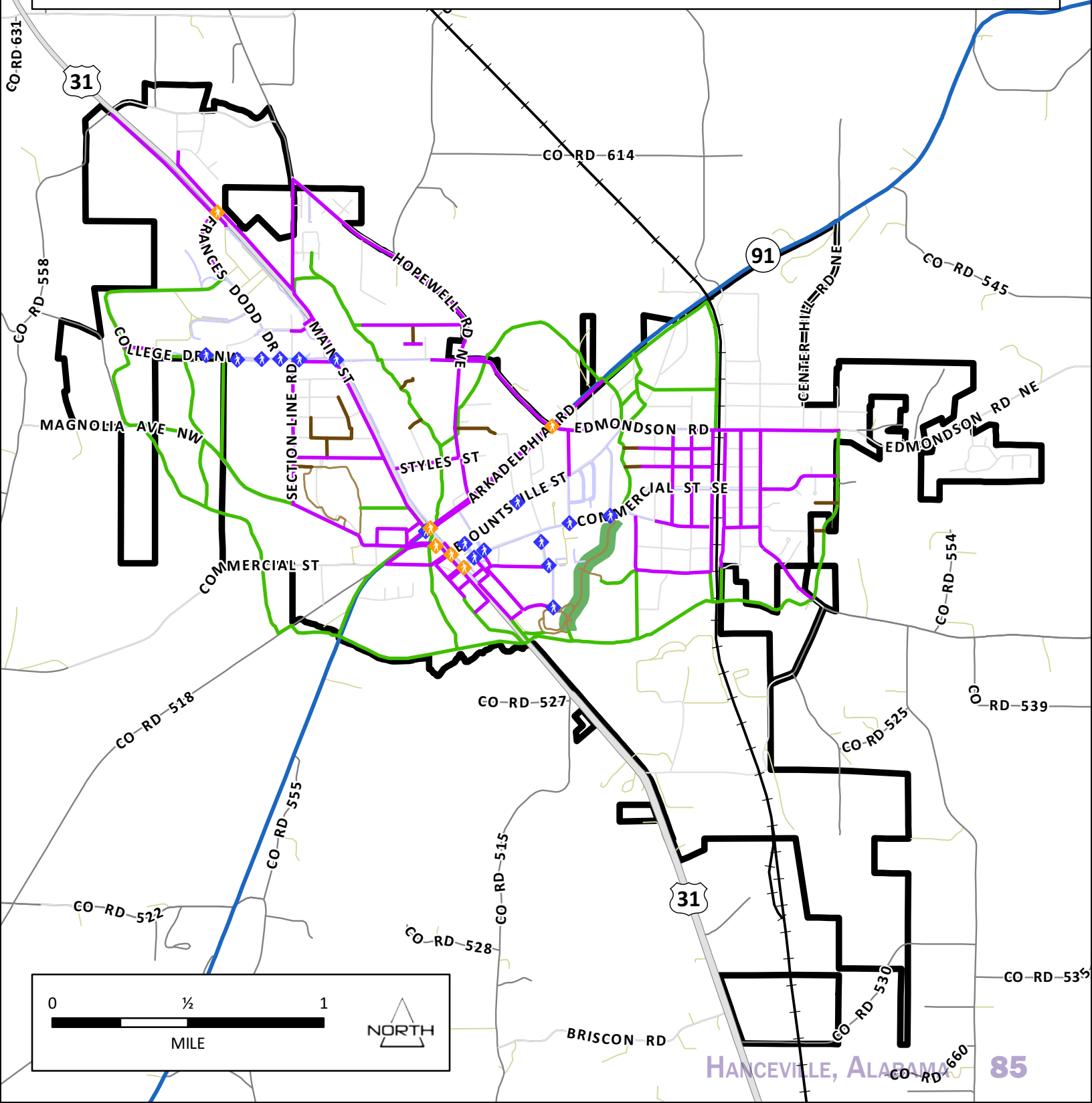
EXISTING FACILITIES

TYPE

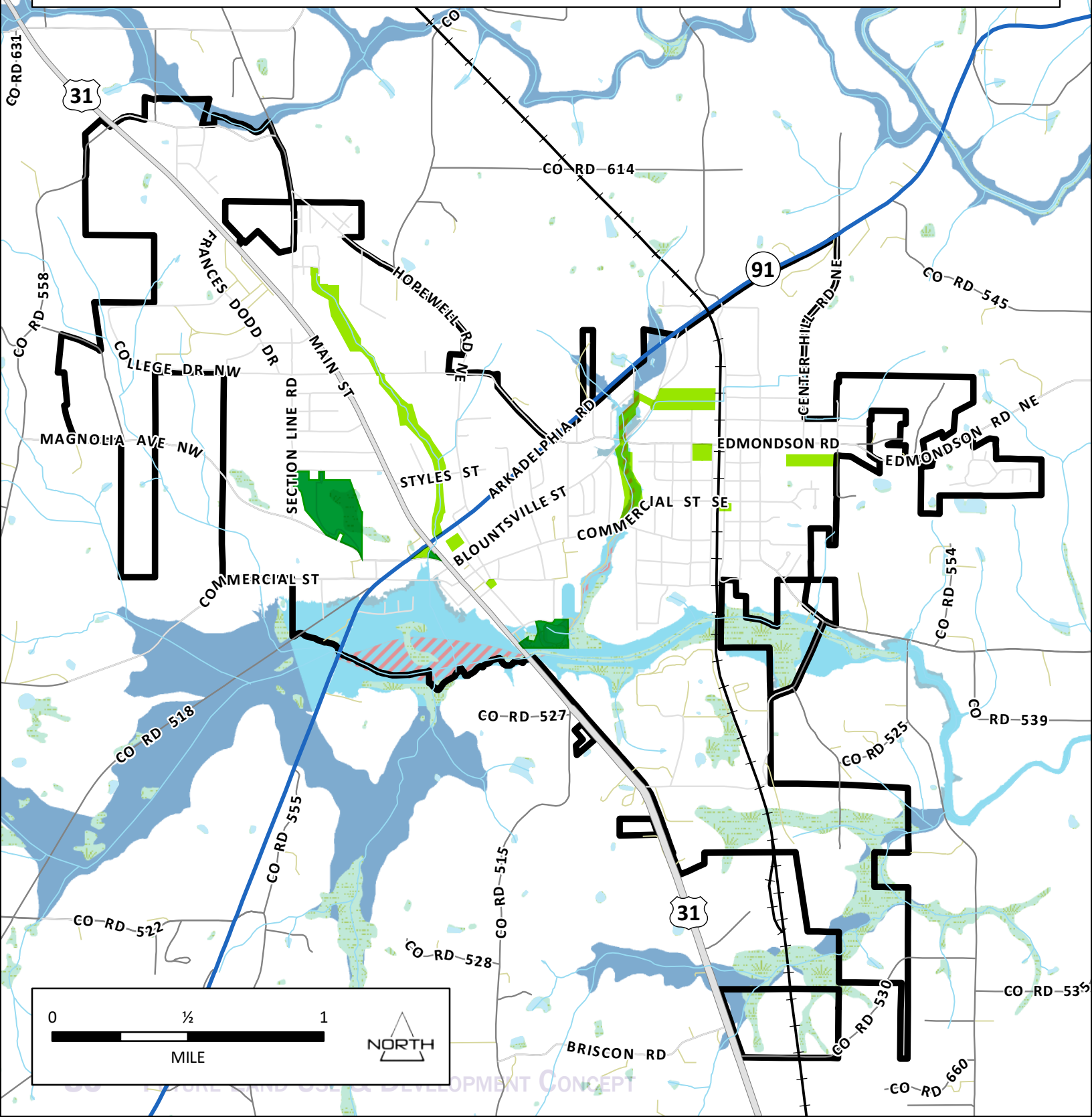
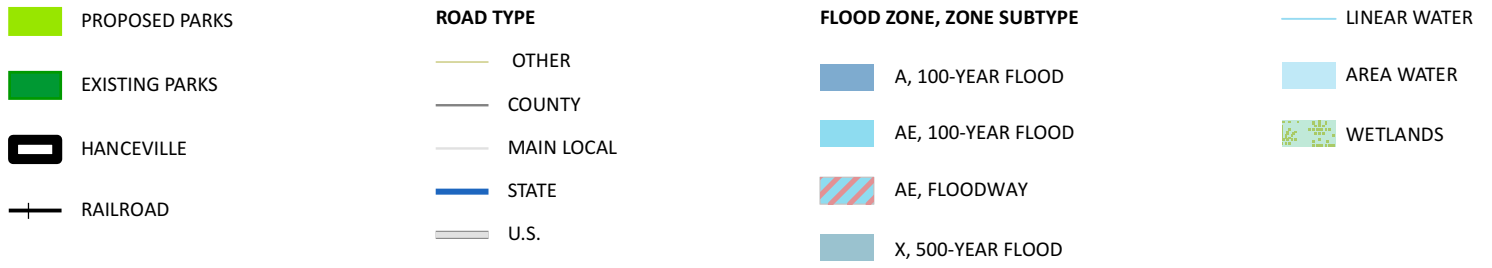
- CROSSWALK
- SIDEWALK
- TRAIL
- GREENWAY

ROAD TYPE

- OTHER
- COUNTY
- MAIN LOCAL
- STATE
- U.S.
- RAILROAD
- HANCEVILLE



CITY OF HANCEVILLE - PARKS PLAN



FUTURE PARKS

The proposed parks in the Parks Plan map consist of linear parks that follow along the greenway, as well as traditional style parks. All of the proposed parks as well as the existing parks are meant to be connected by the greenway or sidewalks to result in a connected park system for Hanceville. Two of the proposed parks in the downtown area are the plot on which the heritage magnolia tree sits, and the lot next to the existing Hamby Memorial Park on the corner of AL 91 and US 31. Another proposed park downtown is in a low-lying and frequently flooded lot off the west side of Church Avenue on the block between Arkadelphia Road (AL 91) and Blountsville Street. The proposed linear parks follow the tributaries of Mud Creek and the proposed greenway trails. The linear park north of AL 91 and east of US 31 would follow the greenway proposed for that area and would directly service multiple neighborhoods and apartment complexes, including those in which the WSCC students live. Another proposed linear park south of AL 91 and east of US 31 would also follow the greenway and is almost entirely in the flood plain, which makes a park one of the most suitable uses for this land. This park would also serve many residents and neighborhoods along with the Civic Center. At the northern edge of the park, it takes a right turn following one of the streams and encompasses a patch of forested land ending at the railroad that many residents have commented is already used by some children as a recreational area. There are three other proposed parks in the Steppeville area, one on Edmondson Road next to the railroad, one on Commercial Street next to the railroad, and one in a patch of forested land between Edmondson Road to the north and Cherry Lane to the south. In coordination with the proposed greenway and street plan this park, along with the others, should serve as a neighborhood park to be used by residents in the most eastern sections of the city.



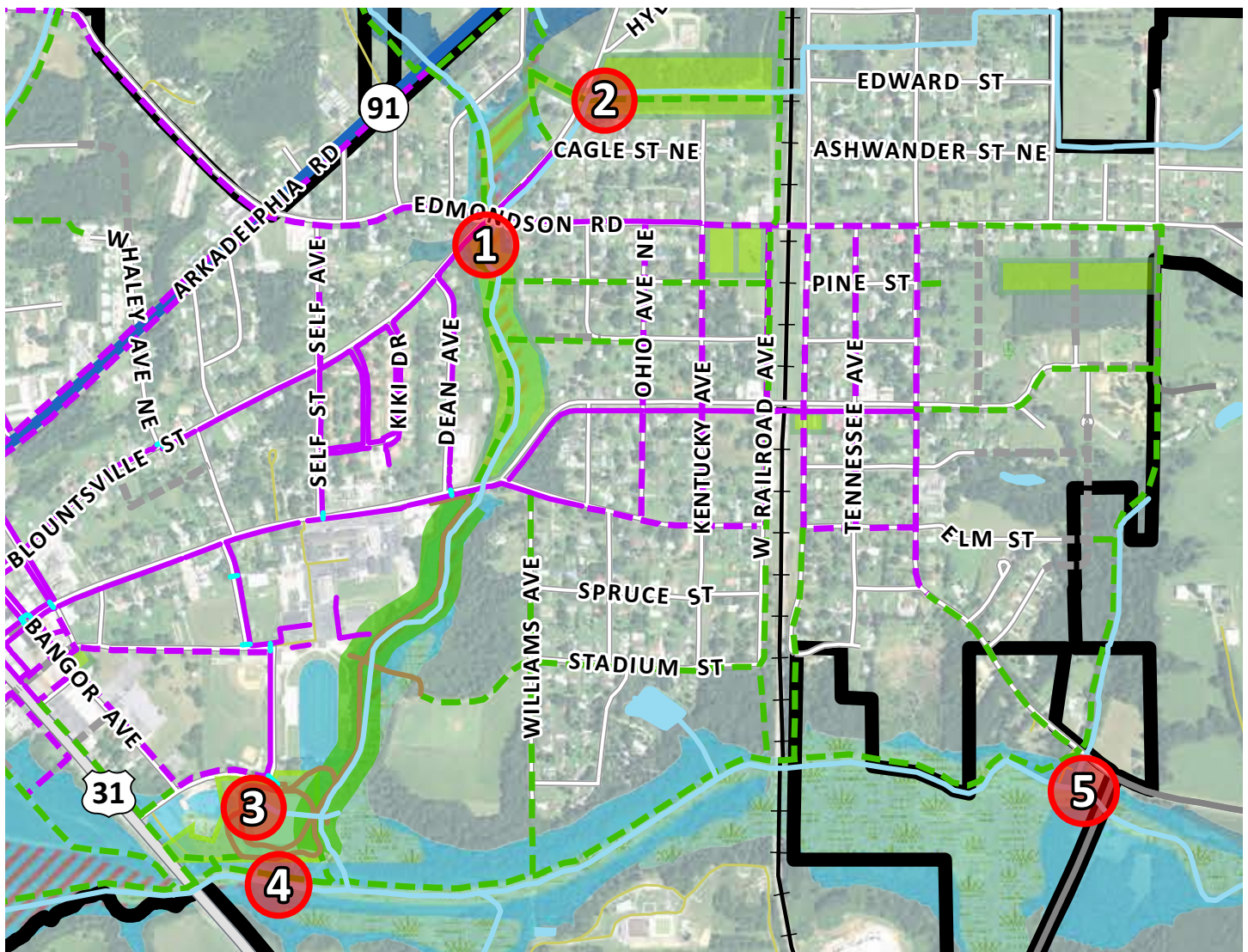
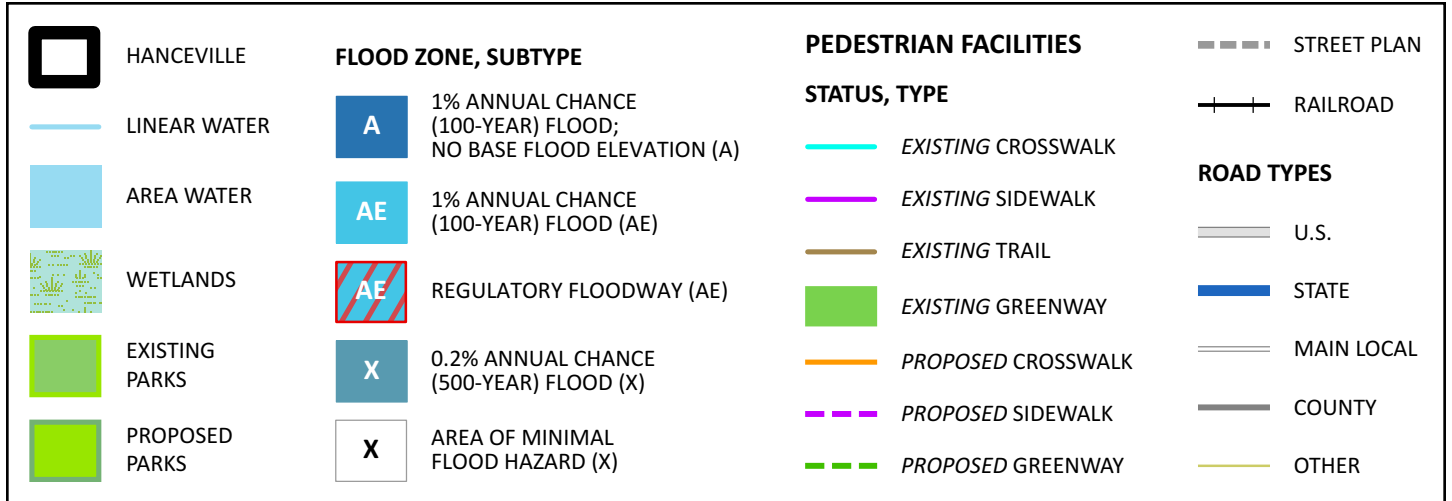
Proposed area of annexation to the existing Hamby Memorial Park on the corner of US 31 and AL 91



Proposed park area around the heritage magnolia tree in the downtown on the corner of Bangor Avenue and Stadium Street

GREENWAY RENDERINGS

The map below shows the locations of the following renderings. The numbers on the map correspond with the numbers listed above each rendering in order to indicate the location of each. These renderings are meant to illustrate what the Greenway could potentially look like at these locations, showing how it might be used by the residents of Hanceville and by visitors alike.



1.) EXISTING



1.) PROPOSED



2.) EXISTING



2.) PROPOSED



3.) EXISTING



3.) PROPOSED



4.) EXISTING



4.) PROPOSED



5.) EXISTING



5.) PROPOSED





IMPLEMENTATION

IMPLEMENTATION & POTENTIAL FUNDING SOURCES

IMPLEMENTATION

Implementation is the means by which you accomplish the goals, objectives, and strategies identified in the comprehensive plan to realize your community vision. The implementation matrix in the following pages provides an easy-to-read table that outlines the responsibility (champions/stakeholders), funding sources, performance measures (objectives and strategies), and timeframe for implementing the goals and objectives of the comprehensive plan. The following are some typical implementation tools that can be used by the city to implement the plan.

LAND USE CONTROLS AND REGULATIONS

1. **Subdivision Regulations** – The Hanceville Planning Commission has territorial jurisdiction over the subdivision of land located within the municipality, and all land lying within five miles of the corporate limits of the municipality and not located in any other municipality, if it so chooses, as established in the Code of Alabama §11-52-30 et seq. The county engineer must approve plats within the extraterritorial jurisdiction of a municipality. However, once the plat is approved, it is within the exclusive control of the municipal planning commission. Additionally, no county shall exercise jurisdiction within the jurisdiction of any municipal planning commission presently organized and functional. Traditional subdivision regulations can be updated to allow conservation subdivisions as an alternative development option.
2. **Zoning Ordinance** – The Legislature of Alabama has delegated legislative authority to the municipalities of the state to pass general zoning ordinances, and to establish planning and zoning commissions in §11-52-70 et seq. of the Code of Alabama. Each municipal corporation may divide its territory into zones or districts and may provide for the kind, character, and use of structures and improvements that may be erected or made within the zone. Traditional, Euclidean zoning ordinances can be updated with alternative zoning options which include, but are not limited to:
 - Transit-Oriented Development (TOD)
 - Traditional Neighborhood Development (TND)
 - Flexible Zoning – This type of zoning includes Conditional Use/Special Use Permits, Overlay Districts, Floating Zones, and Planned Unit Developments (PUDs), among other methods to provide relief from the typical rigid standards of Euclidean zoning, etc.
 - Unified Development Codes
 - Inclusionary Zoning
 - Cluster Development (similar to Conservation Subdivisions)

Traditional Euclidean zoning ordinances can also be totally replaced by or updated with the option of using one of the following alternatives:

- **Form-Based Codes** – A type of zoning that regulates building form and design instead of or on top of land use
 - **SmartCode (Transect-Based Code)** – An environmental and transect-based planning and zoning regulatory tool in the form of a flexible template that can be calibrated for local conditions
3. **Adequate Public Facilities Ordinances (APFO)** – Also known as concurrency regulation, APFOs are a legislative method that tie the approval of developments to the availability and adequacy of existing or planned facilities based on predetermined service-level standards for those facilities.

INCENTIVES

4. **Density Bonuses** – Provide an increase in allowed dwelling units per acre, floor area ratio, or height, which usually allows for more units to be built on a given site
5. **Expedited Project Review** – Can move projects that meet certain standards promoted by the city to the front of the line in the zoning, planning, and permitting process, etc.
6. **Transfer of Development Rights (TDR)** – An administrative program or regulatory procedure by which an owner of environmentally sensitive land in a “sending area” sells the land’s development potential to an owner of land located in a “receiving area” where higher density development is desirable. This accomplished by the conveyance of development rights by deed, easement, or other legal instrument authorized by local law to another parcel of land and the recording of that conveyance.

FINANCING

7. **Tax Increment Financing (TIF)** – Tax increment financing is a technique for financing a capital project from the stream of revenue generated by the project. In one form or another, TIF is a fairly common financial tool available

- to local governments that is obtained through a general obligation bond.
8. Impact Fees – Fees imposed by the local government on developers to compensate for the impacts the development has on facilities and services
 9. Exactions – Part of the development approval process requiring that, in order to be approved, developers must contribute by providing or improving facilities or services that relate to the needs that will be created by the development

OTHER TOOLS

10. Conservation Easements – A nonpossessory interest in real property imposing limitations or affirmative obligations, the purposes of which include retaining or protecting natural, scenic or open space values of real property; assuring its availability for agricultural, forest, recreational, or open space use; protecting natural, cultural, or historic resources; or maintaining air or water quality and including preservation easements for historic or cultural resources
11. Community Development Corporations – Non-profit organizations that work closely with the city to revitalize downtowns, underserved neighborhoods, and other areas of the community
12. Capital Improvement Cooperative District – A type of publically-owned and controlled separate entity that was enabled by the Alabama Cooperative District Act (§11-99B) and can be used to promote economic and community development through its powers such as, exercising eminent domain within the district, issuing and selling bonds for funding, and establishing rates, fees, licenses and other charges for its services or facilities.

POTENTIAL FUNDING SOURCES

There are a wide range of funding sources available to municipalities for capital improvements such as the more traditional general fund and general obligation bonds, to less traditional approaches such as tax increment financing (TIF) and special assessment bonds. Also, a wide variety of federal and state grant monies are available to municipalities. Some of the federal grant programs are available from the Environmental Protection Agency (EPA), the Federal Highway Administration (FHWA), the Appalachian Regional Commission (ARC), Housing and Urban Development (HUD), the US Department of Agriculture (USDA), and the Economic Development Administration (EDA). In some instances, certain federal funds are administered through state agencies such as the Alabama Department of Environmental Management (ADEM), the Alabama Department of Economic and Community Affairs (ADECA) and the Alabama Department of Transportation (ALDOT). Examples include the Fixing America's Surface Transportation Act (FAST Act) administered by ALDOT, and the Community Development Block Grants (CDBG), the Land and Water Conservation Fund (LWCF) and Recreational Trails Program (RTP) administered by ADECA.

CAPITAL IMPROVEMENTS PROGRAM AND BUDGET

Considering the magnitude of investment, good capital planning is essential. A Capital Improvements Program (CIP) can provide the tools to make planning a reality by integrating physical and financial planning. Using a CIP to make annual expenditures for public improvements is one of the best ways to implement a comprehensive plan. The main value of creating a CIP is that it encourages town officials and citizens to think about the future of the town and to budget capital investments over a set period of time to provide for the necessary services. Essentially, a CIP is a program of when, where, and how much money a City plans to invest in public services over a six year period. A capital budget process is concerned with the selection of capital projects, timing of expenditures, and impact on total government finances. Capital projects are scheduled for a six-year time frame according to priorities and available revenue and updated annually through the CIP process. The first year of the CIP is the capital budget, which outlines the projects for the upcoming fiscal year. Capital improvement projects are typically major expenditures, such as the purchase, construction, reconstruction, renovation, or replacement of a public building, facility, or major equipment item. The CIP gives highest priority to projects that in the long run will save the city money, especially in terms of energy efficiency, or that are necessary to protect public health and safety. Projects to expand, replace, or upgrade facilities must be based on established service standards and new projects should not be financed at the expense of neglecting existing infrastructure and facilities. However, capital improvements do not include maintenance of existing facilities, property and buildings. The city must continue to invest in maintenance, making it a high priority, in order to make the best use of existing resources and prevent unnecessary capital costs caused by neglect.

IMPLEMENTATION MATRIX

GOALS, OBJECTIVES, & STRATEGIES	
GOAL 1	HOUSING
OBJECTIVE 1.1	Promote affordable housing
1.1.1	Consider implementing inclusionary zoning methods
1.1.2	Consider utilizing Low Income Housing Tax Credits (LIHTCs)
OBJECTIVE 1.2	Promote a variety of housing types
1.2.1	Consider utilizing an Incentive Zoning technique to encourage different types of housing developments
OBJECTIVE 1.3	Provide new student housing to accommodate WSCC students (waiting list)
1.3.1	Consider additional on-campus housing and off-campus apartments downtown or close to WSCC
OBJECTIVE 1.4	Revitalize existing neighborhoods (e.g. Historic area, Steppeville, etc.)
1.4.1	Consider a Neighborhood Revitalization Plan
OBJECTIVE 1.5	Promote walkable, mixed use neighborhoods
1.5.1	Update zoning ordinance and subdivision regulations to encourage connected, compact developments with a variety of uses and destinations within each
OBJECTIVE 1.6	Promote infill housing in existing neighborhoods
1.6.1	Provide incentives such as fee waivers or tax abatements to developers to locate multiple types of infill developments
1.6.2	Provide incentives to developers to locate housing on vacant or under-used lots within existing neighborhoods
OBJECTIVE 1.7	Promote lofts in downtown
1.7.1	Provide incentives to developers, such as expedited approval processes
OBJECTIVE 1.8	Provide additional public housing
1.8.1	Work with the Housing Authority to ensure that the quality and amount of public housing available is adequate and meets the needs of the residents in Hanceville
OBJECTIVE 1.9	Promote the preservation of historic neighborhoods and homes
1.9.1	Utilize incentives such as federal and state Historic Preservation Tax Credits, exemptions from building code and parking requirements, and loans or grants to promote preservation
GOAL 2	LAND USE
OBJECTIVE 2.1	Update Zoning Ordinance
2.1.1	Consider including a Mixed Use District, Corridor Overlay District, signage, landscaping, setbacks, etc.
OBJECTIVE 2.2	Update Subdivision Regulations
2.2.1	Consider requiring sidewalks, underground utilities, performance bonds, conservation subdivisions, etc.
OBJECTIVE 2.3	Adopt Main Street Alabama's (MSAL) Design Guidelines for downtown
OBJECTIVE 2.4	Streamline and enforce building inspections and development process
OBJECTIVE 2.5	Pursue annexation of strategic areas in and adjacent to the city to allow for better provision of services and future growth
2.5.1	Annex islands in existing city limits
2.5.2	Annex/expand city limits based on existing sewer/water capacity and availability

CHAMPIONS & STAKEHOLDERS	POTENTIAL FUNDING SOURCES	TIME FRAME
City, PC, Chamber	Private, LIHTC	OG
City, PC	NA	ST
City, Developers	HUD, STATE	ST
City, PC, Chamber	Private, LIHTC	OG
City, PC	NA	ST
City, WSCC, Chamber	WSCC, Private	ST
City, PC, WSCC	WSCC, Private	ST
City, PC, Historic Society	City, AHC, CDBG, Private	MT
City, PC	City, CDBG	MT
City, PC	Private	OG
City, PC	City	ST
City, PC	Private	MT
City	City	ST
City	City	ST
City, PC, Chamber, Property Owners	AHC, Public, Private	ST
City, PC	City	ST
City, Chamber	HUD, Public Housing Authority	MT
City	HUD	ST
Historic Society, AHC, City	Private	ST
City	Tax Credits, Loans/Grants, AHC	ST
CHAMPIONS & STAKEHOLDERS	POTENTIAL FUNDING SOURCES	TIME FRAME
City, PC, NARCOG	City	ST
City, PC, NARCOG	City	ST
City, PC, NARCOG	City	ST
City, PC, NARCOG	City	ST
City, PC, NARCOG, MSAL	NA	ST
City, PC	NA	ST
City, PC, NARCOG	NA	ST
City, PC	NA	MT
City, Water & Sewer Board	NA	OG

OBJECTIVE 2.6	Promote and establish neighborhood village centers (Steppeville and Northwest/US 31 Corridor)
OBJECTIVE 2.7	Establish external and internal gateway corridors (US 31, AL 91, and intersection of 31 and 91)
2.7.1	Develop appropriate corresponding overlay zoning standards, etc.
OBJECTIVE 2.8	Continue to implement the Goals and Development Concept of the Downtown Improvement Plan (DIP)
OBJECTIVE 2.9	Reduce vulnerability for new and future development
2.9.1	Continue to implement good construction practices and code enforcement to eliminate most structural problems during natural disaster events
OBJECTIVE 2.10	Update zoning ordinances and other regulations to improve landscaping and other green infrastructure to mitigate stormwater drainage and runoff
2.10.1	Consider parking lot landscaping standards in zoning ordinances to encourage infiltration of rainwater where there are large expanses of impervious surfaces, such as concrete or asphalt
OBJECTIVE 2.11	Acquire buildings in flood prone areas (evaluate elevation as an alternative mitigation measure) and increase open space acquisitions in flood prone areas
2.11.1	Seek available funding to address any existing structures in flood prone areas through acquisition
GOAL 3	INFRASTRUCTURE
OBJECTIVE 3.1	Promote and perform stormwater management/drainage improvements
3.1.1	Continue drainage improvements on local streets and drainage maintenance program
3.1.2	Consider utilizing sustainable green infrastructure when possible to support stormwater management and Complete Streets
3.1.3	Complete a storm water drainage system
3.1.4	Analyze Hanceville's municipal drainage system in flood prone areas to determine adequate sizes of ditches, culverts, and swales
3.1.5	Clean ditches, replace and repair drain pipes identified as inadequate
3.1.6	Modify drainage structures to increase the size and integrity of drainage system on east US 31
3.1.7	Continue to improve drainage along eastern side of US-31 across from WSCC (to facilitates sidewalks/access management)
OBJECTIVE 3.2	Continue to maintain and improve existing water system
3.2.1	Support recommended improvements such as replacement lines along US 31, back-up water supply, and back-up generators for the WTP and booster stations
3.2.2	Continue planned improvements including a new booster station for west side of system and replacement of old cast iron and PVC pipes
OBJECTIVE 3.3	Continue to maintain and improve existing sewer system
3.3.1	Continue recommended improvements such as replacement of clay lines north of Mann Street along US 31, and back-up pumps for all lift stations
OBJECTIVE 3.4	Continue to support Public Works Department
3.4.1	Consider moving rest of PWD from Park Street to Magnolia Avenue
3.4.2	Continue to provide PWD with necessary equipment and funding to improve and maintain public facilities, roads, sidewalks, greenway, landscaping etc.
OBJECTIVE 3.5	Continue to support the Water and Sewer Board
3.5.1	Encourage developers to work with Water and Sewer Board to develop in areas with existing facilities to avoid over building of infrastructure
3.5.2	Consider an Adequate Public Facilities Ordinance (APFO)
OBJECTIVE 3.6	Purchase, install, and test emergency warning sirens, as needed

City, PC, Private	Public, Private, ALDOT, CDBG, LWCF	LT
City, NARCOG	City, Private	ST
City, PC, NARCOG, Consultants	Local	ST
City, PC	City, ALDOT, LWCF, MSAL, ACE, CCCDC, ASCA, Private	LT
City, PC	Local	OG
City, PC	Local	OG
City, PC	HMGP, Local	OG
City, PC	HMGP, Local	OG
City, PC	FEMA, Local	OG
City	FEMA, Local	OG
CHAMPIONS & STAKEHOLDERS	POTENTIAL FUNDING SOURCES	TIME FRAME
City, PC	City, ADEM, ALDOT, HMGP, RAA	OG
City	HMGP, Local, RAA	OG
City	City, ADEM, RC&D	LT
City, PC	HMGP, CDBG, ADEM, EPA, USDA, Local	OG
City	NA	OG
City, PC	HMGP, Local	OG
City, PC	HMGP, Local	OG
City	City, ALDOT	MT
Water & Sewer Board, City	Water & Sewer Board, CDBG, ARC, EDA	OG
Water & Sewer Board, City	Water & Sewer Board, City, ARC, CDBG, USDA	ST
Water & Sewer Board, City	Water & Sewer Board, City, ARC, CDBG, USDA	ST
Water & Sewer Board, City	Water & Sewer Board, CDBG, ARC, EDA	OG
Water & Sewer Board, City	Water & Sewer Board, City, ARC, CDBG, USDA	ST
City, PWD	City	OG
City, PWD	City	MT
City, PWD	City, Surplus	OG
Water & Sewer Board, City	Rate increases, City	OG
Water & Sewer Board, City	NA	OG
Water & Sewer Board, City	NA	ST
City, PC	HMGP, Local	OG

3.6.1	Work with CCEMA to ensure that all sirens are maintained, operational issues are resolved quickly, silent tests are conducted several times a month, and audible tests are conducted the first Wednesday of each month or as required following maintenance service
OBJECTIVE 3.7	Ensure that all critical facilities' backup systems are completed
3.7.1.	Purchase emergency generators for post disaster mitigation
3.7.2	Ensure that back up generators aren't mounted on the ground where flood waters can cover them and render them useless
GOAL 4	TRANSPORTATION
OBJECTIVE 4.1	Improve street/road conditions
4.1.1	Consider Complete Streets design and access management plan for US Hwy 31
4.1.2	Vacate streets (as part of Commercial Street realignment)
4.1.3	Consider realignment of intersection at AL-91 and Edmondson Road
4.1.4	Pursue a turning lane on AL-91 eastbound at US-31 intersection
4.1.5	Continue street paving program
4.1.6	Consider a Corridor Redevelopment Plan for US 31
OBJECTIVE 4.2	Improve bicycle/pedestrian facilities and connectivity
4.2.1	Consider providing bike lanes as appropriate for connectivity and consider physical separation from roads
4.2.2	Continue to provide sidewalks for pedestrians and connectivity
4.2.3	Continue Downtown Walkability Audit improvements
OBJECTIVE 4.3	Continue to implement greenway trails for connectivity and recreation
4.3.1	Develop a trail from C.W. Day Park to US-31 through wetlands with low-impact methods
4.3.2	Develop a new greenway trail from Civic Center to AL-91
4.3.3	Reference incorporated Pedestrian Connectivity Plan for greenway trail areas
OBJECTIVE 4.4	Study and address Downtown parking issues
4.4.1	Provide directional signage for pedestrians and parking
4.4.2	Reconfigure existing parking lots for maximum capacity
4.4.3	Promote shared parking lot agreements between churches, businesses, etc. to avoid overbuilding of impervious surfaces
4.4.4	Consider utilizing pervious/permeable surface materials for parking lots and other appropriate infrastructure to support stormwater drainage and alleviate heat island effects
OBJECTIVE 4.5	Explore a transit system between WSCC, Downtown, and the Shrine
4.5.1	Consider transit feasibility study, partnerships, routes, and funding sources
OBJECTIVE 4.6	Facilitate the connectivity of streets, sidewalks, and greenways/trails for maximum accessibility
4.6.1	Continue to cover open drainage ditches along east US 31 across from WSCC and add sidewalks
OBJECTIVE 4.7	Improve regional access from I-65 to Downtown, WSCC, industrial park, and the Shrine
4.7.1	Conduct a Feasibility Study
OBJECTIVE 4.8	Support connectivity and mobility for all users by promoting appropriate development patterns, avoiding sprawl, and encouraging a mix of land uses
4.8.1	Utilize mixed-use infill development, complete streets, and regulatory controls to support this objective
GOAL 5	COMMUNITY FACILITIES
OBJECTIVE 5.1	Complete Civic Center improvements

City	HMGP, Local	OG
City, PC	HMGP, Local	OG
City	HMGP, Local	OG
City	N/A	ST
CHAMPIONS & STAKEHOLDERS	POTENTIAL FUNDING SOURCES	TIME FRAME
City, PC	City, ALDOT	OG
City, Attorneys, Private	City	ST
City, Private	City	ST
City, ALDOT	City, ALDOT	MT
City	City, ALDOT	ST
City	City, Gas Tax	OG
City, PC	City, ALDOT	ST
City, WSCC, User Groups	City, ALDOT, RTP	LT
City, User Group	City, ALDOT	MT
City, PC	City, ALDOT, CCCDC, Private	OG
City	City, Private	MT
City	City, ALDOT, RTP	LT
City	City, RTP	ST
City	City, RTP	ST
City	NA	OG
City, PC, Business/Property Owners	City, CCCDC, Private	ST
City	City, CCCDC	ST
City, Business/Property Owners	City, CCCDC, Private	MT
City	NA	ST
City	NA	ST
City, WSCC, User Groups	City, WSCC, FHWA	MT
City	NA	ST
City, PC	NA	LT
City	NA	OG
City, County, Chamber, WSCC	City, County, Chamber, ALDOT	LT
City, PC, County, Chamber, WSCC	City, County, Chamber, ALDOT	ST
City, PC	NA	OG
City, PC	NA	OG
CHAMPIONS & STAKEHOLDERS	POTENTIAL FUNDING SOURCES	TIME FRAME
City	City, CCCDC, ADECA, USDA	MT

OBJECTIVE 5.2	Consider a permanent farmers market structure as suggested in the DIP
OBJECTIVE 5.3	Continue to provide adequate, convenient tornado shelters and community safe rooms to all residents
5.3.1	Add individual and community storm shelters and safe rooms as funding becomes available
OBJECTIVE 5.4	Continue to explore developing a Welcome Center Downtown
5.4.1	Consider site downtown on corner of US 31 and Commercial Street
OBJECTIVE 5.5	Consider constructing a new city hall (as proposed in the DIP)
OBJECTIVE 5.6	Consider expansion of police department within existing municipal building (if new city hall is built, as proposed in the DIP)
OBJECTIVE 5.7	Explore location(s) for community gardens
5.7.1	Consider the area next to the Civic Center as one location
OBJECTIVE 5.8	Consider improvements to or additional location of the Library in the Downtown
OBJECTIVE 5.9	Complete new senior center at C.W. Day Park
OBJECTIVE 5.10	Continue to support Police, Fire, EMA, etc.
5.10.1	Continue participation in Regional Hazard Mitigation Plans and grant opportunities
OBJECTIVE 5.11	Make application and/or commit/continue to participate in the NFIP
5.11.1	Use Cullman County NFIP Coordinator to maintain status in NFIP
5.12.1	Publicize the availability and promote the purchase of flood insurance coverage by property owners and renters in flood damage high risk areas
GOAL 6	RECREATION AND OPEN SPACE
OBJECTIVE 6.1	Continue operation and maintenance of parks
OBJECTIVE 6.2	Develop new parks in Steppeville area and Northwest Hanceville to be connected by proposed greenways and trails, along with existing parks
OBJECTIVE 6.3	Develop off-leash pet parks
6.3.1	Consider locating them in or around the proposed park areas for multi-use destinations
OBJECTIVE 6.4	Acquire land with heritage magnolia tree for downtown passive park
6.4.1	Consider dedicating park name to local donors, or utilize grants to acquire land
OBJECTIVE 6.5	Acquire land or easements south of fire station along Mud Creek for the Greenway and a Wetlands Preserve with an educational component
6.5.1	Consider grants or property donations to fund acquisition of wetland properties
OBJECTIVE 6.6	Continue to support Parks and Recreation Department
OBJECTIVE 6.7	Identify and acquire land for new outdoor event spaces
OBJECTIVE 6.8	Acquire land or easements along Greenway Trail Plan included as part of this plan
6.8.1	Utilize grants to acquire land or pursue recreational easements with land owners
GOAL 7	ECONOMIC DEVELOPMENT
OBJECTIVE 7.1	Continue to revitalize Downtown
7.1.1	Promote downtown businesses
7.1.2	Encourage WSCC students to live, work, and play (art and culinary) Downtown
7.1.3	Continue to revitalize existing buildings
7.1.4	Utilize the MSAL 4-Point Approach
7.1.5	Continue to implement the goals of the Downtown Improvement Plan
OBJECTIVE 7.2	U.S. Highway 31

City	City, RC&D, CCCDC	ST
City, EMA, Residents	City, FEMA	MT
City	HMGP, ADECA, Local, GERF	OG
City, Chamber	City	ST
City, Chamber	NA	ST
City	City, USDA	LT
City, PD	City, USDA	LT
City, P&R, Garden Club	City, RC&D	ST
City, P&R, Garden Club	NA	ST
City	City, USDA	MT
City	City, CDBG	ST
City, PD, FD	City, ADECA, FEMA	OG
CCEMA, City, PD, FD	City, FEMA	OG
City, PC	HMGP	OG
City, County	NA	OG
City, PC	Local	OG
CHAMPIONS & STAKEHOLDERS	POTENTIAL FUNDING SOURCES	TIME FRAME
City, P&R	City	OG
City, P&R	City, LWCF, RTP, RC&D, CCCDC	MT
City, P&R	City, RC&D, CCCDC, LWCF	ST
City, P&R	City, RC&D, CCCDC, LWCF	ST
City, P&R	City, LWCF	ST
City, P&R	City, LWCF, Private	ST
City, P&R	City, LWCF, RC&D	MT
City, P&R	EPA, LWCF, RC&D	ST
City, P&R	City	OG
City, P&R, Event Committees	City	MT
City, P&R, Water & Sewer Board	City, LWCF, Donation	MT
City	City, LWCF, Donations	MT
CHAMPIONS & STAKEHOLDERS	POTENTIAL FUNDING SOURCES	TIME FRAME
City	City, Private	OG
City, Chamber	NA	OG
City, WSCC	NA	ST
City, Developers	Private, City, AHC	MT
City, PC	NA	OG
City, PC	NA	OG
City, Chamber	City, ALDOT	OG

7.2.1	Promote the commercial corridor north of Downtown across from US-31
7.2.2	Encourage appropriate development and mixtures of businesses
OBJECTIVE 7.3	Industrial Development
7.3.1	Encourage industrial development south of Downtown
7.3.2	Activate the Industrial Development Board (IDB)
7.3.3	Consider branding and marketing the Industrial Park
7.3.4	Prepare a Master Plan for the Industrial Park
7.3.5	Ensure the provision of adequate infrastructure (e.g. water, sewer, access roads, etc.)
7.3.6	Pursue Advantage Site designation with EDPA
OBJECTIVE 7.4	Market and promote Hanceville
7.4.1	Create a website for the City and utilize social media outlets
7.4.2	Utilize Cullman Area Chamber of Commerce
7.4.3	Utilize Hanceville Historic Preservation Society
7.4.4	Capitalize on the ACE designation
7.4.5	Consider becoming a designated MSAL Community/hiring a MSAL Director
7.4.6	Consider establishing a Downtown Redevelopment Authority
OBJECTIVE 7.5	Promote tourism opportunities
7.5.1	Attract visitors to the Shrine
7.5.2	Continue existing events, festivals, and concerts
7.5.3	Establish entertainment district(s)
7.5.4	Attract visitors to the Evelyn Burrow Museum at WSCC
7.5.5	Promote greenway trails as recreational tourism opportunity
OBJECTIVE 7.6	Support entrepreneurs and the business incubator, etc.
7.6.1	Consider utilizing pop-up shops downtown or incentives for locating downtown to entrepreneurs and other new businesses
OBJECTIVE 7.7	Consider WSCC students/graduates when making economic development plans
7.7.1	Plan for economy that will include the industries in which WSCC graduates major in order to incentivize graduates to stay in Hanceville for job opportunities
OBJECTIVE 7.8	Promote/incentivize infill of vacant parcels/buildings downtown
7.8.1	Offer incentives such as fee waivers, expedited approval processes, etc.
7.8.2	Create inventory of all available buildings and parcels for developers to access when choosing sites to develop or locate their businesses
OBJECTIVE 7.9	Develop bed and breakfasts in downtown/historic district
7.9.1	Consider modeling after historic Hanceville B&Bs or using an existing historical building
OBJECTIVE 7.10	Promote mixed use developments
7.10.1	Update Zoning Ordinance to allow for more flexible mixed use developments
OBJECTIVE 7.11	Capitalize on the New Markets Tax Credit (NMTC) program to incentivize business and real estate investments
GOAL 8	EDUCATION AND LEADERSHIP DEVELOPMENT
OBJECTIVE 8.1	Leadership Development (Cullman Chamber)
8.1.1	Continue as requirement of ACE designation (adult and youth)

City, Chamber	City	OG
City, PC	NA	OG
City, IDB, CEDA	NA	OG
City, IDB, CEDA	NA	OG
City, IDB	NA	ST
City, IDB, CEDA, EDPA	City	ST
City, IDB	City, EDA	ST
City, Water & Sewer Board	City, ARC, EDA, USDA, State	LT
City, IDB	City	MT
City, Chamber	City	OG
City	City	OG
City, Chamber	City	OG
City	NA	OG
City, ACE	City	OG
City, MSAL	City	MT
City	NA	ST
City, Chamber	NA	OG
City, Chamber	NA	OG
City, Chamber	NA	OG
City	NA	ST
City, Chamber, WSCC	NA	OG
City, Chamber	NA	OG
City, Chamber, WSCC	NA	OG
City, Chamber, WSCC	City, Private	ST
City, PC	NA	OG
City, PC, WSCC	NA	ST
City, PC	City, Donations	MT
City	NA	ST
City, Chamber	NA	ST
City, Property Owners	Private, AHC, Tax Credits	MT
City, Property Owners	NA	ST
City, PC	NA	OG
City, PC	City	ST
City	NA	OG
CHAMPIONS & STAKEHOLDERS	POTENTIAL FUNDING SOURCES	TIME FRAME
City, Chamber, BOE	City, Private	OG
City, ACE LC	City, Private	OG

8.1.2	Create alumni list to champion community projects
OBJECTIVE 8.2	Training for City Council and Planning Commission on development regulations and planning
8.2.1	UNA CAPZO certification program
8.2.2	Your Town Alabama
8.2.3	Main Street Alabama webinars, workshops, etc.
8.2.4	Consider continuing to participate in the MSAL Network Community Program
8.2.5	Attend Mayor's Design Summit with DesignAlabama
OBJECTIVE 8.3	Nourish and engage relationship with the Cullman County BOE
8.3.1	Work with Cullman County BOE to improve existing school facilities
8.3.2	Identify site for potential new high school (career tech center) near WSCC
8.3.3	Involve student governmental students, etc. to participate in community meetings and volunteer opportunities
8.3.4	Work to decrease need for free and reduced lunches
OBJECTIVE 8.4	Capitalize on new business incubator/welding center planned at WSCC
8.4.1	Work with WSCC to encourage businesses and future graduates to locate in Hanceville
OBJECTIVE 8.5	Engage in workforce development efforts with WSCC, County BOE, Chamber, State, etc.
8.5.1	Support efforts to establish incubator, vocational school, and technology park with WSCC
OBJECTIVE 8.6	Encourage and incentivize more involvement of community in civic affairs
8.6.1	Facilitate public input and attendance at community meetings
8.6.2	Create volunteer opportunities for citizens and civic groups to positively impact community
8.6.3	Establish Youth City Council (e.g. Montevallo)

KEY TO ABBREVIATIONS

ACE: Alabama Communities of Excellence
ACE LC: ACE Local Coordinator
ADECA: Alabama Department of Economic and Community Affairs
ADEM: Alabama Department of Environmental Management
AHC: Alabama Historical Commission
ALDOT: Alabama Department of Transportation
ALDOT TAP: ALDOT Transportation Alternatives Program
ARC: Appalachian Regional Commission
ASCA: Alabama State Council on the Arts
BOE: Board of Education
CCCDC: Cullman County Community Development Commission
CCEMA: Cullman County EMA
CDBG: Community Development Block Grant
CEDA: Cullman Economic Development Agency
Chamber: Cullman Area Chamber of Commerce
EDA: Economic Development Administration
EMA: Emergency Management Agency
EPA: Environmental Protection Agency
FD: Fire Department
FEMA: Federal Emergency Management Agency
GERF: Governor's Emergency Relief Fund
HMGP: Hazard Mitigation Grant Program

City, ACE LC	NA	OG
City, PC	City	OG
City, PC	City, Scholarships	OG
City, PC	City	OG
City, PC, Downtown Business/Property Owners	City	OG
City	City	ST
Mayor, City	City	ST
City	NA	OG
City	County, BOE, City	MT
BOE, City, WSCC	County, BOE	MT
City, BOE	NA	OG
City, BOE	NA	ST
City, BOE	BOE, City, ARC	OG
City, Chamber	NA	OG
City	City, ARC, EDA, North Alabama Works	OG
City	NA	OG
City, PC	NA	OG
City, PC	NA	OG
City, ACE LC	NA	OG
City, Cullman County BOE	NA	ST

HUD: U.S. Department of Housing and Urban Development

IDB: Industrial Development Board

LWCF: Land & Water Conservation Fund

LIHTC: Low Income Housing Tax Credits

MSAL: Main Street Alabama

NARCOG: North Central Alabama Regional Council of Governments

NA: Not applicable

NFIP: National Flood Insurance Program

PC: Planning Commission

PD: Police Department

P&R: Parks and Recreation Department

PWD: Public Works Department

RAA: Rebuild Alabama Act

RC&D: Alabama's Mountains, Rivers, & Valleys Resource Conservation and Development Council

RTP: Recreational Trails Program

UNA CAPZO: University of North Alabama Certified Alabama Planning and Zoning Official

USDA: U.S. Department of Agriculture

WSCC: Wallace State Community College

TIME FRAME:

Short Term (ST): 1-5 Years

Medium Term (MT): 5-10 years

Long Term (LT): 10+ years

Ongoing (OG): Ongoing



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APPENDIX

LIST OF FIGURES

IMAGE SOURCES:

- FIGURE 1 Rural by Design, Randall Arendt
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- FIGURE 4 Mixed use infill development in Clinton, Mississippi
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- FIGURE 5 Mixed use infill development in Madison, Mississippi
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- FIGURE 8 Image of Oktoberfest in Cambridge Square by the Chattanooga Times Free Press
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- FIGURE 10 Mixed use infill development in Bedford Square in Westport, Connecticut
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- FIGURE 11 Mixed use infill development in Bedford Square in Westport, Connecticut
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- FIGURE 17 Mixed use infill development in Ridgeland, Mississippi. Photo by Jeremy Murdock (2014)
<https://www.sig.msstate.edu/publications/research/smartgrowth/SC1.pdf>
- FIGURE 18 Mixed use infill development in Ridgeland, Mississippi
<https://www.loopnet.com/Listing/207-W-Jackson-St-Ridgeland-MS/17181769/>
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- FIGURE 25 Rural-Urban Transect diagram with 6 normative Transect Zones - Duany Plater-Zyberk & Company
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- FIGURE 26 Successional Transect Zones - Duany Plater-Zyberk & Company
https://transect.org/rural_img.html
- FIGURE 27 American Transect - Duany Plater-Zyberk & Company / James Wassell
https://transect.org/rural_img.html
- FIGURE 28 Typical Form-Based Code components
https://upload.wikimedia.org/wikipedia/en/6/67/FBC_TypicalComponents.jpg
- FIGURE 29 Five Main Elements of Form-Based Codes
<https://formbasedcodes.org/definition/>
- FIGURE 30 Corridor Access Management
<https://www.trafficsafetystore.com/blog/7-roadway-engineering-design-strategies-to-make-roads-safer-for-drivers/>
- FIGURE 31 Examples of Access Management - Pictures from www.pedbikesafe.org, www.spec-net.com, and the USDOT FHWA
<http://www.mayoradler.com/how-clogged-roads-become-smart-corridors/>
- FIGURE 32 Access Management in the Vicinity of Intersections - Suburban Intersections Treatment 3: Driveway Alignment
https://safety.fhwa.dot.gov/intersection/other_topics/fhwasa10002/ppt/
- FIGURE 33 MDOT - Access Do's and Don'ts
<http://www.dot.state.mn.us/accessmanagement/accessmgmt.html>
- FIGURE 34 Lake Mary Blvd Pedestrian Bridge in Lake Mary, Florida
<https://drmp.com/uploads/images/Expertise/Structural%20Engineering/pedestrian-bridge-project-2.jpg>
- FIGURE 35 Gulf State Park Pedestrian Bridge in Gulf Shores, Alabama
<https://www.meyerre.com/images/blogimages/alabama-gulf-state-park-changes-2018.jpg>
- FIGURE 36 South Carolina State University Pedestrian Bridge in Orangeburg, South Carolina
<https://www.stvinc.com/sites/default/files/2017-11/Orangeburg%20Bridge.jpg>
- FIGURE 37 Shared Use Paths - Source: ODOT, Draft Chapter 7
http://www.ahtd.info/basic_bike-walk_facility_design
- FIGURE 38 Before and after of proposed Complete Street improvements
<https://www.chicago.gov/content/dam/city/depts/cdot/Complete%20Streets/CompleteStreetsGuidelines.pdf>
- FIGURE 39 Before and after of street with Complete Street improvements
<https://www.nc-eminent-domain.com/posts/why-is-nc-designing-complete-streets-and-what-if-your-property-is-taken-for-one/>
- FIGURE 40 Graphic illustration of typical components of a Complete Street
<https://medium.com/@bhamcitycouncil/birmingham-city-council-passes-complete-streets-ordinance-e1699f743163>
- FIGURE 41 Illustration of pedestrian and bicyclist connections to improve connectivity of a cul-de-sac
<http://online.encodeplus.com/regsdurango-co/export2doc.aspx?pdf=1&tocid=004.002.002>
- FIGURE 42 Illustration of neighborhood pedestrian/cyclist connectors (in black) using sidewalks/connector paths
<http://www.accessmagazine.org/spring-2004/reconsidering-cul-de-sac/>

COMMUNITY PARTICIPATION

COMMUNITY MEETING #1 OVERVIEW

The first community meeting for Hanceville's Comprehensive Plan Update was held on August 15, 2019 at the Hanceville Civic Center, at 6:00PM. The North Central Alabama Regional Council of Governments (NARCOG) staff provided the attendees with a brief overview of the planning process for the Comprehensive Plan update currently underway before presenting some background demographic data on Hanceville. NARCOG then provided information on the purpose of vision statements for a city, along with some sample vision statements from different communities and vision statements from previous Hanceville plans. Then, NARCOG conducted a "5-minute Visioning Exercise" to facilitate community input about the desired "vision" for Hanceville, which would be incorporated into the Vision Statement for the Comprehensive Plan update. Later, NARCOG staff facilitated a "Plan Your Future City" activity to encourage community members to draw or write their ideas for Hanceville's future on the provided maps and/or sticky notes.

NOTES FROM THE 1ST VISIONING EXERCISE:

- Connected
- User-friendly connectivity / transportation
- Innovative
- Entrepreneurial
- Small town charm/ big city amenities
- Vibrant downtown
- Connector road from I-65 to US-31
- Affordable housing
- Double size of Downtown
- More youth involved in civics and local government

COMMUNITY MEETING #2 OVERVIEW

The second community meeting was also held at the Civic Center on September 17, 2019, at 5:00PM. This second meeting was conducted in the same manner as the first, but with the intent to reach a larger portion of the community and to present the public with a Community Survey designed by NARCOG staff in order to facilitate specific input for the plan.

NOTES FROM THE 2ND VISIONING EXERCISE:

- More businesses (Lowe's, Walmart, Healthcare professionals, etc.) in Hanceville instead of elsewhere (Cullman); local health care facilities
- Population growth – would like to see more people move to Hanceville instead of other places, would also help with drawing in businesses
- More transportation – bus circulator (with advertising for local businesses) for Hanceville (instead of just CARTS)
 - Purple "Bulldog Bus" or bus with Hanceville theme
 - Advertising on the bus
- Community/citizen participation/attendance at events, concerts, meetings(?), etc. (Mayor's comment); get more people out and involved
- More greenspace and a greenway loop around city and Wallace State Community College (WSCC)
 - Improve connectivity between existing greenways; multi-modal transportation
- For Hanceville to be "like Hoover" is to Birmingham, a "bedroom community" to Cullman; the place where people want to live/shop/eat
- Vocational school next to WSCC that partners with Wallace and local schools
- High tech industrial park next to WSCC like the Calhoun robotics complex matched with WSCC curriculum
 - But need better access to I-65 for that to happen
- Road improvements from Hanceville to I-65
- Beautify/improve appearance of neighborhoods; neighborhood beautification
- Tie economic development to Wallace programs/ create pipeline from Wallace to local industry/workforce
- More affordable housing
- More events/places catered to children/teenagers
- More civic engagement, more community participation, more sense of community
- More industry/employment opportunity

COMMUNITY MEETING #3 OVERVIEW

Community meeting number 3, the Visioning and Survey Results presentation, was again held at the Civic Center on December 9, 2019, at 5:30PM. NARCOG presented the results of the community survey, which had 359 respondents, meaning over 10% of the city's population responded. The survey consisted of 18 questions designed to facilitate public input and gather data about the community. It was distributed in a hard copy form at the meetings and at City Hall, and in an online survey form through a link posted on the City's Facebook page and other social media outlets. The online survey received by far the most responses. NARCOG then proposed two draft vision statements and styles based on the input from the 2 previous meetings and took comments from the community members on what they liked best.

NOTES ON VISION STATEMENT:

- Liked the "slogan" style short statement
- "Small (or vibrant/connected/neighborly/friendly) college city with a big heart"
- Hanceville: small city, big heart
- Bullet points help explain/define the meaning of the words used as foundations of vision (e.g. "Connectivity" means multi-modal transportation network and connectedness as a community)
- Bedroom community

OTHER NOTES:

- Building inspection (specialization) funding
 - Cost of enforcing building codes and contracting specialized building inspectors (e.g. plumbing, electrical, etc.)
- 1% county school tax?
 - New high school?
 - High school will probably go from 3A to 4A next year
- Cullman County got a Census grant (2020)
- Infill (use lots from demo of dilapidated homes)
- Townhomes
- Young couples want - 2/3 acres, fenced yard, 3 beds, 2 baths, \$250K
- Apartments for WSCC students
- Streamline development process (planning commission, etc.)
- Certified Alabama Planning and Zoning Official (CAPZO) certification through the University of North Alabama (UNA) for planning and zoning Board of Adjustments (BOA)
- Print extra zoning map for civic center planning commission meeting room



“PLAN YOUR FUTURE CITY” ACTIVITY NOTES:

COMMUNITY MEETING #1 (8/15/19)

- Wedding chapel
- TJ Maxx
- Shoe Store
- Gun Store
- Outfitter (work, hunting, fishing)
- Movie theater/drive-in
- Shelter for homeless/impooverished
- Entertainment, etc.
- Bars & Restaurants
- Pub
- Downtown pizza restaurant
- Fast, casual restaurants
- Farmers market
- Yoga studio
- Nursing home or in-home care
- Counseling center
- Addiction treatment center
- Hospital for serious illness
- Community theater
- Infill vacancy
- Vet
- Doggy daycare
- Off-leash dog park
- More parks
- Bike/walking/multiuse trail (non-motorized)
- Add WSCC to trail and add WSCC students a way to downtown
- Bus station
- CSX
- More youth involved in civics & government
- WorkPlay
- Something for young professionals/college students

COMMUNITY MEETING #2 (9/17/19)

- Beautify neighborhoods
- Improve, not remove football stadium
- New road to I-65
- A good road to I-65 at exit 299 and from Hanceville to Blountsville/Cleveland/Oneonta
- Retail
- Place and events for younger children & teens that's safe
- More affordable housing/houses
- Homeless shelter
- Drive-in movie
- Expand industrial development; jobs=pay=buying power=growth



MAPS OF COMMUNITY INPUT

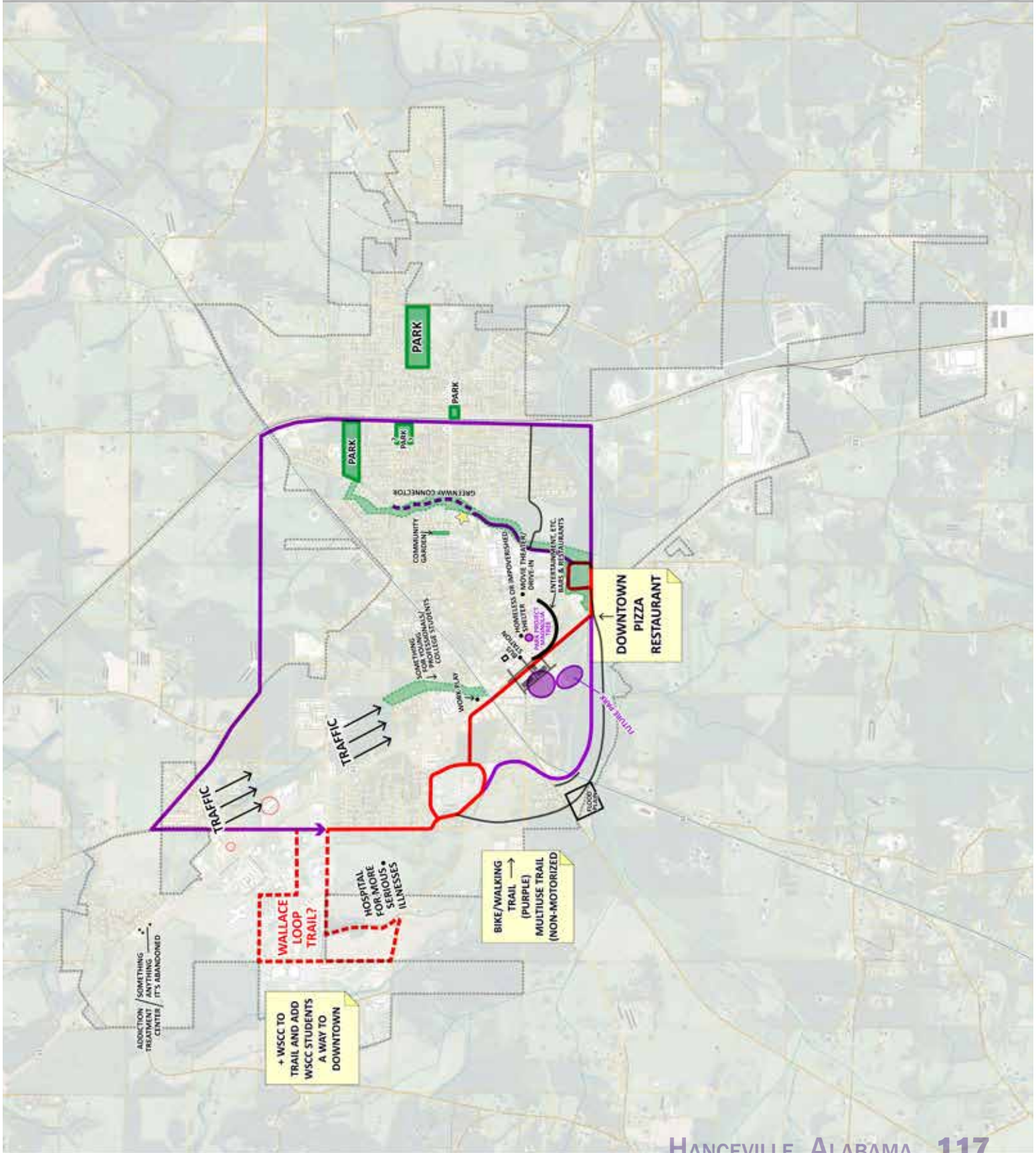
The following maps are representations of the comments, drawings, sticky notes, etc. made on basemaps by members of the community that attended the meetings. The first map is from the first meeting (8/15/19), and the second map is from the second meeting (9/17/19).

CITY OF HANCEVILLE BASEMAP

8-15-19











MEETING NOTES

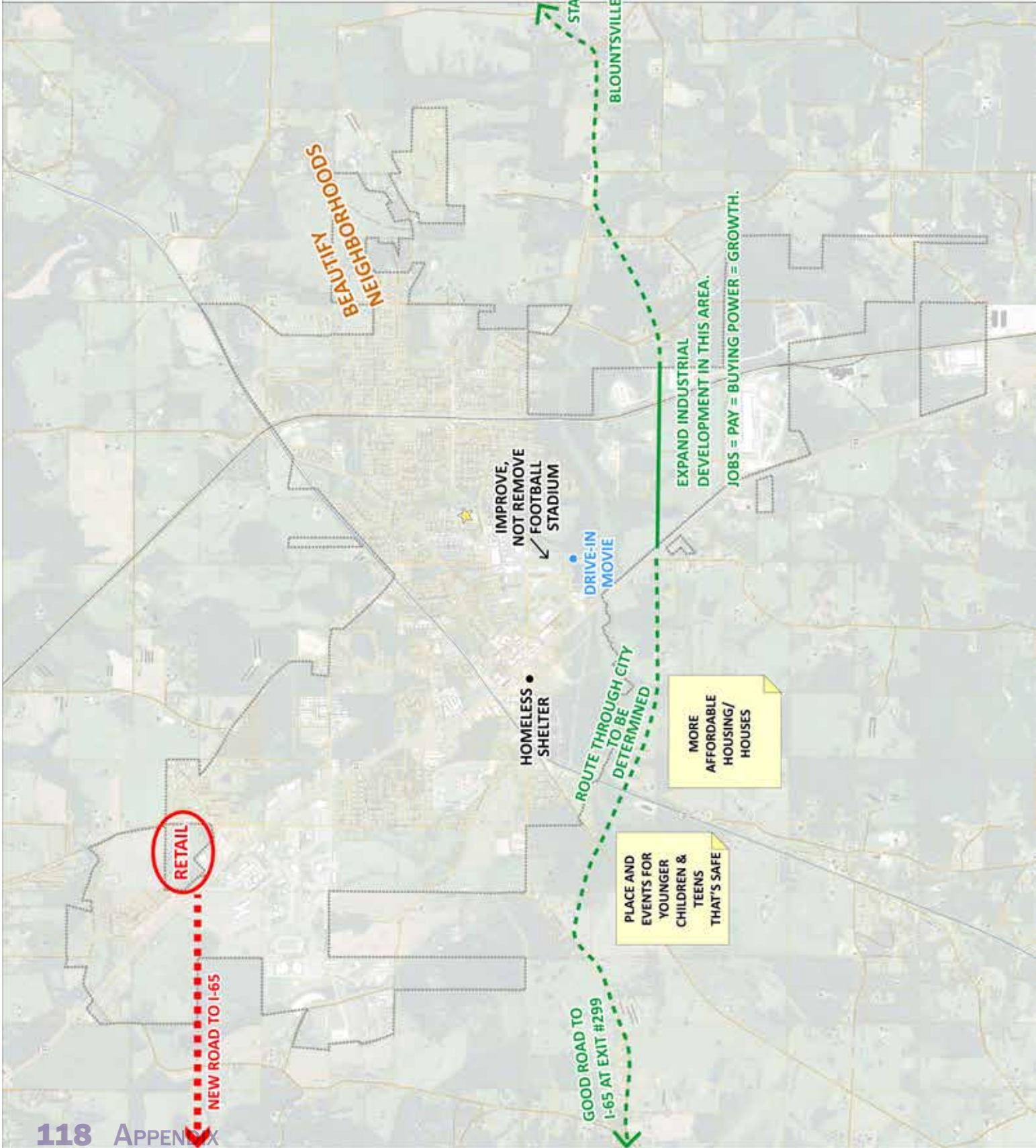
- HANCEVILLE
- HANCEVILLE BUILDINGS
- COUNTY BUILDINGS
- PARCELS
- RAILROAD
- ROAD TYPE**
- COUNTY
- MAIN LOCAL
- STATE
- U.S.
- ★ CIVIC CENTER (YOU ARE HERE)



CITY OF HANCEVILLE BASEMAP

9-17-19
MEETING NOTES

-  HANCEVILLE
-  HANCEVILLE BUILDINGS
-  COUNTY BUILDINGS
-  PARCELS
-  RAILROAD
- ROAD TYPE**
-  COUNTY
-  MAIN LOCAL
-  STATE
-  U.S.
-  CIVIC CENTER (YOU ARE HERE!)



OTHER GREENWAY AREAS

1.)



2.)



3.)



4.)



5.)



6.)



7.)



8.)



9.)



10.)



11.)



12.)



13.)



14.)



15.)



16.)



17.)



18.)



PHOTO MAP

