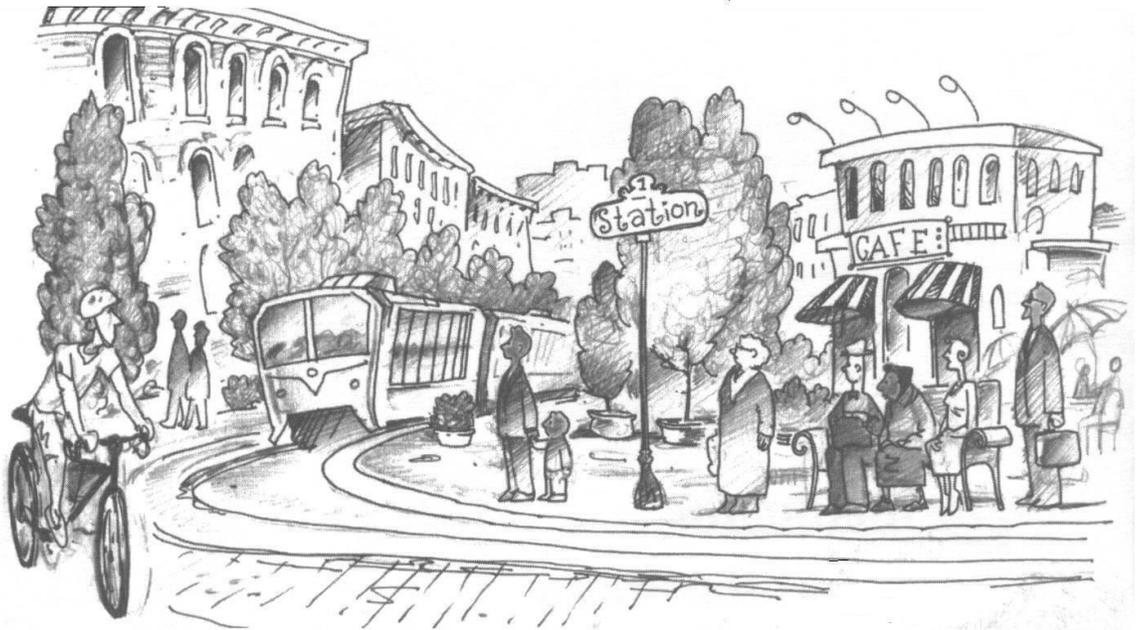




Super Neighborhood Plan for the N. E. Urban Sector Neighborhoods



Prepared by the Long Range Planning Division
City of Dothan Planning & Development Department
June 2012
Updated October, 2012

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Preface

With regard to planning in Alabama, the Code of Alabama states;

“Any municipality is hereby authorized and empowered to make, adopt, amend, extend, add to, or carry out a municipal plan as provided in this article and to create by ordinance a planning commission with the powers and duties herein set forth” (Alabama Code 11-52-2). Furthermore, “it shall be the function and duty of the commission to make and adopt a master plan for the physical development of the municipality, including any areas outside of its boundaries which, in the commission's judgment, bear relation to the planning of such municipality” (Alabama Code 11-52-8). Finally, “the plan shall be made with the general purpose of guiding and accomplishing a coordinated, adjusted, and harmonious development of the municipality and its environs which will, in accordance with present and future needs, best promote health, safety, morals, order, convenience, prosperity, and general welfare as well as efficiency and economy in the process of development, including, among other things, adequate provision for traffic, the promotion of safety from fire and other dangers, adequate provision for light and air, the promotion of the healthful and convenient distribution of population, the promotion of good civic design and arrangement, wise and efficient expenditure of public funds, and the adequate provision of public utilities and other public requirements.”

The City of Dothan Planning Commission adopted the Long Range Development Plan (LRDP) – *A Sense of New Beginnings* in March, 2011 replacing the previous plan that had been adopted April 1999.

Although this LRDP addresses a 20 year planning period, the City Commission, Planning Commission, and Planning Staff realize that unforeseen changes will occur during that time which will make it necessary to revise portions of the Plan. Therefore, in adopting the LRDP in 2011, the City committed itself to conduct a comprehensive review of the Plan at intervals of no more than five years. At that time, the trends and patterns on which the LRDP is based, as well as the recommended policies, must be re-evaluated and revised as needed.

While the LRDP focused on land use and transportation issues on a city-wide level, the concept was to examine and address many other issues on a neighborhood level for which is much easier to absorb and recommend improvements. Neighborhood planning provides a close-up look at issues that could be used in the LRDP Updates.

In late 2010, staff of the Department of Planning and Development's Long Range Planning Division began the task of developing a neighborhood plan for the first quadrant of study, entitled

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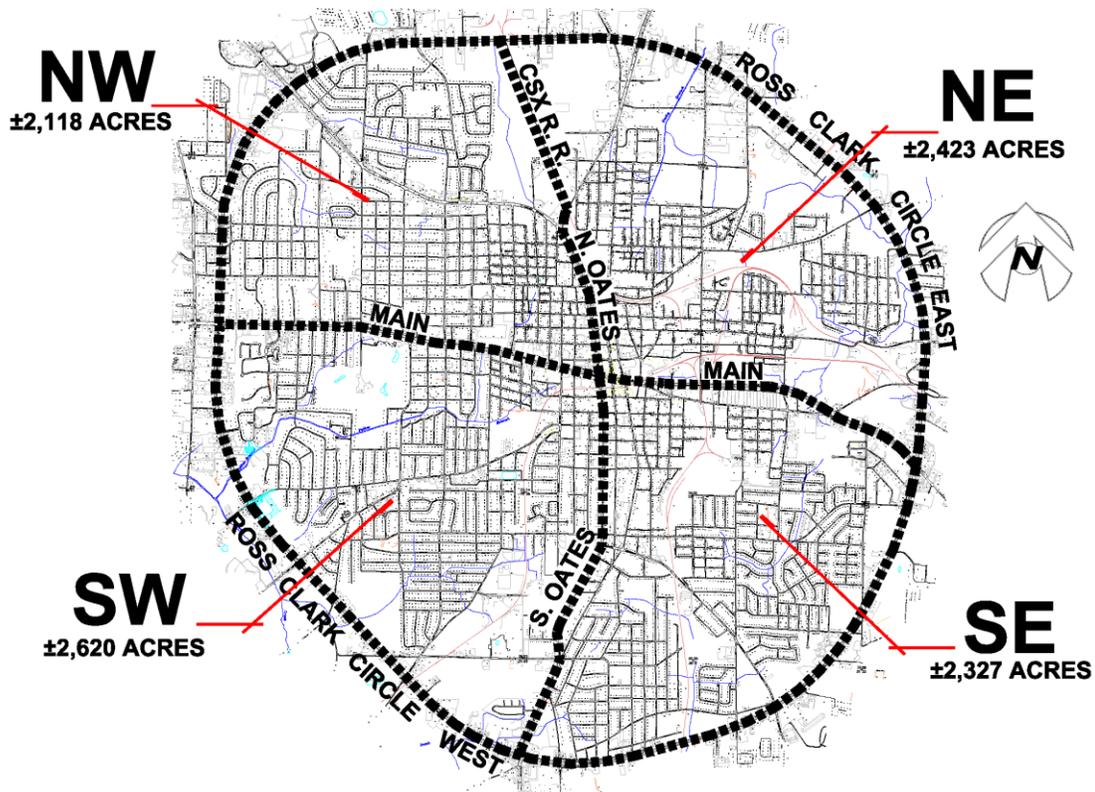


the NE Urban Sector Neighborhoods. The Neighborhood-level plans offer a more conventional “Comprehensive” look at the issues than the LRDP did. Additionally, pertinent goals and strategies outlined in the LRDP were refined and applied through the series of neighborhood plans to be developed subsequent to the LRDP.

The initial area to be studied and plans prepared is the entire area within the Ross Clark Circle. This large mass of land involves roughly 10,000 acres, an area that is much too large and diverse to be studied as one effort. It was decided that the urban area inside the Ross Clark Circle needed to be broken into smaller units and so it was decided to split the 10,000 acres into four areas approximately equal in size. The quadrants are bounded by major roadways and offer a clear and distinct separation between one another.

A map delineating these quadrants is presented below.

DOTHAN'S URBAN SECTOR NEIGHBORHOODS



The strategies for developing these neighborhood plans were conceived to allow for community involvement in the planning process. The strategy involved:



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Phase I: Inventory of land uses, windshield surveys to determine the apparent condition of structures, exterior building materials used on structures, and inventory of sidewalks.

Phase II: Involved an initial community involvement meeting in the neighborhood to gather direction from the residents.

Phase III: Involved the analysis of the data collected in Phases I & II.

Phase IV: Was a second community involvement meeting held in the neighborhood to present a report on Phases I-III and to receive additional guidance from the public.

Phase V: Was the preparation of the Plan and presentation to the planning commission

Phase VI: Is a public hearing and adoption of the Plan by the planning commission.

In Phase I, we started gathering information on existing conditions in the community in preparation of the analysis section of the Plan. Simultaneously, information of community attitudes was collected in order to develop goals and create a development strategy.

One of the most important components of any neighborhood plan is setting community goals. Community goals can be determined in a number of ways, the most accepted and popular of which is the public forum as well as surveys. We did both. We prepared a survey which was completed by the participants of the first community involvement meeting, broke the attendees into smaller focus groups and had them brain storm ideas and present them to us. We also fielded questions from the audience on an individual basis.

It is important that the pulse and opinion of the citizens of the community is accounted for in the planning process because to be effective, the Plan must be embraced by the neighborhood population as "their plan". We feel we did just that and gave the public every opportunity to provide input in various forms. In addition to the public meetings, the telephone number for the Long Range Planning Division was accessible, the city's website provided a means to submit suggestions and letters could have been mailed to the Planning Department during the period between the initial community development meeting (Sept 22, 2011) and the second meeting (Feb. 23, 2012).

We asked the public their opinions on issues that ranged from topics relevant to the condition of their neighborhoods. We attempted to perceive the attitude of the public with regards to the functionality of the physical systems of the City, the condition of the housing in the neighborhoods, and solicited their thoughts on future development projects.

The result of the windshield surveys, land use inventory, and community involvement meetings culminated in a Plan which is structured as follows.

Chapter 1: Overview – Discusses what a neighborhood is, what a super neighborhood is, benefits of super neighborhood planning, and how these plans will help. It also focuses on the character of the neighborhoods and the acknowledgement that there are 9 distinct neighborhoods in this super neighborhood or Sector as we refer to it.



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Chapter 2: Community Involvement - Describes the process we took to contact neighborhood leaders, advertise the meetings, and the content of the meetings we conducted. It describes the survey questions we asked and how they responded as well as the results of the focus group reports.

Chapter 3: Neighborhood Analysis – Looks in detail at the two environments pertinent to the neighborhood planning process – the Physical Environment and the Socio-Economic Environment.

Chapter 4: Needs Assessment & Plan Recommendations – Describes in detail our findings, the neighborhoods' residents' concerns, planned improvements by other city departments for the area and an explanation of the Long Range Planning Staff's recommendations.



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Super Neighborhood Plan for the N. E. Urban Sector Neighborhoods





Overview

Background

Neighborhood planning can take many forms, involve many months of work, and follow equally as much diversity and complexity of steps taken in development of the Long Range Development Plan which was prepared over the course of 2 years and adopted in 2011. The key is in determination of the amount and intensity of public involvement desired as well as the character of which one believes the plan should take. The depth and amount of short and long range planning goals to be examined, as well as other unforeseen politically-driven issues and concerns that may arise during the course of the plan development process are equally as important.

The Dothan 2030 Long Range Development Plan addresses the need for continued examination, study and recommendations for improvements to the city's many neighborhoods as part of the continuing planning process; and suggests beginning with the areas inside the Ross Clark Circle.

A consideration that will aid in the determination of the kind of plan prepared for a neighborhood is the perceived need of that individual neighborhood. Another consideration is the understanding of the driving force of the plan for a specific neighborhood and the final use of the plan. There may, and perhaps will be other considerations that are unique to the neighborhood itself; but the two general considerations are the "kind" and the "intended use" of the plan.

Since the N. E. Urban Sector Neighborhoods is composed of a large vicinity and several neighborhoods with varying age and condition, it along with the other 3 areas inside the Ross Clark Circle have been identified a "Super Neighborhoods".

What is a Super Neighborhood?

Super Neighborhoods consist of several smaller neighborhoods of possible differing ages, housing conditions, land uses, and demographics which are united as one by certain physical, political, socio-economic, and/or geographical boundaries.



What are the Benefits of a Super Neighborhood?

By uniting these smaller neighborhoods into a Super Neighborhood, improvements can be focused on a broader area thereby benefitting many more citizens with city resources and money. Super Neighborhoods also encourage residents of smaller neighborhoods to interface with others in other neighborhoods in their vicinity. Super Neighborhoods remove the feeling of isolation felt by residents of small neighborhoods often separated physically from the remainder of the city. Super Neighborhoods give residents a larger, unified voice before city commission on issues that affect them.

What is Neighborhood Planning?

Neighborhood planning is the natural progression in city planning to compliment a city-wide comprehensive plan. In the case of Dothan a new Long Range Development Plan entitled "Dothan-2030, A Sense of New Beginnings" was adopted in 2011. The Long Range Development Plan examines the city's present and future needs at the macro level. What normally occur next are detailed analysis of our neighborhoods at that tighter, micro level, interaction between city staff and neighborhood residents and an establishment of goals, objectives and plans that the residents feel would improve their neighborhood.

Neighborhood planning is an opportunity for the citizen to shape the neighborhood where they live and work. By contributing to a neighborhood plan, people take an active role in improving their community and quality of life. The neighborhood planning process engages residents, businesses, property owners, city departments, and community organizations such as neighborhood associations, as well as other community or church groups to form a partnership in the planning process.

These partnerships work together to address land use, zoning, transportation, urban design, pedestrian and bicycle safety, recreational needs as well as other pertinent issues. A plan should:

- Represent the views of all the groups that make up a Super Neighborhood
- Identify Super Neighborhood strengths and assets
- Identify individual neighborhood needs and concerns
- Establish goals for improving the Super Neighborhood
- Recommend specific action items to achieve those goals through the preparation of a Strategic Plan of Implementation

How Will a Super Neighborhood Plan Help?

Neighborhood planning provides an opportunity for concerned stakeholders (residents, businesses, property owners, and community organizations) to work together to address the short and long-range issues affecting their everyday



lives. The plan should ultimately serve as a guide for city leaders, and developers so they know what you are willing to accept and desiring to see in your neighborhood. Development of a plan will help a neighborhood in a number of ways. An adopted plan will:

- Describe clearly what the neighborhood wants accomplished
- Offer residents and businesses a clear picture of the kind of development that is desired by the neighborhood
- Give property owners and potential developers a guideline to what businesses are needed and the types of development that will be encouraged and supported by its residents
- Provide the City with a template for zoning and other land use decisions
- Allow the City to structure programs, services and capital improvements appropriate for the neighborhood
- Provide guidelines for the design of new development that would compliment the existing neighborhood character
- Provide insight as to what creative mixed use developments might be supported in the neighborhood
- Finally, it might adopt at the neighborhood level, for example, some strategies that could implement national or state initiatives such the *Lets Move* initiative supported by First Lady, Michelle Obama. By making healthy food more accessible through sustainable neighborhood planning we might comply with the third component of the *Lets Move* Initiative. This can be accomplished by:
 - Planning and promoting policies that support and protect community gardens in neighborhoods
 - Zoning intersections nearby neighborhood entries for mixed use commercial activities with designated sections for food market usage
 - Plan for sidewalk improvements connecting residential neighborhoods with work centers and commercial centers

In the area defined as the N. E. (Northeast) Urban Sector Neighborhoods the proposed kind of plan as well as the use of the plan is explained in some detail within the following paragraphs. This area is a complex blend of several defined neighborhoods known as the Acid Hill Plant Neighborhood, Dixie, and an established historic district known as NBCR (Newton, Burdeshaw, Cherry & Range), as well as much of downtown and part of the area within the city's new Downtown Overlay District.

During calendar year 2009, the city began an intensive undertaking by launching the first of many neighborhood plans with an area in the northeast quadrant of the city inside the Ross Clark Circle. Real estate in the city that is surrounded by the Ross Clark Circle contains the area comprising Dothan's Urban Core. This



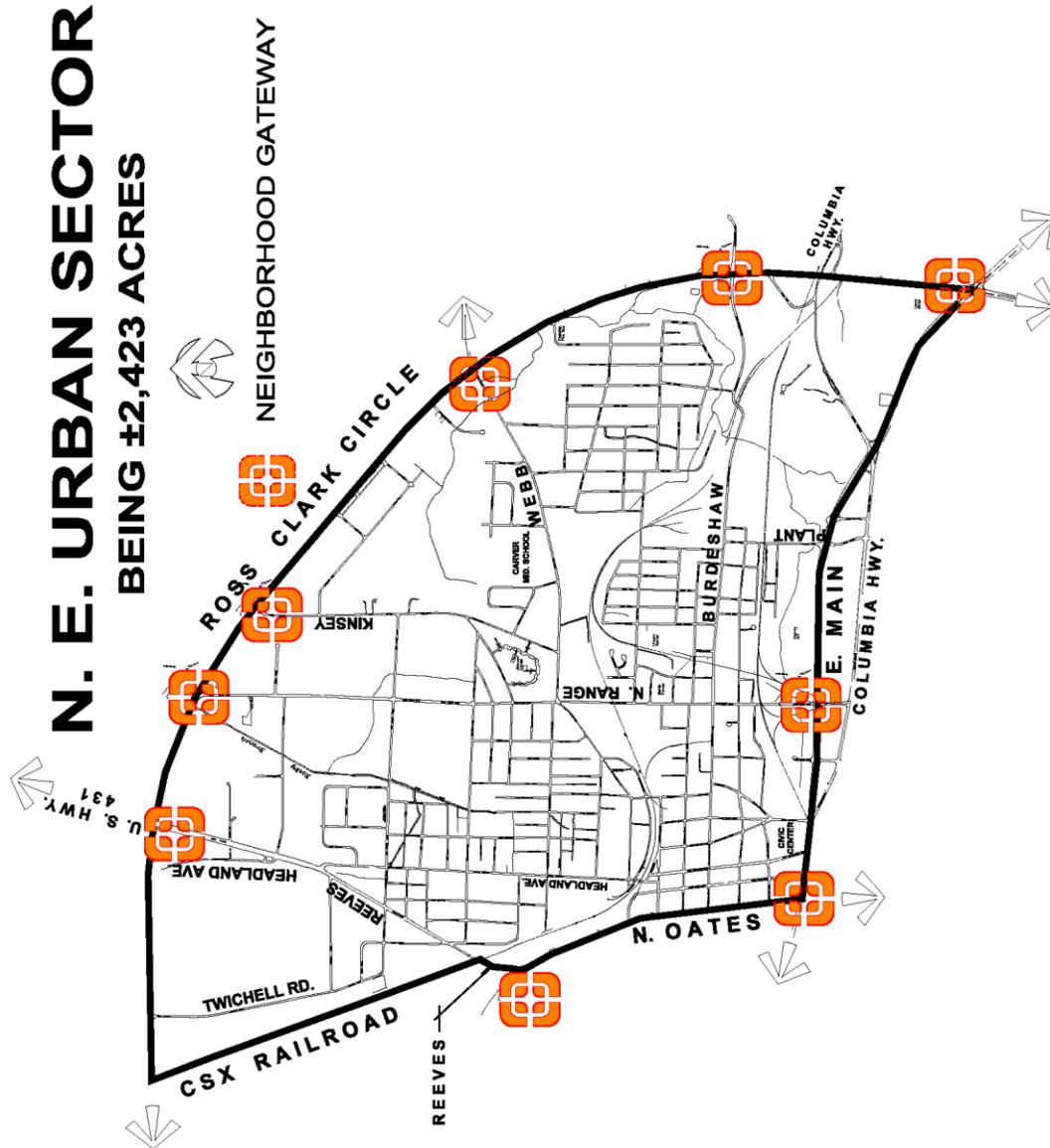
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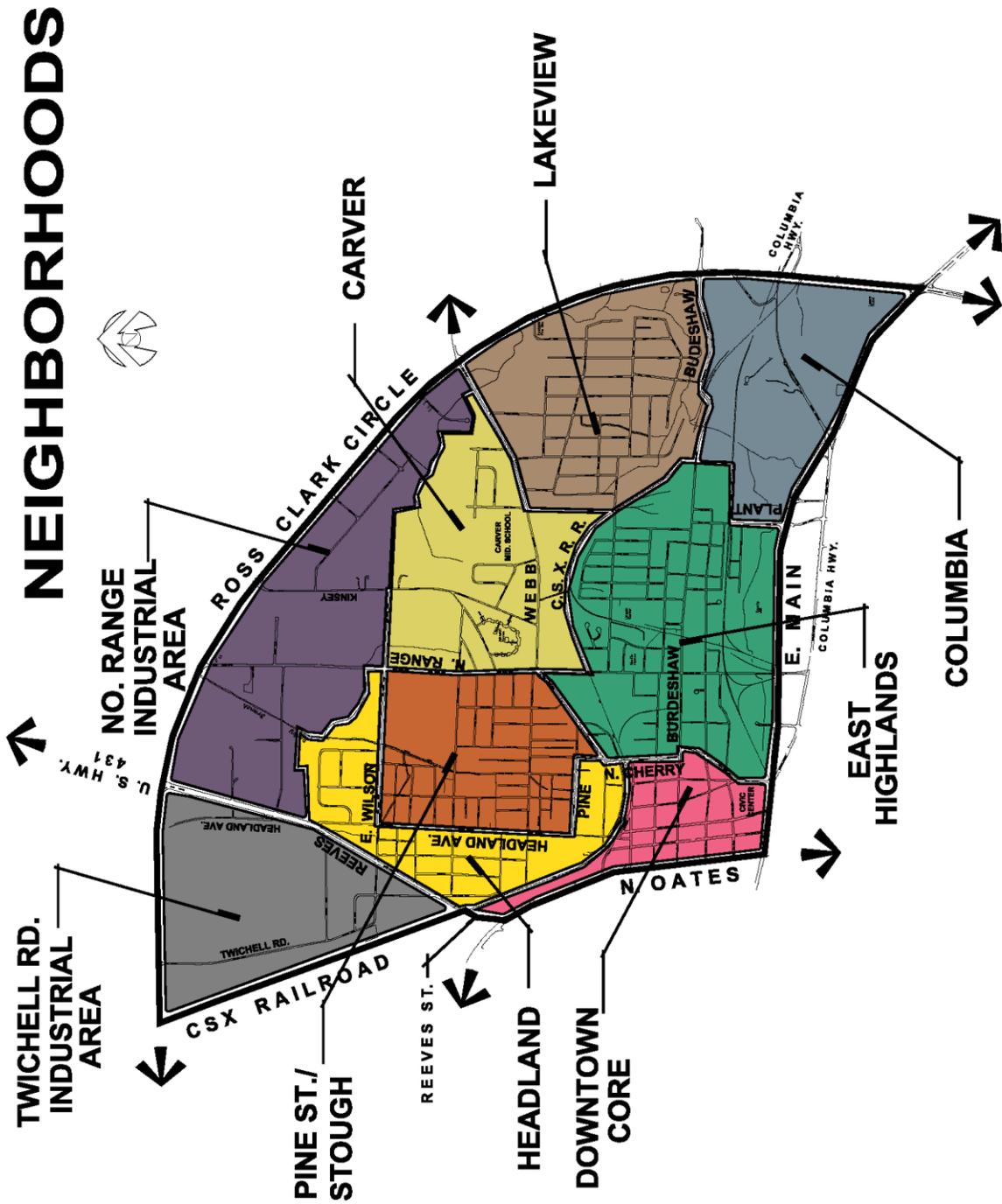
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area has been further divided into four urban areas. Those areas have been named Urban Sector Neighborhoods preceded by their geographical position inside the Ross Clark Circle such as the Northeast (N. E.); the Southeast (S. E.); the Southwest (S. W.); and the Northwest (N. W.) in their name.

The N. E. Urban Sector Neighborhoods area is rather extensive and contains approximately 2,423 acres of land bounded by the Ross Clark Circle; E. Main Street; N. Oates Street; Reeves Street and overpass; and the CSX Rail Road line which runs generally north to south just west of Reeves Street and Headland Avenue. The maps on the following pages show the boundary of the planning area and the additional map displays the neighborhoods within the planning area.







Character of the N. E. Urban Sector Neighborhoods

The N. E. Urban Sector Neighborhoods are composed of residential neighborhoods from different eras. Some structures were present during the pre World War II era, some during the post World War II era which saw a building boom and still some from the 1960s, 1970s and 1980s decades. Relatively few homes were constructed in this urban area since 1990. The majority of those homes that were built post 1990 and into the new millennium were constructed by Habitat for Humanity. In fact Habitat developed the subdivision and built the homes in the Diamond Grove community.

The conditions of the structures in the various neighborhoods differ as much as the architectural style prevalent during the eras in which they were constructed. Generally the levels of disrepair of the structures within the neighborhoods mirror the older age of a neighborhood indicating a high level of deterioration resulting from complex socio-economic factors which prevent the owners from maintaining their property.

The housing stock contains a mixture of smaller, older homes in neighborhoods bordering the downtown to larger but modest homes of a predominant ranch-styled architecture that was popular during the 1970s through the early 1990s within the neighborhoods north of Spring St. and closer to the Ross Clark Circle.

The southeast portion of this urban area abuts property that is the home of the Southeast Alabama Medial Center. Situated on the land within this urban area and adjacent to the Medical Center are found various restaurants, a motel, a pharmacy, church and cemetery. The predominant land use found nearby in the southeast corner is highway commercial.

Dothan's downtown, its municipal and county offices are located at and nearby the southwest corner of this urban area at Main Street (US Hwy 84E) and North Oates Street. Several plans and initiatives have been prepared and improve the streetscape, wayfinding, and overall general condition of the downtown and its buildings over the past several years. As recent as 2010 an extensive plan for improvements to North Foster Street and Troy Street along with pedestrian trail improvements and installation of a new wayfinding system as well as construction of a new clock tower was developed in the attempt to obtain federal funding under an EDI-SP (special projects) grant through the Department of Housing and Urban Development (HUD). An Environmental Assessment (EA) of Finding of no significant impacts (FONSI) along with an application explaining the projects in detail as well as copies of the plan details was prepared and submitted to HUD in December, 2010. Notification was published in January,



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2011 and a draw down of \$500,000 in federal funds to complete the project is expected in February, 2011.

The remainder of the N. E. Urban Sector Neighborhoods' commercial establishments is, for the most part of an older variety. Commercial uses dominate the periphery of this Urban Area and line the major streets a short distance from the Circle which traverse this urban area. Small, yet older commercial buildings or residential structures converted to commercial use sporadically dot the landscape of the N. E. Urban Sector Neighborhoods' interior. Although some commercial activity can be found on the interior, minor streets, most are situated along the area's major streets.

Consequently there is a mosaic pattern of land uses and age and condition of structures in the interior with a band of highway commercial uses in older structures along Burdeshaw, North Range, Railroad, Newton, North Appletree and North Cherry Streets, Webb Road, and Headland Avenue.

The northwest corner of this urban area is a mixture of industrial and commercial uses. The Ross Clark Circle is lined with commercial, industrial, and retail uses beginning at its intersection with the CSX Railroad line and continuing all the way to the intersection with East Main Street. Some large undeveloped tracts of land can be found along the Ross Clark Circle as well.

North Oates and Reeves Streets are flanked with office, commercial, and industrial uses of varying conditions of structural integrity and age. The boundary of this urban area is what many motorists see when traveling through. The image of Dothan can be a positive or luke warm to negative one depending upon which route the motorist travels, The scene along the Ross Clark Circle, while highly commercial and industrial offers setbacks and mostly well maintained structures in its path.

There are well maintained structures along North Oates Street nearer to Main Street. The conditions of structures rapidly decay along North Oates Street as it approaches the intersection with Montgomery Highway and Reeves Street. Buildings crowd North Oates Street creating a canyon of poorly maintained buildings in the vicinity of Montgomery Highway. Passing onto Reeves Street a motorist is greeted by a wider roadway but one that is still lined with older, less maintained structures until finally they reach the vicinity of the Ross Clark Circle. Here they find newer, better maintained buildings along a spacious roadway.



2

Community Involvement





First Meeting – Gathering Ideas of Needs

The first Community Involvement Meeting was held at the Andrew Belle Recreation Center on the evening of September 22, 2011 before a large crowd of concerned citizens, public officials and city staff. The outcome of the meeting was the result of a very productive session of problem identification and consensus brainstorming.

Discussing the “Neighborhoods” exhibit prior to the meeting.

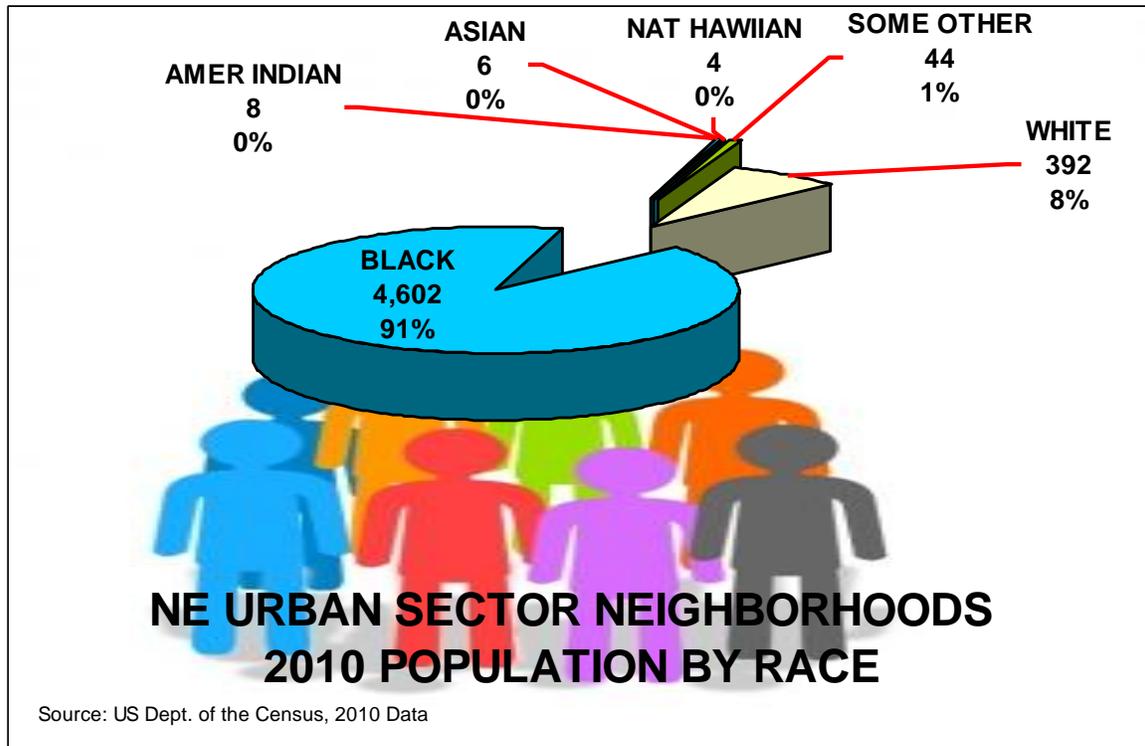


Staff assisting attendees of the meeting in their “brainstorming” breakout session





Racial Breakout of the N. E. Urban Sector Neighborhoods The largest single racial group residing in the planning area is “Black” having a substantial 91% of the total population according to the 2010 US Census. The second largest racial group, although only totaling 8% of the population are “White”. The remainder of the racial distribution of the population can be seen on the following graph.



The Role of Consensus in Neighborhood Planning

Consensus plays a valuable role in neighborhood planning by ensuring that residents, business owners and non-resident property owners have contributed to forming the plan’s goals, objectives and action items.

By utilizing the consensus model in decision-making, the Long Range Planning staff can make decisions to be of higher quality due to the input of all the interested parties, greater commitment to implementation of the plan’s goals, and the assurance that the plan was developed with the values of:

- Inclusion
- Democracy and the ability to compromise
- Participation
- Understanding
- Flexibility



Highlights of the September 22 Community Involvement Meeting

During our first meeting, the city staff displayed several maps and charts all of which can be found in this plan document that showed the residents the existing conditions of the N. E. Urban Sector Neighborhoods. Maps delineating:

- Existing Land Use (2011)
- Existing Sidewalks
- Existing Parks and Open Spaces
- Boundary
- The Area's Neighborhoods



Charts were also displayed showing background data regarding:

- 2010 Population by Race
- Condition of Structures in the Area
- A Neighborhood Needs Sheet complete with street map inset of the Area for residents to write in needs they felt the Area required as well as an opportunity to plot a location of those needed improvements on the map inset.

The Planning Staff also handed out a three page questionnaire and asked those present to complete and turn in at the end of the meeting. Some people obliged the request while others took the questionnaires home. The staff set a specific deadline of October 15th, 2011 that all agreed to, for the return of the completed forms if they wished to have their comments tabulated.

The results of the questionnaire response as well as statistical data pertinent to the community participation during this planning process follows.



Questionnaire Results

Nearly 50% of the people assembled at the meeting took the opportunity to tell the city staff what they felt were neighborhood needs; and although those present as well as the remainder of the residents of the planning area had the opportunity to return a completed questionnaire within a month of the meeting date, none took that advantage. Consequently, the determination of the planning area's needs was left up to a handful of citizens and the city long range planning staff's interpretation of existing conditions, citizen input, and personal planning knowledge and expertise.

The questionnaire was divided into three categories that the staff felt, due to many years of interaction, was most important to the residents in the area. Those categories were HOUSING, TRANSPORTATION, and QUALITY OF LIFE.

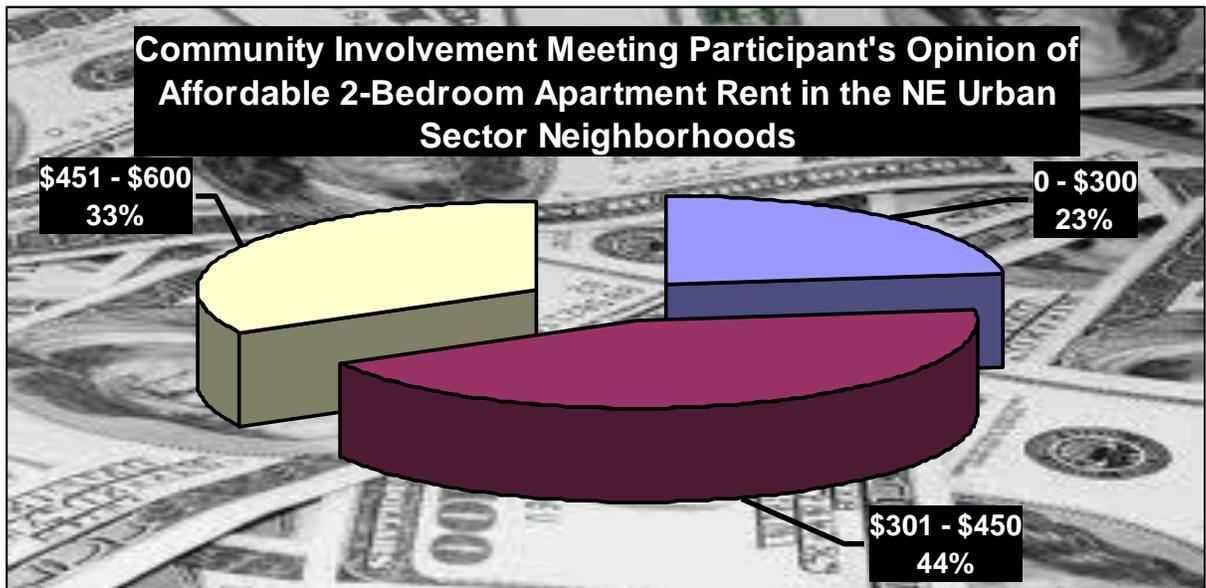


The **Housing Category** posed three questions.

1. ***How much do you think affordable housing should cost?*** The response shows that 90% of the respondents feel a range between \$60,001 and \$75,000 was appropriate.

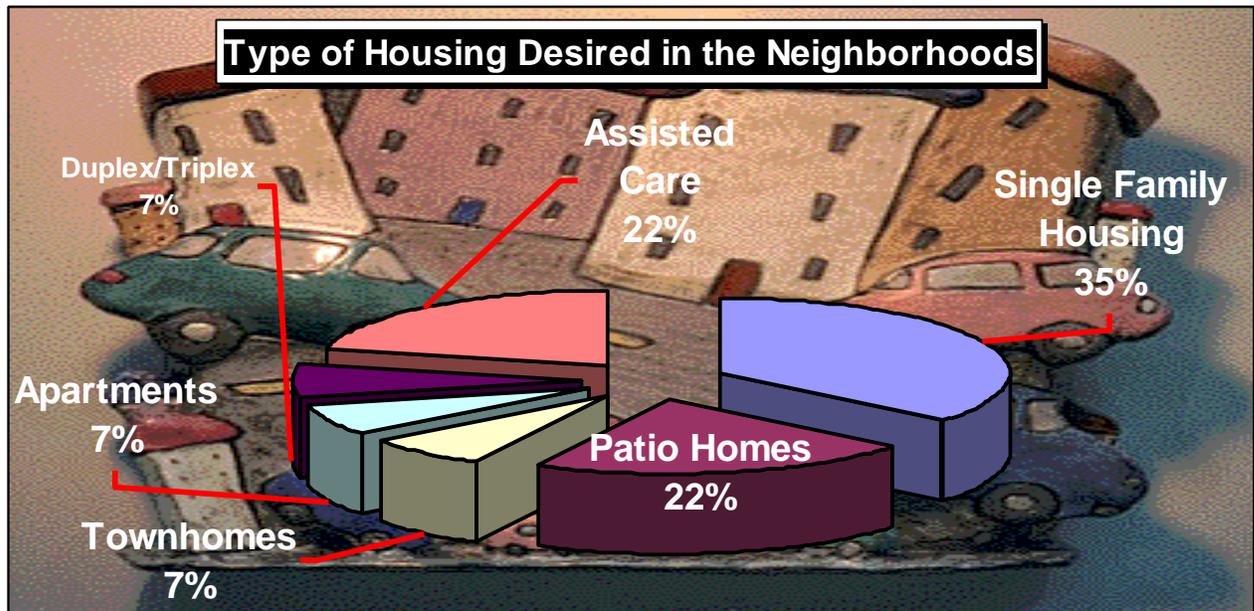


2. **What amount per month would an affordable 2-bedroom apartment cost?** The response shows a more even distribution of opinions with 44% favoring a range of \$301-\$450/month rent, 33% favoring \$451-\$600, and finally 23% favoring a rental base of less than \$300/month.





3. **What type new housing development would you like to see in your neighborhood?** This was a two-part question that asked for the first choice and the second choice. Choices given were Single-family; Patio Homes; Townhomes; Apartments; Duplex/Triplex; or Assisted Care/Nursing Home Facilities. Response showed the majority of respondents (35%) preferred single family housing, 22% preferred patio homes, 22% preferred assisted care nursing homes, and the remaining 21% preferred townhomes, apartments and duplex/triplex uses equally.



The **Transportation Category** posed four questions. The respondents were offered some specific choices as well as having the option to include any intersection of their choice. The results of that poll are found in the tables found on the following pages.

1. **Which intersection do you think is most dangerous?**

Intersection	Count	Percentage
Powell/N. Oates	3	14.5
Webb/N. Range	2	9
Burdeshaw @ Range	2	9
Headland Ave./Reeves	2	9
MLK @ Baxely	2	9
Headland Ave./E. Powell	2	9
Main/N. Oates	2	9
Ross Clark Cir/Main	2	9
Webb/Headland Ave.	1	4.5



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Intersection	Count	Percentage
Burdeshaw/N. Oates	1	4.5
Montgomery Hwy @ Reeves	1	4.5
Headland Ave./E. Spring	1	4.5
Adam @ Range	1	4.5
Burdeshaw/N. Appletree	0	0
Ross Clark Cir/Reeves	0	0
Ross Clark Cir/Burdeshaw	0	0
Totals	22	100

2. What roads in your neighborhood need improvement?

Road	Count	Percentage
Headland Ave.	3	21.5
Burdeshaw	2	14.4
Lake	2	14.4
North Oates	0	0
N. Appletree	1	7.1
N. Range	1	7.1
Webb	1	7.1
E. Powell	1	7.1
Allen	1	7.1
Reeves	1	7.1
Stringer	1	7.1
E. Spring	0	0
Main	0	0
Kinsey	0	0
Totals	14	100

3. To where do you walk or bike most often?

Destination	Count	Percentage
Park	2	18.25
Grocery Store	2	18.25
Andrew Belle Rec, Cntr.	2	18.25
Post Office	1	9.05
Convenience Store	1	9.05
Library	1	9.05
School	1	9.05
Ball field	1	9.05
Restaurants	0	0
House of Worship	0	0
City Offices	0	0
Totals	11	100

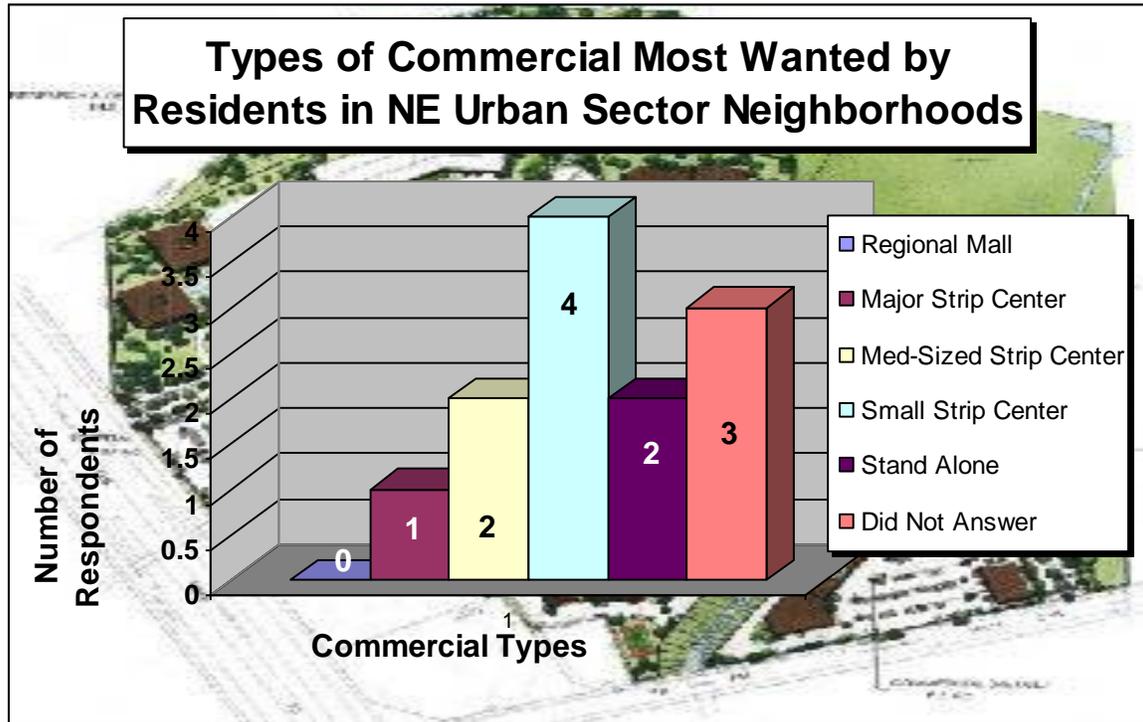


4. Where would you like to see sidewalks in your neighborhood?

Roads	Count	Percentage
Kinsey	3	23
Burdeshaw	2	15.4
Headland Ave.	2	15.4
Don't Use or Want Them	1	7.7
Stringer (Church to RCC)	1	7.7
E. Spring	1	7.7
N. Oates	1	7.7
Lake	1	7.7
Range	1	7.7
N. Appletree	0	0
E. Powell	0	0
Main	0	0
Reeves	0	0
Totals	13	100

The seven **Quality of Life** questions revolved around sense of place and their community and how they saw it improving through various city-sponsored activities or citizen backed and operated efforts and future land uses and developments.

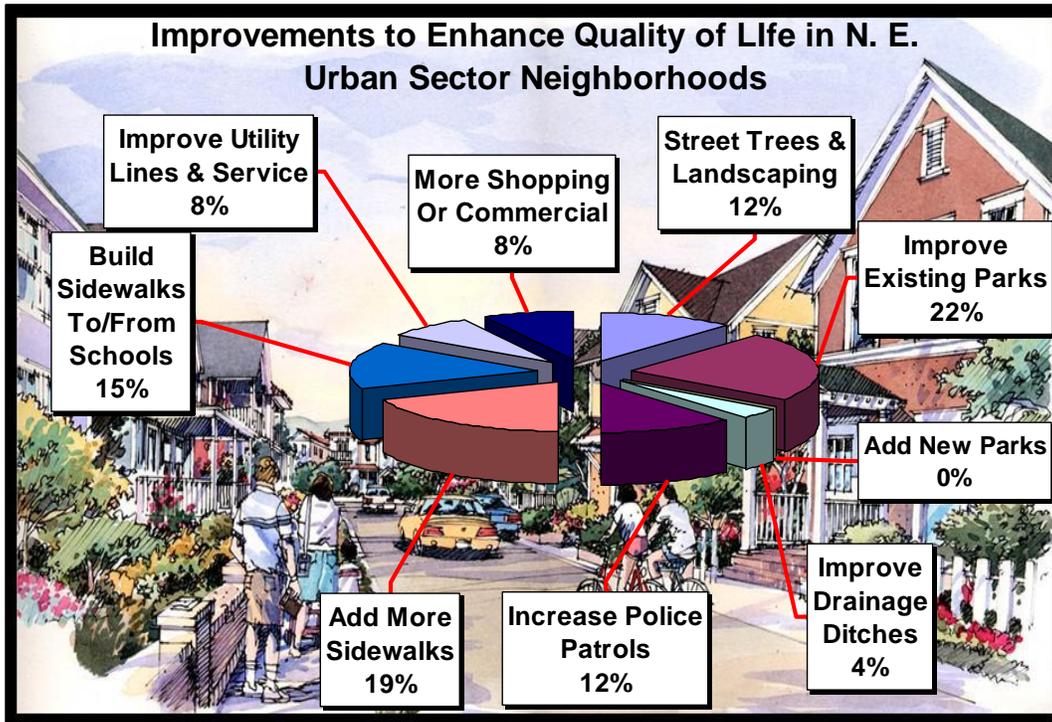
1. **What type of commercial development would you most like to see in your neighborhood?** Most people (44%) felt a small strip center would benefit them the most, while 22% preferred stand alone commercial stores, another 22% thought a medium sized strip center would be good, and 11% thought a major shopping center would be of benefit. See chart on following page.



- 2. What locations would you like to see this commercial development?**
Not many people had a specific site in mind, however, N. Oates and Newton as well as two other sites that are outside of the planning area (nearby Northview High School and Walton Park)
- 3. Would you like to see a community garden in your neighborhood?**
80% voted Yes and 20% No.
- 4. Would you be interested in a neighborhood watch program?** 89% said Yes, only 11% said No.
- 5. Any buildings in your neighborhood worthy of historic preservation?**
37.5% voted Yes, another 37.5% said they weren't sure and the remaining 25% said No.



6. *What improvements do you think would enhance the quality of life in your neighborhood?*



7. *If more street lighting could be provided on what streets is it most needed?* Most people (33%) feel that Rocky Branch Road needs more street lighting, while 25% feel N. Range needs lighting, 17% feel Lake St. does, and Kinsey, Burdeshaw and Headland Ave. each received 8% of the tally.

Focus Group Session Results

The Planning Staff then broke the audience into several smaller focus groups positioned at separate tables. The groups were asked to discuss among themselves some of the issues that were of concern in their neighborhood. At the culmination of the focus group session, each table elected a representative to present their list of recommendations, concerns, and issues to the rest of the audience.



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Meeting attendees conferring with one another on the perceived needs of the neighborhood



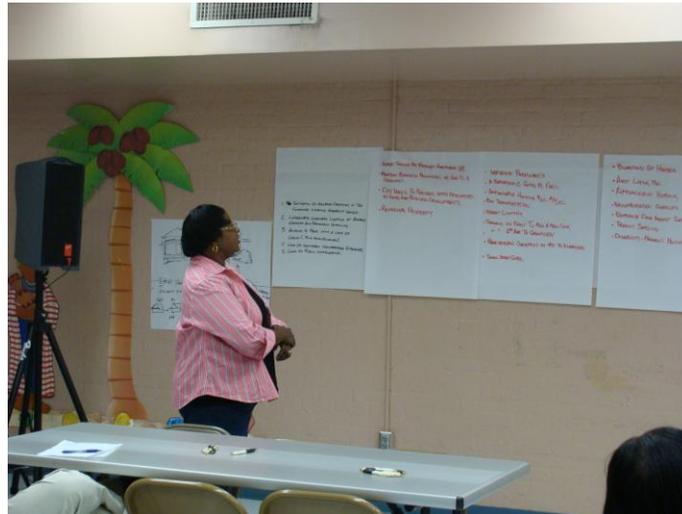
Most common among all focus groups was the condition of existing housing and the cost of housing. The comments, concerns and issues relevant to housing were:

1. Dilapidated properties are plentiful in the area
2. Homes should be brought to habitable condition or removed
3. People who own homes or businesses and have let them run down should have them taken away and given to a private developer for repair.
4. Eliminate boarded up homes and businesses or bring them up to code within one year
5. Need more affordable housing for elderly, baby boomers, and other lower income people
6. Need veteran housing
7. Enforce existing codes against property maintenance violations
8. The City needs to partner with private developers to build homes and commercial establishments



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9. Need of assisted living facilities to provide for baby boomers
10. Affordable housing needed in neighborhood \$60,000-\$75,000 price point



The other items on the lists the focus groups developed were:

1. Lack of public landscaping
2. Inadequate street lighting
3. Lack of individual subdivision entrances
4. Too many railroad crossings
5. Need bathroom at Gussie McMillon Park
6. Improve existing parklands
7. No bus transportation in neighborhood
8. Need neighborhood cleanup campaigns organized
9. Need disability-friendly facilities and activities in neighborhood
10. Need small strip centers with doctors, dentists and other community services
11. Over pass pedestrian ramp extending above US 431 to Northview High School campus
12. Over pass pedestrian ramp extending over US 231 (S. Oates) to Dothan High School campus



Citizen Participation Data from the September 22, 2011 Community Involvement Meeting

Following are some basic data assembled as a barometer to measure public interest and involvement in community issues relevant to planning.

1. Out of 5,126 residents (2010 US Census Count of all blocks in the planning area) 24 people signed the “sign in sheet” indicating their presence at the meeting. Only 14 of those were actual members of the general public.
2. We received 8 questionnaires back from the attendees, bringing the total returned questionnaires to 10 as two were received earlier.
3. 24 people signed in as meeting attendees
 - a. 7 signatures were city employees
 - b. 2 signatures were city commissioners
 - c. 1 signature identified himself as a reporter for the Dothan Eagle



- d. 14 signatures were from the general public
- e. Out of an area with an approximate population of 5,126 people 14 residents attended our meeting for a less than 0.3% resident representation.
4. Of the 24 total people signed in for the meeting, 8 questionnaires were returned for a 33% return rate of those involved in the meeting. ***(It is impossible to determine the amount of questionnaires actually completed by the general public, city staff or media since names were not required from respondents.)***
5. The table breakout groups provided us with 24 comments and suggestions, or, 1 suggestion per attendee.
 - a. Among the 24 total comments, 9 comments involved housing
 - b. 2 comments had to do with transportation
 - c. 5 comments spoke of sidewalks or other pedestrian mobility issues
 - d. 3 comments referred to parkland improvements or inadequacies
 - e. 2 comments dealt with better street lighting needs
 - f. 1 comment addressed neighborhood entries and sense of place
 - g. 1 comment talked about the need for more public landscaping

Turnout The people who participated were actively involved and provided some excellent comments, concerns and direction although the turn out was a comparatively low one when factoring in the population of the NE Urban Sector Neighborhoods.

Advertisement The city announced its intention of holding this meeting through a combination of media and strategic initiatives to include flyers, public notification in the September 18, 2011 edition of the *Dothan Eagle* newspaper,



preliminary meetings with neighborhood “leaders”, face to face meetings with the two city commissioners in who’s districts the planning area involves, as well as an interview with two reporters from the *Southeast Alabama GAZETTE*, a community newspaper popular in the planning area neighborhoods, which resulted in an article that appeared in the September 14, 2011 edition of that newspaper.



Second Meeting – A Sense of Neighborhood Needs

The second and final Community Involvement Meeting was held at the Andrew Belle Recreation Center on the evening of February 23, 2012. Those who attended the first meeting and provided us with contact information were notified of the second meeting. A press release was prepared and the Public was notified. Maps were hung along the meeting room walls by the planning staff and a Power Point presentation was prepared to show attendees the desires, concerns and issues communicated to us during our first meeting as well as an itemized list of projects underway by the City as a direct response to the desires rose by the citizens during our first community involvement meeting. Slides were also included that outlined future steps to be taken to complete the Plan. Maps delineating a proposed land use plan, a sidewalk plan, a bicycle plan, intersection improvement plan, as well as a future water improvements plan for the NE Urban Sector Neighborhoods were displayed.



Unfortunately, the meeting was not attended by any individuals from the general public or from the neighborhoods affected by the Plan. The staff was prepared to present our findings and recommendations and to hear from the public any pros or cons to our plans. Hearing no objections or any further comments from the neighborhoods residents, the long range planning division moved forward with the Plan as found on the following pages.



3 Neighborhood Analysis





Physical Environment

Assets & Liabilities - Condition of Structures and Land Use

In order to know where we are heading we first need to understand where we are, what our assets and liabilities may entail. Part of this understanding is accomplished through the preparation of a structure analysis which is accomplished through a windshield survey that painstakingly inventories each structure along with its visible condition and the building materials used. An inventory of the existing land uses is also performed to identify inconsistencies in use patterns as well as to locate potential areas for improvements.

Finally, a land use inventory is also helpful in determining the amount of vacant land available for new private developments, public facilities, and or infrastructure improvements or to identify inconsistencies in urban development resulting in a distribution of vacant, "infill tracts".

General Structural Conditions

A detailed inventory of the condition of all principal structures¹ within the area was performed over a two-month period using a windshield survey method. The windshield survey was accomplished from the street and ratings are based upon visible conditions of structures from the street. In certain cases where questions occurred, a special field trip back to the area verified or updated a previously rated structure.

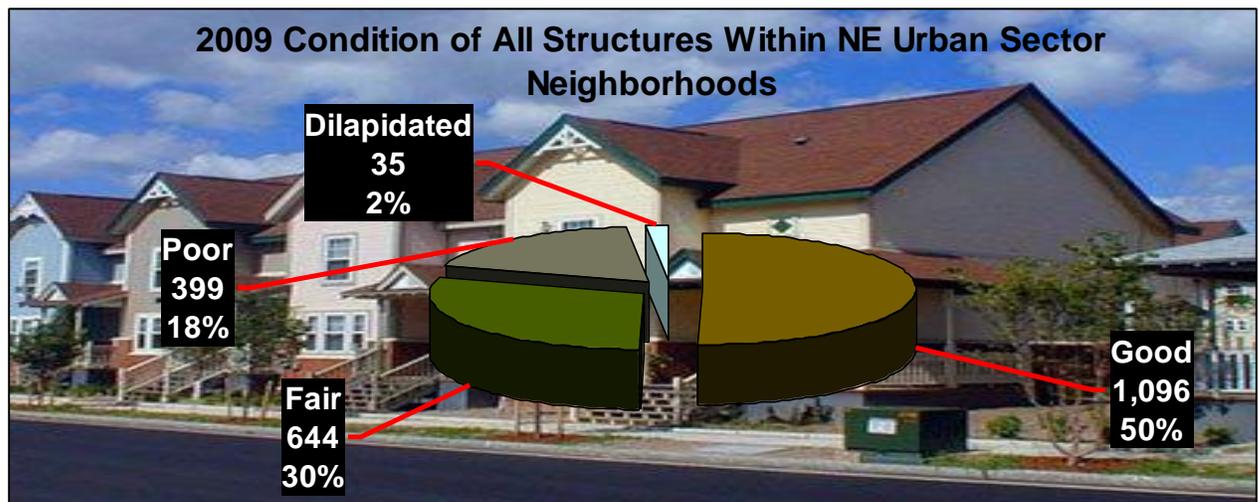
In June 2007 a detailed study similar to this neighborhood plan was prepared by the Long Range Planning Division on an area known as the Downtown Core Area (DCA), of which most is part of the NE Urban Sector Neighborhoods. The study was updated in June 2009 so that the data could be joined with the windshield survey data assembled for this Plan. The locations of poor and dilapidated structures within the DCA are found on a figure on page 28 of this Plan; however, a detailed analysis of the DCA may be read by obtaining a copy of the ***Downtown Core Area Land Use and Condition Study*** from the Planning & Development Department or downloading a copy of the study online at dothan.org/departments/planning/long_range_planning.

¹ Principal structures included the primary building used by specific land uses and would not include any detached garages, sheds, and other ancillary buildings.



The results of the survey taken over a period of months during 2009-2010 indicate that the structural conditions on the whole are pretty good. 2,170 structures were reviewed and surveyed in Urban Area “A” and 50%, of the principal structures in the neighborhood were rated “good”²; 30% were rated “fair”³ while 18% were rated as “deteriorating”⁴ and 2% (37) of all structures rated the worst rating of “dilapidated.”⁵

The chart found below on this page provides an illustrative comparison of the findings of structural conditions in this urban area as they were found in 2009-2010. Eighty (80) percent of all structures were rated either in good or fair condition. Eighteen (18) percent were rated as deteriorating or poor and in need of major repair to prevent them from becoming uninhabitable and dilapidated.



The dot map on the following page shows the wide spread distribution throughout this urban sector of structures rated poor or dilapidated. No residential area is without at least one structure rated poor or dilapidated; and only the industrial areas along the Ross Clark Circle are free of these categories of structures.

² “Good” Rating was given to all structures which showed apparent structural integrity, no sign of roof or foundation fatigue, were generally intact, painted and had no obvious sign of need for repair.

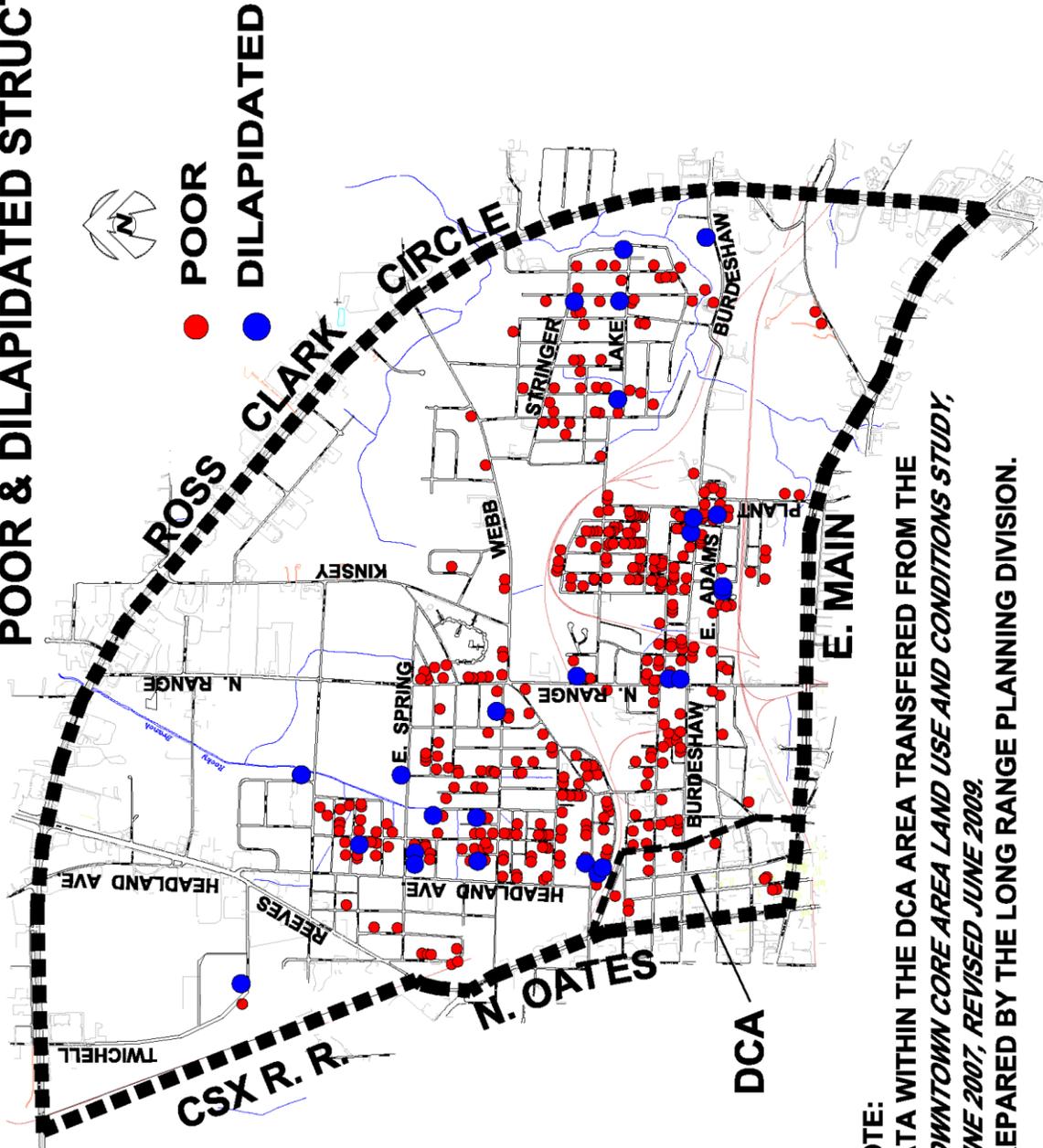
³ “Fair” Rating indicated the need for minor repair such as some shingle replacement; some rotted wood replacement and the need for painting

⁴ “Deteriorating” Rating was assigned those structures which showed major structural fatigue or failure.

⁵ “Dilapidated” Rating was applied to all structures that had collapsed or were in danger of collapsing, were otherwise destroyed, gutted by fire, or in the surveyor’s judgment a risk to individual safety.



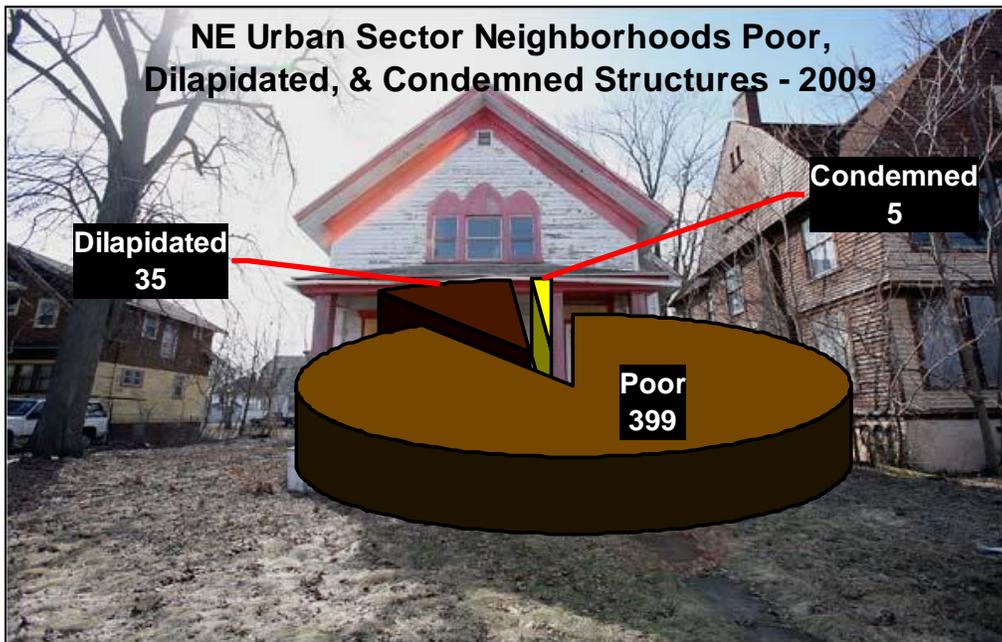
POOR & DILAPIDATED STRUCTURES



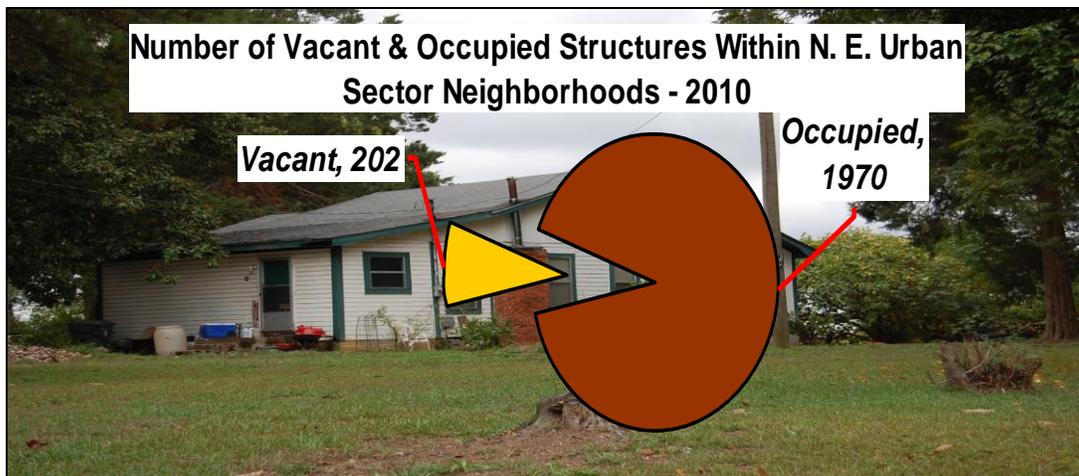
NOTE:
 DATA WITHIN THE DCA AREA TRANSFERRED FROM THE
DOWNTOWN CORE AREA LAND USE AND CONDITIONS STUDY,
JUNE 2007, REVISED JUNE 2009.
 PREPARED BY THE LONG RANGE PLANNING DIVISION.



Further analysis shows that only 5 structures had a condemnation sign posted during the short survey period. The chart below shows a comparison of deteriorating (poor), dilapidated and condemned structures in the urban area during that time. The condemned structures have most probably been removed since the time of this survey and the data may not be reflective of current conditions.



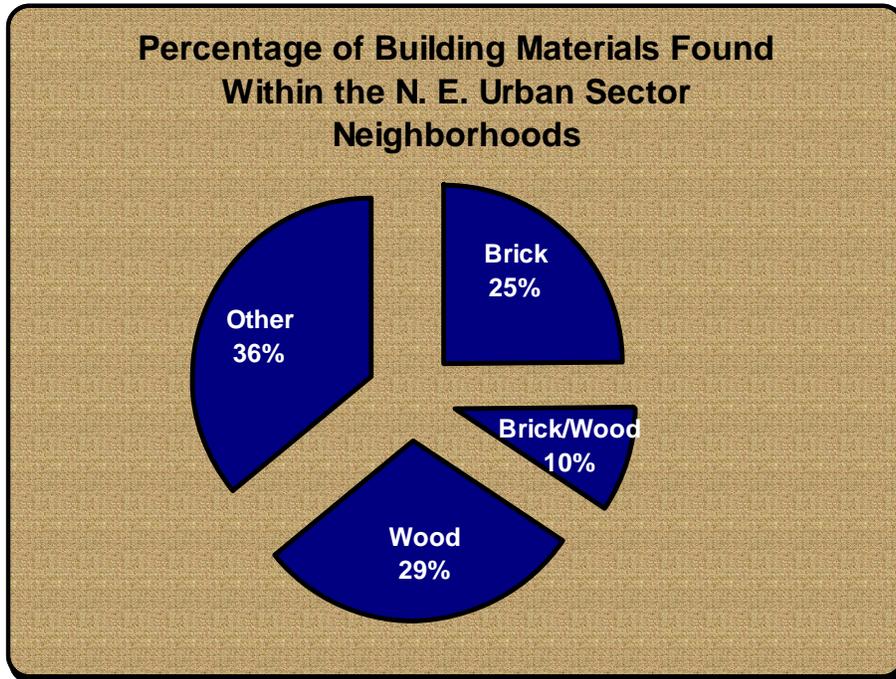
The number of occupied compared with vacant structures is presented on the following chart. 202 (9% of the total) structures were found to be vacant.





Building Materials

A total of 766 structures within Urban Area “A” were built with brick or a combination of brick and wood products. Three hundred, thirty (330) structures were constructed of wood siding, while 796 structures had siding classified as “other”*. Much of the “other” category was homes with clapboard or metal siding. The chart on the following page presents these distributions.



Note: The chart reflects the type of exterior building material used on all structures. In some cases there were combinations of materials such as brick and metal, brick and stone, wood and metal, etc. Therefore the total of the numbers in the chart above will be larger than the actual number of structures.

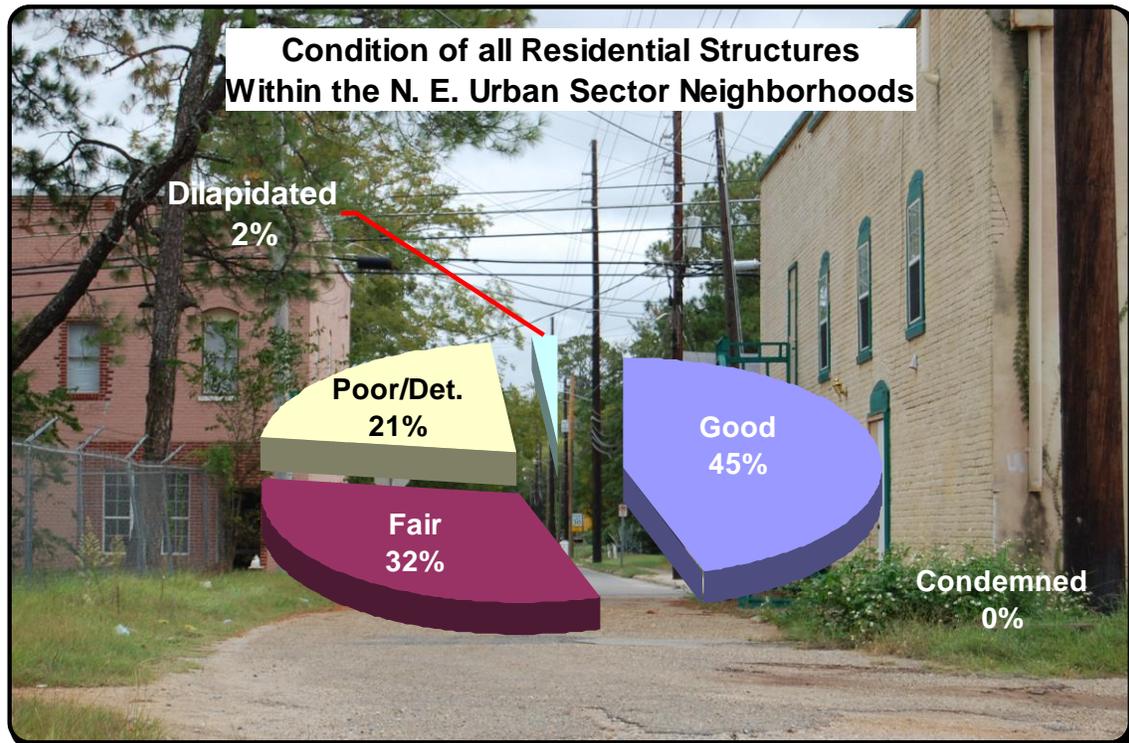
Housing Conditions

The results of the survey indicate that the structural conditions of residential units on the whole are pretty good. A total of 1,732 residential structures were reviewed and surveyed in the N. E. Urban Sector Neighborhoods and 42% of the residential structures in the neighborhood were rated good A rating of fair was given to 30% of all residential structures surveyed while 20% were rated as deteriorating and 1% of all residential structures rated the worst rating of dilapidated. At the time the survey was taken, 7% of the total number of

* “Other” – This category of building materials was developed in-house to assist us in our survey and included Cinderblock, Clapboard, Siding, Metal, Stucco, Stone, or Concrete/Steel. It is noteworthy that no structures within this neighborhood were built using concrete/steel construction.



residential structures was found to be vacant. The chart below provides an illustrative comparison of the findings of all residential structural conditions in this neighborhood.



The research goes further in its analysis and divides the total residential classification into either single-family⁶, mobile home⁷, duplex⁸, or multi-family⁹ characteristics. A comparison of findings by each category follows.

Single-Family Condition

A total 1,588 single-family units were located during this survey. The percent of single-family dwelling units that meet the standards established to be categorized as in good condition within this Urban Area was 46%, while another 32% were

⁶ Denotes a structure intended for the housing of only one family.

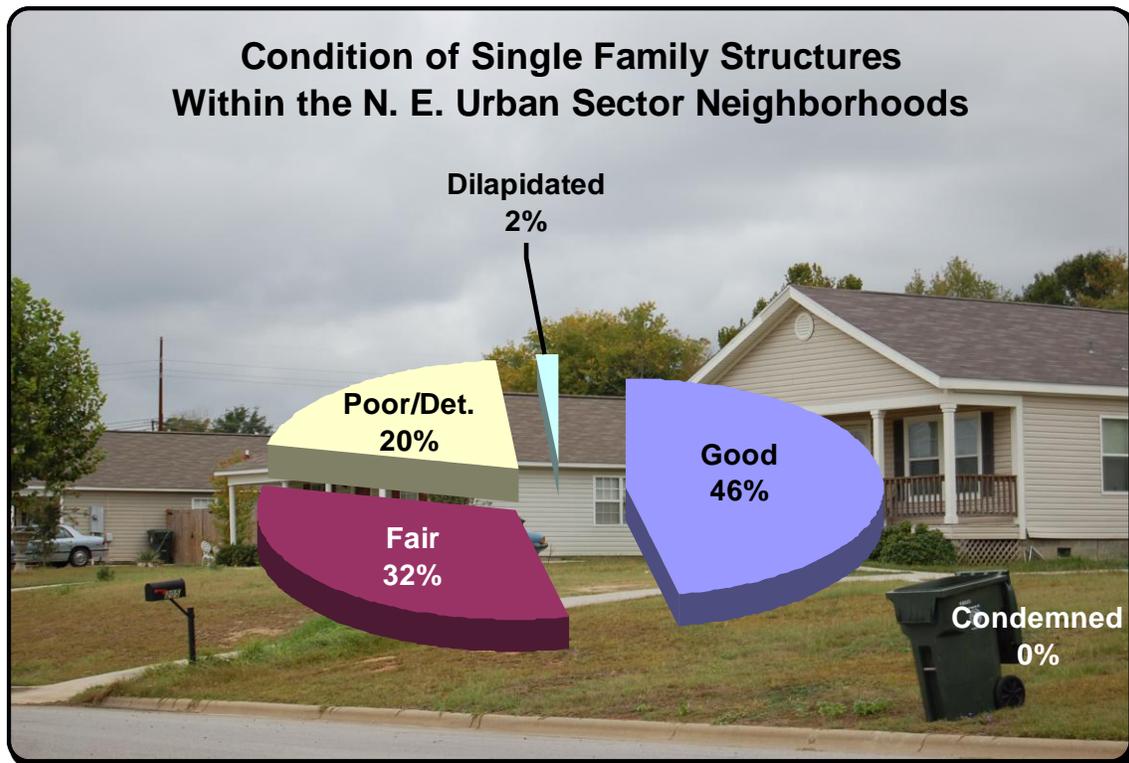
⁷ Denotes any class of portable housing to include mobile homes, manufactured housing and large RVs used as primary housing accommodations.

⁸ Denotes a residential structure designed to provide permanent housing, whether rental or owner-occupied, for more than one family unit but no more than two.

⁹ Denotes residential structures that have three or more separate living spaces to accommodate three or more families or occupants.



categorized as in fair condition or in need of minor repair. A large percentage (20%) of single-family units unfortunately, received a poor rating and 2% were rated as dilapidated. At the time the survey was taken, 7% of the total number of single family structures was found to be vacant and none had been condemned.



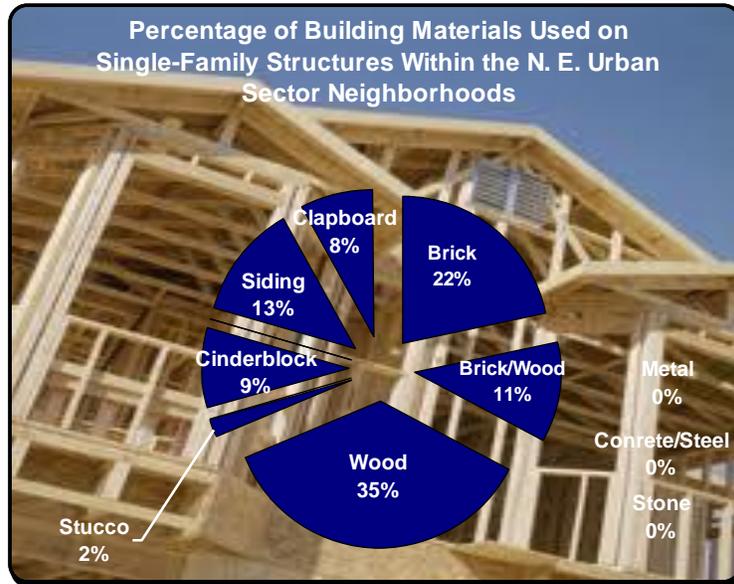
Single-Family Building Materials

The predominant building material used on the 1,588 total single-family dwellings within the N. E. Urban Sector Neighborhoods is wood with 35% of all single-family dwellings constructed of that material. Following wood is brick (22%); siding (13%); and the remainder is distributed among various other materials as shown on the chart on the following page.

One single-family unit had no exterior material on it when surveyed. It was being remodeled at the time and had no exterior covering.

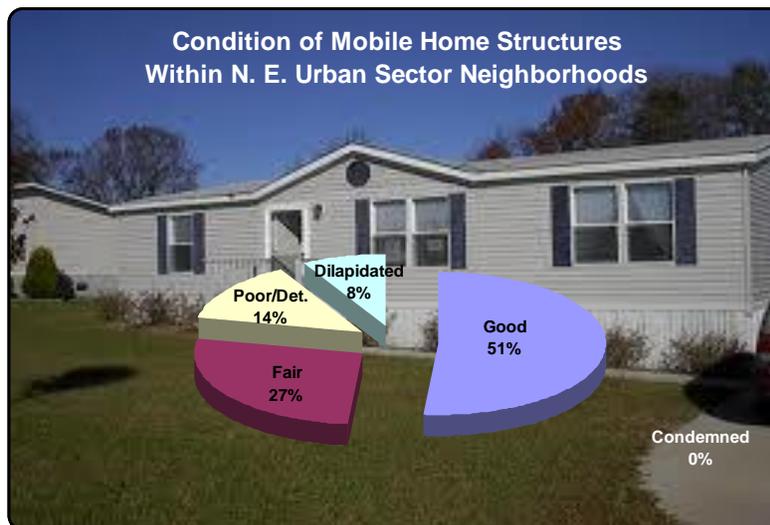
Single-Family Occupancy

The rate of occupancy within single-family dwellings is 93%. Only 115, or 7%, of all single-family units were unoccupied. The reason for the unoccupied houses ranged from a unit being for sale or for rent to it being uninhabitable due to its physical condition.



Mobile Homes Condition

Thirty-seven mobile homes were located during the survey. Fifty-one percent met the standards established to be categorized as in good condition. Another 27% had only minor repairs needed and were rated fair; and the remainder was either found in poor/deteriorating condition or were dilapidated as shown below.



Mobile Homes Building Materials

Building materials used on the exterior of this category are all fabricated with aluminum siding.

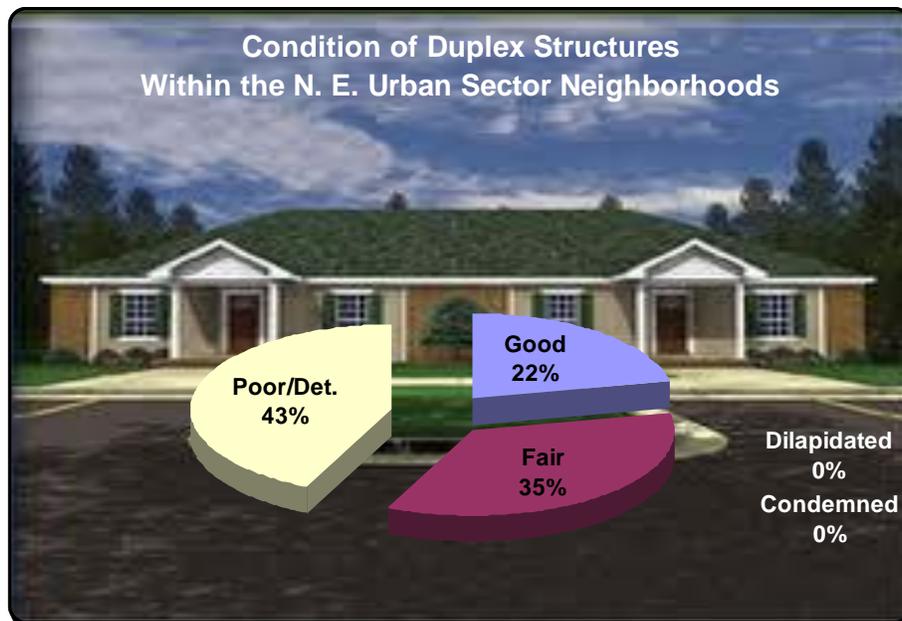


Mobile Home Occupancy

Occupancy in this category stands at 86% of the total 37 mobile homes located during this survey. The vacant mobile homes were found in such condition as to be uninhabitable.

Duplex Condition

The majority of duplexes found in this area were in poor shape. Of the total 88 duplex units, 38 (43%) were rated poor, and another 31 (35%) rated in fair condition. Only 22% of all duplex units were found to be in good condition.

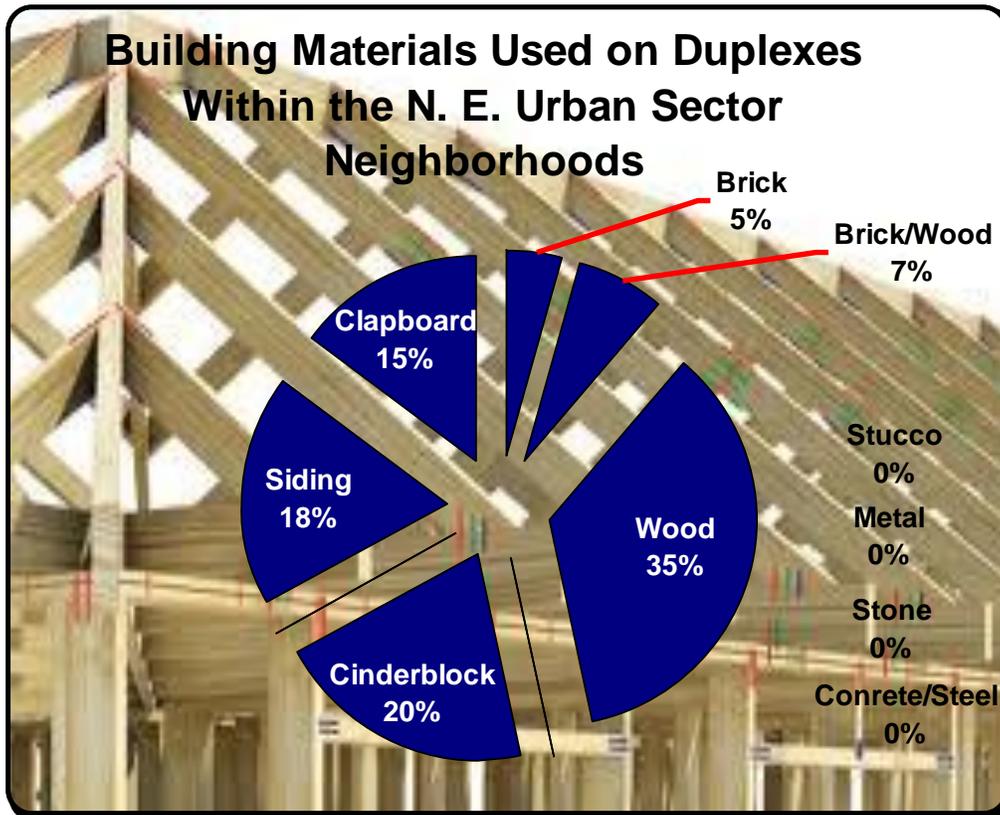


Duplex Occupancy

Thirteen duplexes were found vacant during the survey. The reason for the unoccupied duplexes ranged from a unit being for rent to it being uninhabitable due to its physical condition.

Duplex Building Materials

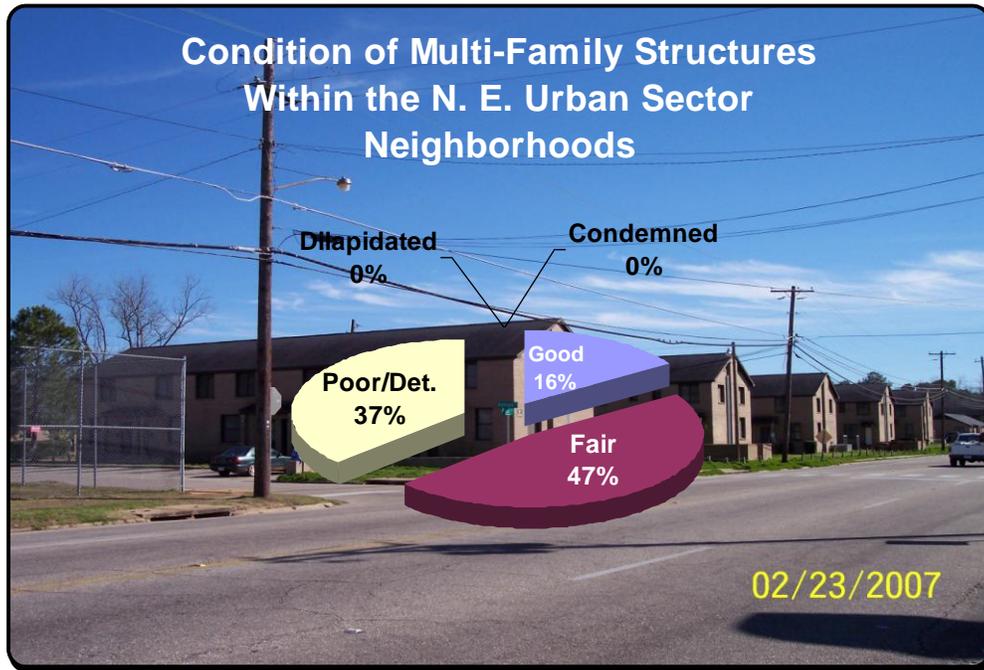
The predominant building material used on the 88 duplex dwellings within the N. E. Urban Sector Neighborhoods is wood with 35% duplexes constructed of that material. Following wood is cinderblock (20%), siding (18%), and clapboard (15%). Only a total of 12% of all duplexes were constructed of either brick or a combination brick and wood.



Clearly, this type housing in this Urban Area has not been maintained in the best of condition. Most of the duplexes that were found in good condition are along East Spring Street just west of North Range Street.

Multi-Family Condition

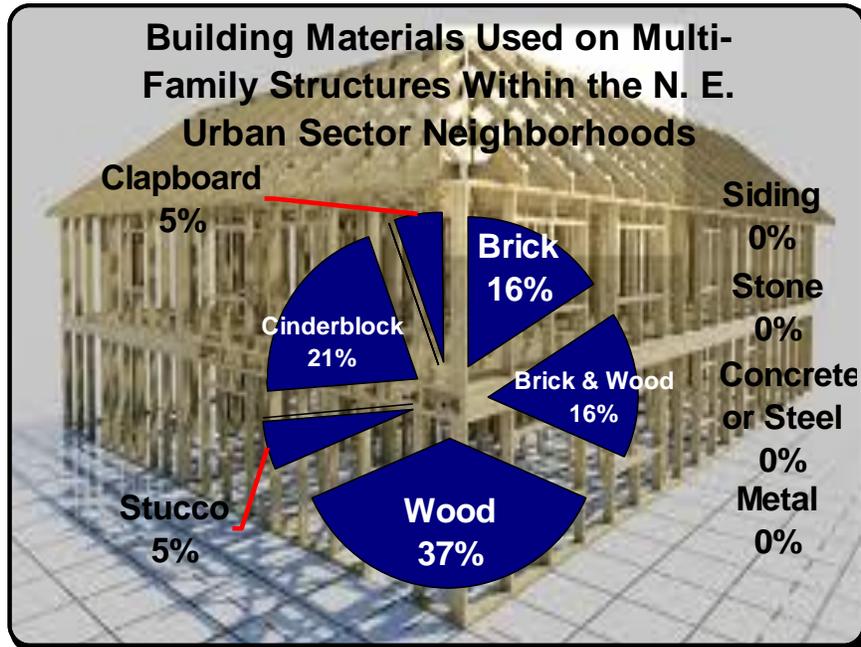
The final category of residential dwellings in this report is multi-family structures. The majority of multi-family structures found in this area are subsidized housing in either the Clayton Homes complex east of North Range Street or the Johnson Homes complex at Webb and Kinsey Streets. Each one of these complexes was counted as one structure although they include many within each of the properties. Other private multi-family complexes were also counted as one structure whether or not there were others present on the property. The information was reflective of the material used on the majority of the structures within the complex and the structure condition for the complex was based upon the worst case found within the complex.



The majority of the multi-family structures were given a rating of fair and more structures were rated poor/deteriorating than were rated good.

Multi-Family Building Materials

The predominant building material used on the multi-family structures or complexes within the N. E. Urban Sector Neighborhoods is cinderblock with 4 stand alone structures or structures found within a complex constructed of that material. Following cinderblock is an equal amount of structures or complexes using brick, wood, or a combination of brick and wood.



Housing Data

During the 2000 US Census, the following data regarding housing was gathered on the three census tracts within the N. E. Urban Sector Neighborhoods. Since the census tracts extend outside the boundaries of the planning area, the numbers may be large in comparison to the in-house inventory taken of housing in the planning area. The first table below shows that the Single family detached homes predominate.

Number of Occupied Housing Units and Type

Subject	Census Tract 406		Census Tract 414		Census Tract 415	
	Number	Percent	Number	Percent	Number	Percent
Occupied Housing Units	1,005	100	1,089	100	1,695	100
UNITS IN STRUCTURE						
1-unit, detached	571	56.8	812	74.6	1,371	80.9
1-unit, attached	8	0.8	20	1.8	24	1.4
2 units	95	9.5	87	8	14	0.8
3 or 4 units	58	5.8	48	4.4	87	5.1
5 to 9 units	153	15.2	69	6.3	26	1.5
10 to 19 units	32	3.2	13	1.2	18	1.1
20 or more units	21	2.1	13	1.2	76	4.5
Mobile home	67	6.7	27	2.5	79	4.7
Boat, RV, van, etc.	0	0	0	0	0	0

Source: 2000 US Census



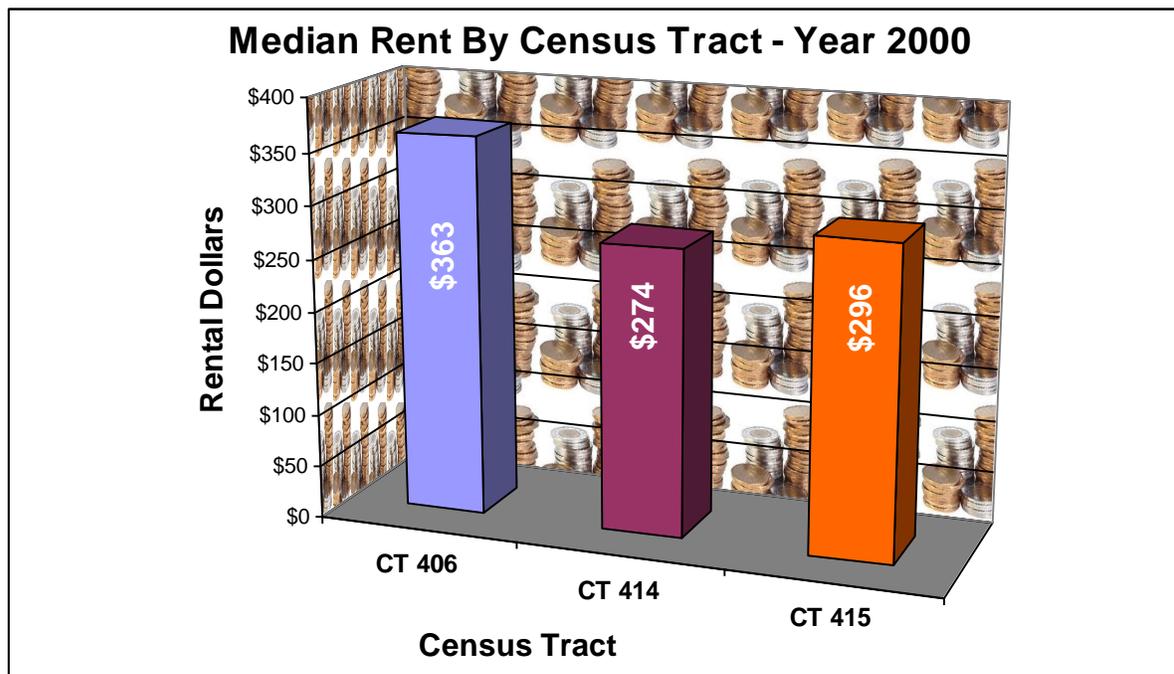
Census Tract 406 had 264 multi-family units, CT 414 had 143; and CT 415 had 207 units.

Age of Structures

Subject	Census Tract 406		Census Tract 414		Census Tract 415	
	Number	Percent	Number	Percent	Number	Percent
Occupied Housing Units	1,005	100	1,089	100	1,695	100
YEAR STRUCTURE BUILT						
1999 to March 2000	10	1	59	5.4	20	1.2
1995 to 1998	90	9	7	0.6	69	4.1
1990 to 1994	53	5.3	15	1.4	121	7.1
1980 to 1989	69	6.9	113	10.4	174	10.3
1970 to 1979	122	12.1	235	21.6	574	33.9
1960 to 1969	137	13.6	215	19.7	296	17.5
1940 to 1959	377	37.5	285	26.2	356	21
1939 or earlier	147	14.6	160	14.7	85	5

Source: 2000 US Census

The chart below shows the level of Median rent by census tract in 2000. CT 414 had the lowest median rent at that time and probably holds true today.





The table below indicates the value of occupied housing units in 2000 as well as the rent paid for housing in rental units.

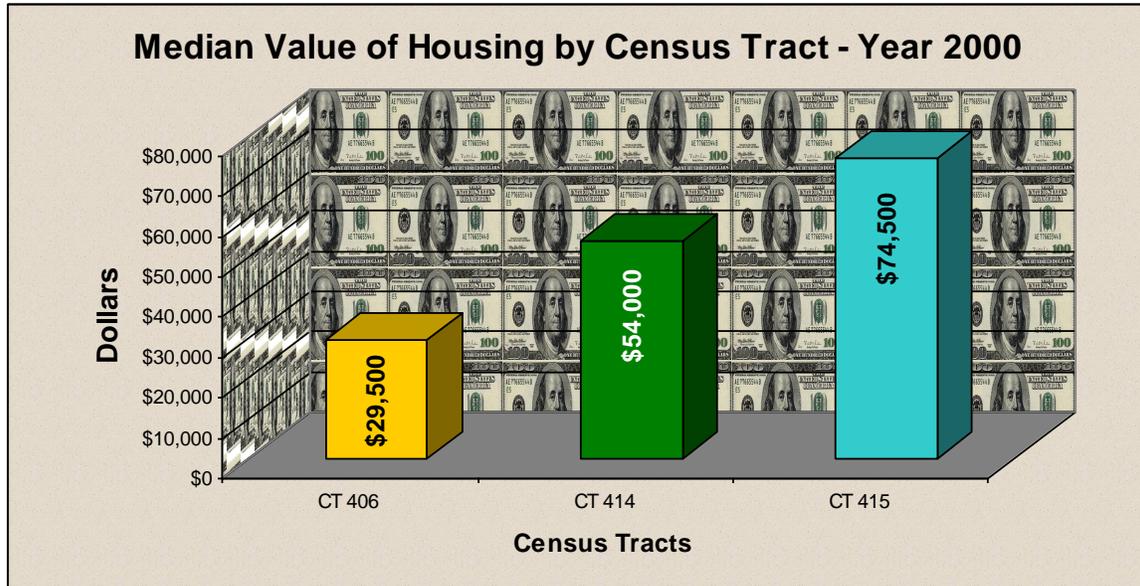
Value of Housing Owned & Rents Paid for Housing

Subject	Census Tract 406		Census Tract 414		Census Tract 415	
	Number	Percent	Number	Percent	Number	Percent
Occupied Housing Units	1,005	100	1,089	100	1,695	100
VALUE						
Less than \$50,000	193	78.1	226	45.5	299	30.8
\$50,000 to \$99,999	49	19.8	225	45.3	406	41.8
\$100,000 to \$149,999	0	0	46	9.3	174	17.9
\$150,000 to \$199,999	5	2	0	0	26	2.7
\$200,000 to \$299,999	0	0	0	0	66	6.8
\$300,000 to \$499,999	0	0	0	0	0	0
\$500,000 to \$999,999	0	0	0	0	0	0
\$1,000,000 or more	0	0	0	0	0	0
Median (dollars)	29,500	(X)	54,000	(X)	74,500	(X)
Specified renter-occupied units	709	100	524	100	595	100
GROSS RENT						
Less than \$200	62	8.7	97	18.5	122	20.5
\$200 to \$299	143	20.2	189	36.1	141	23.7
\$300 to \$499	406	57.3	165	31.5	178	29.9
\$500 to \$749	70	9.9	29	5.5	69	11.6
\$750 to \$999	0	0	0	0	5	0.8
\$1,000 to \$1,499	0	0	0	0	0	0
\$1,500 or more	5	0.7	0	0	0	0
No cash rent	23	3.2	44	8.4	80	13.4
Median (dollars)	363	(X)	274	(X)	296	(X)

Source: 2000 US Census



The Median value of housing by census tract in 2000 is shown on the following chart. CT 415 had the homes with the highest median value at \$74,500.



At the time of the development of this Plan, the data covering the previous tables and graphs and any other tables and graphs within this Plan was not available at this level of detail from the 2010 US Census for any information other than the general count and race of the population. Whenever possible, 2010 US Census data and information gathered by on-site physical inventory was used in explaining the existing conditions of the planning area.

Existing Land Use

The existing land use within this area is shown in detail on an exhibit on the following page. Much of the N. E. Urban Sector Neighborhoods is yet to be developed or lies vacant. Some land, especially the larger tracts, has never been developed and still other tracts lay vacant due to the demolition of a structure which once set upon it. The other significant land use type in terms of acreage covered is industrial. What has resulted over the course of time is the establishment of a patchwork pattern of land uses where incompatible uses adjacent to one another has become the norm.

Character

The distribution of land uses and housing types is varied and diverse. From the industrial/commercial bands along the Ross Clark Circle to the pockets of residential neighborhoods within its interior, the land use distribution within this area resembles a patchwork quilt.



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The north and northwest portion has a concentration of predominately industrial and highway-dependent, commercial land uses. This land use type also occurs along the area's boundaries which are either major roadways or the CSX rail line. Most of the city's true heavy industry is concentrated in the area between Headland Avenue and the CSX Railroad lines. Much of the commercial uses are highway dependent and their presence is limited to the frontage of highways and major roads. This market practice has created a separation between the commercial/industrial uses around the perimeter and the internal and mostly residential uses within the interior.

The interior on this urban area contains mostly residential neighborhoods in three distinctive cells; north of the railroad but east of Reeves Street over to Range St. (Headland Ave./Dixie/Beulah Land), south of the railroad but east of downtown (East Highland/Washington Park/Carver and north of the railroad from Range St. to the Ross Clark Circle (Johnson Homes/ Carver Magnet School/Harmondale).

Depending upon their location and age, these neighborhoods are either experiencing renewal or they are not. The consistency of housing type and building materials used within a neighborhood has a direct relationship to the age of the neighborhood. A mix of housing types and building materials used is generally found among housing that exists within the older neighborhoods.

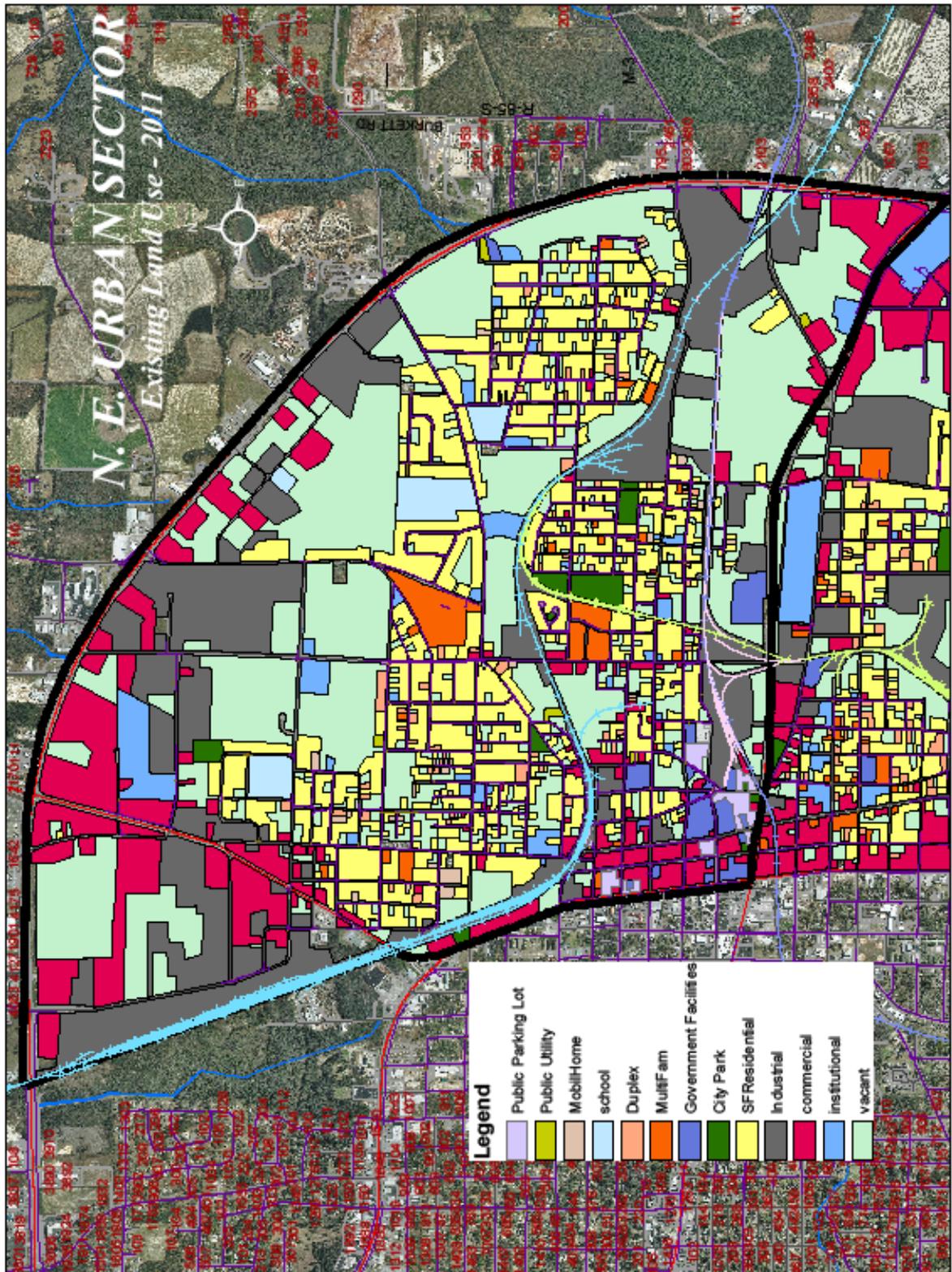
Neighborhoods north of the main CSX Railroad line which runs generally east to west through the area's midsection are newer than those found south of the railroad line. Housing type and materials used in the newer neighborhoods are for the most part single family, circa 1970-1980 construction composed of brick or a combination of brick and wood building material.

Neighborhoods south of the railroad line are generally older with a mixture of housing types (single family, duplex, multi-family and mobile home) and a variety of building materials. The use of cinder block or wood are the standard materials found in these neighborhoods where homes were built in the post war decades of the 1950s and 1960s.

Houses and structures in general in the southern neighborhoods crowd the street right-of-way making street widening, utility construction and sidewalk installation a difficult proposition.



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Commercial

Most of the commercial uses are located where one might imagine they should be, along the major transportation routes that serve as the area's boundaries. A concentration of restaurant and fast food locations are situated along The Ross Clark Circle East and Main Street close to the neighboring Southeast Alabama Medical Center that lies adjacent to Urban Area "A". Some fast food and a large number of retail uses lie along Reeves Street just south of the Ross Clark Circle.

To a lesser extent, smaller Mom & Pop businesses, such as day cares, beauty salons and barber shops are distributed at various points within residential neighborhoods or at their fringes.



The Downtown Core Area is part of the N. E. Urban Sector Neighborhoods and is the location for a large amount of commercial activity such as retail, restaurants, offices and medical services as well as municipal and county government offices.

Industrial

The majority of industrial activities in the N. E. Urban Sector Neighborhoods are considered light to medium in intensity. Only two specific sites are or have been problematic to residents of the area. Tri-State Plant Food, Inc. once manufactured phosphate and nitrogen based fertilizers. The company began operations in the mid 1980's but was found to have violated several federal environmental laws and eventually discontinued operations in late 2009. Plant operations significantly impacted nearby residential communities with release of air pollutants and dangerous chemicals in addition to noxious odors. The Alabama Department of Environmental Management continues to monitor water quality at the plant.



The other is the Perdue Poultry processing plant which emits odors and is monitored for point source pollution from processing operations.

Most other industrial uses occur in the northwestern portion of this urban area within an inverted triangle formed by the CSX Railroad, Reeves Street and the Ross Clark Circle. These include asphalt, concrete production and aggregate distribution. Another strip of industrial uses are located along the Ross Clark Circle between North Range Street and Webb Road and are mostly light industrial including a large trucking operation on Kinsey Road.

Residential

With respect to the numbers of structures, clearly the residential land use component has the greater count when compared to all other structures that represent different land uses. However, residential uses (single-family, duplex, mobile homes and multi-family) compose a smaller amount of the area in terms of the land they cover than commercial or industrial uses.

Residential uses are contained within four prominent locations nearby four significant roads (Webb Rd., Headland Ave., E. Burdeshaw, and N. Range). The character and condition of the residential structures varies greatly with regard to the locations that they are in.

The area known as the Acid Plant Hill Area generally has the greatest amount of older homes in comparison to the other residential areas in this urban area. These homes are most often constructed of wood or clapboard and most of the residential structures that were rated as deteriorating are found here.

The condition and age of residential structures in the area north of the CSX Railroad Line between North Range Street and Headland Avenue is composed of older housing stock in poorer state of repair close to the railroad line; and transitions to newer stock as it moves further away from the rail line.



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Many of the streets in both the former and latter areas have homes built on extremely narrow and shallow lots and are often referred to as “shotgun” houses. Habitat for Humanity has been active in this area for several years. They have built numerous homes upon individual lots and have also developed a small tract as a Habitat community named Diamond Grove nearby the Andrew Belle Recreation Center at Tuskegee Avenue and Lake Street. This 14-lot subdivision also contains a small park. The aerial photo and photos below provide a look at the project from the air and from the street.



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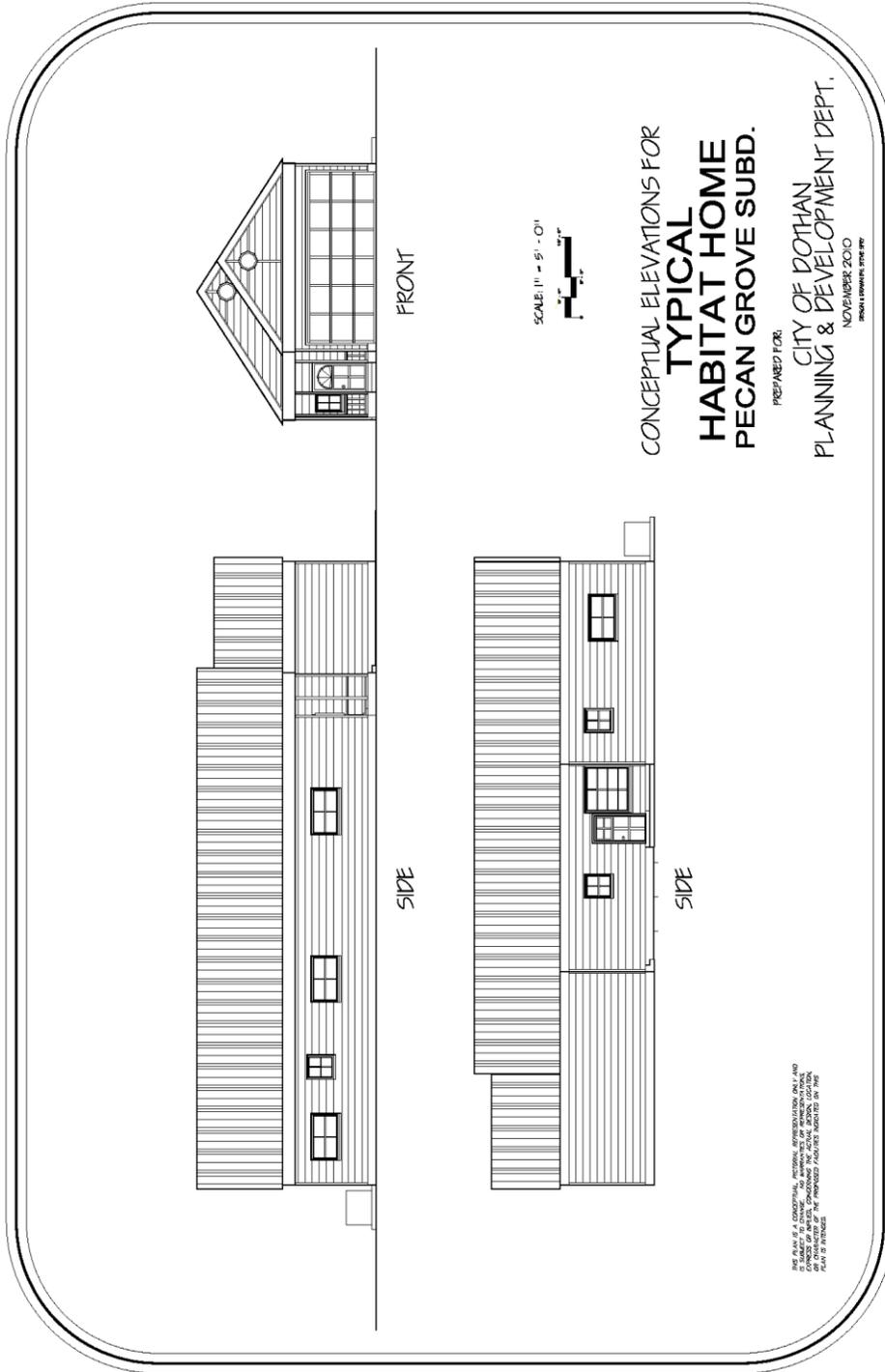


In November, 2010 the Long Range Planning Division prepared a development plan for a new affordable community proposed for a small, 3.27-acre tract of land within the N. E. Urban Sector Neighborhoods at West Stough Street. The development plan prepared for Habitat is shown on the following page. This new project is proposed to provide homes for 20 families on a smaller lot than are found in the Diamond Grove subdivision. The new development is proposed to contain a park and two areas required for onsite storm water detention.

Following the development plan is a floor plan as well as structure elevations that were proposed as the housing product to be built in Pecan Grove. These exhibits illustrate that Habitat homes or developments needn't be unimaginative but can offer a comfortable, livable and sustainable environment that instills a sense of community; and housing floor plans creative enough to utilize every square foot of housing space to furnish a sense of pride of ownership to those fortunate enough to be selected into this successful, affordable housing program.



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Institutional

Institutional uses, for the purpose of this report, are composed of churches and other places of worship or missionary activities; schools; cemeteries; prisons and jails; and museums. Although they are all grouped into the “institutional” classification, schools have been designated a color unique from other institutional uses on the land use exhibit for identification purposes.

Three active and one inactive public school is found in this area. The active ones are Carver Middle School, Faine Elementary School and Pass Academy. The inactive one is the site of an old, abandoned elementary school building that is now owned by the City. There is one private school in the area named Fortis College which offers training courses in the paralegal and medical fields leading to a diploma or certificate.

The area has two museums in the area (the Wiregrass Museum of Art and the George W. Carver Museum), one cemetery, many churches and one Masonic Temple and some structures dedicated to missionary work.

Public

This category includes public facilities (such as the Houston-Love Memorial Library on W. Burdeshaw St.), public parking lots and public utilities. Each one is represented on the land use map with its own distinguishing color.

Public Facilities: The main concentration of public facilities is found in the downtown area with some public utilities scattered throughout the area. Several conceptual land plans were prepared by the long range planning division over the course of a couple years for the construction of a new public library or the expansion to the existing one. The plans were used in many public forums by both city and county leaders and elected officials to develop an interest by the citizens in the project. One of those conceptual plans is shown on the following figure. The intent of this plan was to promote what would end up as the approved development scenario, expansion of the existing library onto adjacent properties.

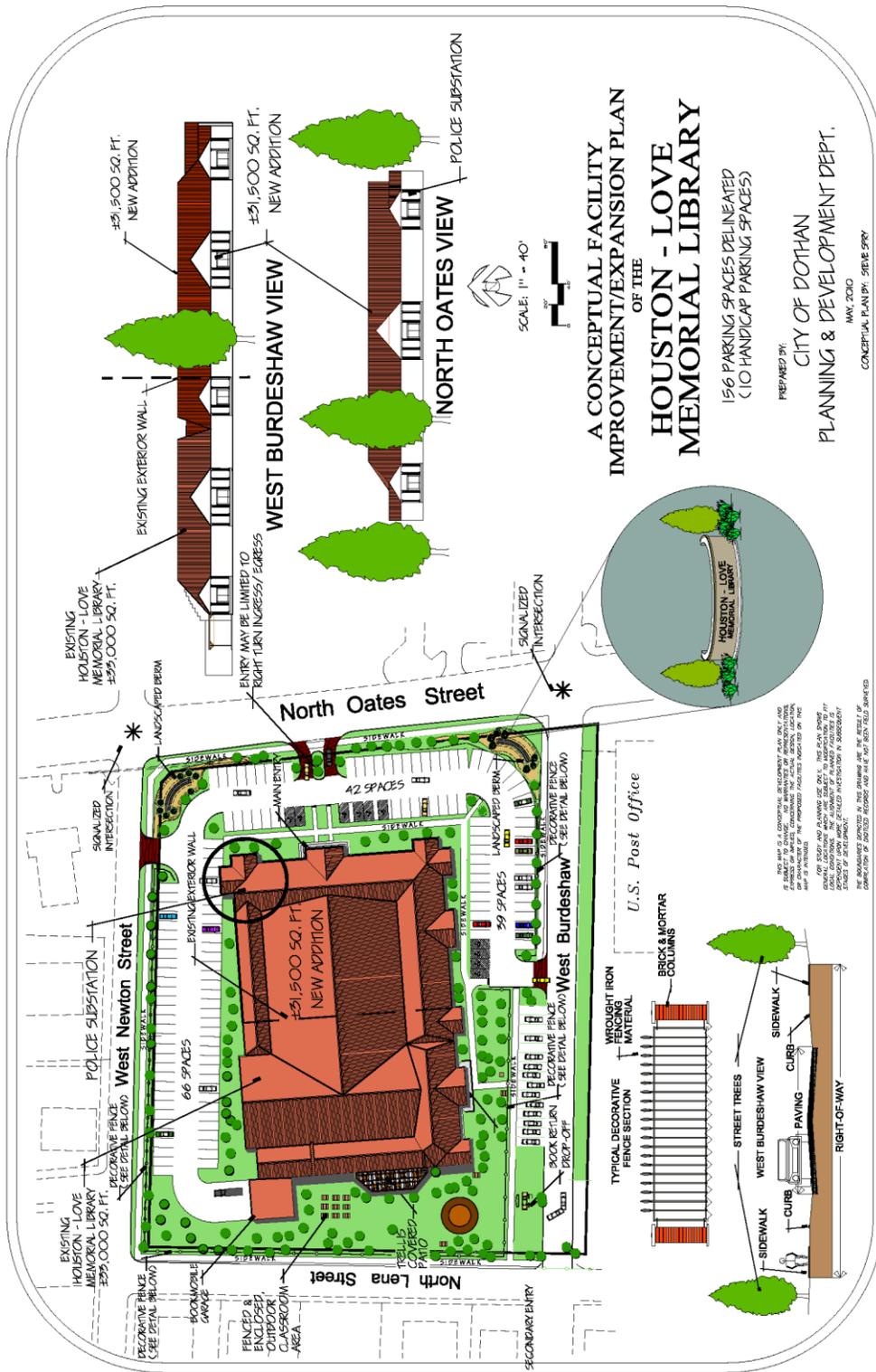
The adjacent properties were privately owned and in an action by both the Dothan City Commission and the Houston County Commission, funds were raised to purchase the adjacent properties. Later, a contract was approved by both governing bodies to hire an architect to prepare architectural drawings and construction documents for the expansion to the existing library as well as the construction of a new library on Westgate Pkwy.

During a regular session of the Dothan City Commission, October 2, 2012, the Commission declared 1.17 acres of land (the adjacent properties) as surplus and conveyed the ownership to the Houston-Love Memorial Library. They also entered into a ground lease agreement with the library for the property



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designated for the new library on Westgate Pkwy. This clears the path for the library to pursue their expansion/construction plans.





The main concentration of public facilities is found in the downtown area with some public utilities scattered throughout the area. Public utilities would include electric transmission lines, water wells, pipelines, and any other facility that is designed to distribute utility services.

Transportation

The modes of transportation addressed in this report involve local vehicular, bicycle and pedestrian facilities which may or may not be accessible to residents of this area. Transportation and mobility issues are extremely important to neighborhoods. The different transportation systems within the neighborhood - sidewalks, streets, public transit routes, bicycle lanes, pedestrian paths, greenbelts, etc. - should be examined and discussed through out the process. Of interest is how these transportation routes can function within the neighborhood as well as how they connect to the rest of the city.

THE RAILROAD CROSSING AT HEADLAND AVENUE



Local Vehicular Roadways

Besides the boundary streets of North Oates, Main, and the Ross Clark Circle, the other major transportation routes providing a link to areas outside these neighborhoods are Main, Reeves, North Oates, North St. Andrews, North Foster, North Cherry, North Appletree, Headland Avenue, East Burdeshaw, North



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Range, Plant, East Adams, East Newton, Webb Road, Kinsey Road, East Spring, East Wilson and Stough Streets.

Each of the aforementioned roadways is two-lane, blacktopped, residential width roads with the exception of Main, Reeves Street between the Ross Clark Circle and North Leona Street, North Oates, and the northernmost portion of North Range.

Main Street is a heavily traveled, state-maintained, highway bearing the route number US Highway 84. As US 84 passes through the city, it bears the local name "Main Street". The portion of Main Street that forms the southern boundary of the area is, with the exception of the portion that extends through the downtown core, a wide (six-lane) highway, commercial in character.

North Oates Street is also a state-maintained road bearing two route numbers US Highway 431 N and US Highway 231 N. The segment of US 431 N & US 231 N (North Oates) that forms the western boundary of the planning area is a narrow commercial corridor that barely supports four moving lanes of traffic.

Reeves Street splits off of North Oates (US 431 N) as a narrow, two-lane road widening soon after it crosses the CSX Railroad right-of-way to a four-lane, commercial corridor all the way to the northern boundary of the planning area (the Ross Clark Circle) and beyond.

Kinsey Road, North Range Street, and Headland Avenue are all secondary two-lane corridors that provide access to the interior of the planning area and serves commercial land uses on their northern end.

The entire length of Walker Street and the section of Railroad Street between Headland Avenue and North Cherry Street are both dirt roads. All other minor roadways within the neighborhoods are two-lane, asphalt topped roadways. Some are wider than others and many are far too narrow. Many dead end without any cul-de-sac turnaround or other "T" or "L" type turnarounds makes it difficult to maneuver and impossible for emergency vehicles such as fire engines to safely turn around. Large vehicles such as fire engines, ambulances, delivery trucks, or moving vans must back out of these dead end streets until they are able to maneuver onto another public way.

Two streets in the planning area are still unpaved. They are Walker Street (off E. Burdeshaw) and the segment of Railroad Avenue between N. Cherry Street and Headland Avenue.



RAILROAD AVENUE NEAR N. CHERRY STREET



Transportation Means to Work

MEANS OF TRANSPORTATION	Census Tract 406		Census Tract 414		Census Tract 415	
	Number	Percent	Number	Percent	Number	Percent
Workers 16 and over	653	100	973	100	1,561	100
Car, truck, or van	578	88.5	858	88.2	1,467	94
Drove alone	415	63.6	703	72.3	1,269	81.3
Carpooled	163	25	155	15.9	198	12.7
2-person carpool	153	23.4	126	12.9	124	7.9
3-person carpool	4	0.6	24	2.5	22	1.4
4-person carpool	6	0.9	0	0	19	1.2
5 or 6-person carpool	0	0	5	0.5	30	1.9
7 or-more-person carpool	0	0	0	0	3	0.2
Public transportation	26	4	21	2.2	29	1.9
Bus or trolley bus	0	0	9	0.9	16	1
Taxicab	26	4	12	1.2	13	0.8
Motorcycle	0	0	0	0	0	0
Bicycle	16	2.5	0	0	5	0.3
Walked	11	1.7	49	5	10	0.6
Other means	22	3.4	21	2.2	18	1.2
Worked at home	0	0	24	2.5	32	2

Source: 2000 US Census

In 2000 the US Census determined that most people relied on some sort of motorized vehicle to get them to work and that very few people walked to work.



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The census measured workers aged 16 and over who lived within one of the three census tracts found in the NE Urban Sector Neighborhoods and found that the census tract with the highest amount of workers was CT 415 with 1,561 people employed. Ninety-four percent of those workers in CT 415 drove a car, truck or van to work; and of those 81.3% drove alone. Additional data can be seen by reviewing the table above.

Travel Times to Work

TRAVEL TIME TO WORK	Census Tract 406		Census Tract 414		Census Tract 415	
	Number	Percent	Number	Percent	Number	Percent
Workers who did not work at home	653	100	949	100	1,529	100
Less than 10 minutes	123	18.8	190	20	140	9.2
10 to 14 minutes	161	24.7	244	25.7	386	25.2
15 to 19 minutes	208	31.9	255	26.9	422	27.6
20 to 24 minutes	80	12.3	92	9.7	244	16
25 to 29 minutes	0	0	15	1.6	55	3.6
30 to 34 minutes	31	4.7	59	6.2	122	8
35 to 44 minutes	0	0	44	4.6	53	3.5
45 to 59 minutes	34	5.2	22	2.3	77	5
60 to 89 minutes	16	2.5	8	0.8	3	0.2
90 or more minutes	0	0	20	2.1	27	1.8
Mean travel time to work (minutes)	15.9	(X)	18.1	(X)	19.1	(X)

Source: 2000 US Census

As seen on the table above, it took most people who traveled to a place of employment between 15 to 19 minutes to get from home to work. If traveling by vehicle, most people can get to any location anywhere in Dothan in less than 30 minutes. Those persons that encountered a travel time of greater than 30 minutes presumably, unless they walked, worked at some location outside of Dothan. Using that threshold as a barometer, it's possible that 12.4% of the work force over 16 in Census Tract 406 traveled to destinations outside the city for work, 16% in Census Tract 414, and 18.5% in Census Tract 415 left the city for work. The remainder of the workforce over 16 possibly found work inside the city limits. That means 516 of the total 3,131 workforce over 16, or 16.5%, in the three census tracts needed to work at a destination outside the city limits in 2000.

Sidewalks & Pedestrian Ways

Very few roadways have any provision for sidewalks; and many roadways exist within narrow right-of-ways where structures have been built abutting or close to



the right-of-way line. This practice has made constructing sidewalks difficult or impossible to achieve.

Many of the major roadways within the planning area have sidewalks for part if not the entire length. Burdeshaw is one of those major roadways that are served only partly by sidewalks. There are sidewalks on both sides of Burdeshaw from N. Oates to the CSX Railroad crossing just east of North Range. From that point to the Ross Clark Circle there are no sidewalks. This happens to be the length of Burdeshaw which runs through the Acid Plant Hill neighborhood. With few exceptions, none of the streets within the interior of the residential neighborhoods have sidewalks. The updated subdivision regulations require that new subdivisions provide sidewalks. Below is a photo of the sidewalks as they appear in the Diamond Point subdivision developed by Habitat for Humanity.

SIDEWALKS IN THE DIAMOND POINT SUBDIVISION



An inventory of existing sidewalks is shown on a table on the following page containing the names of roadways that have sidewalks. An indication in the "AMT" column denotes whether they are on one or both sides of the roadway. This information was used to generate a map delineating location of sidewalks throughout the planning area. There are no sidewalks on minor streets internal to neighborhoods. When and where they are found are along roadways which are consider major and minor arterials as well as collectors. Regretfully sidewalks are not present in areas where the land use activity is intense and the traffic is increased.



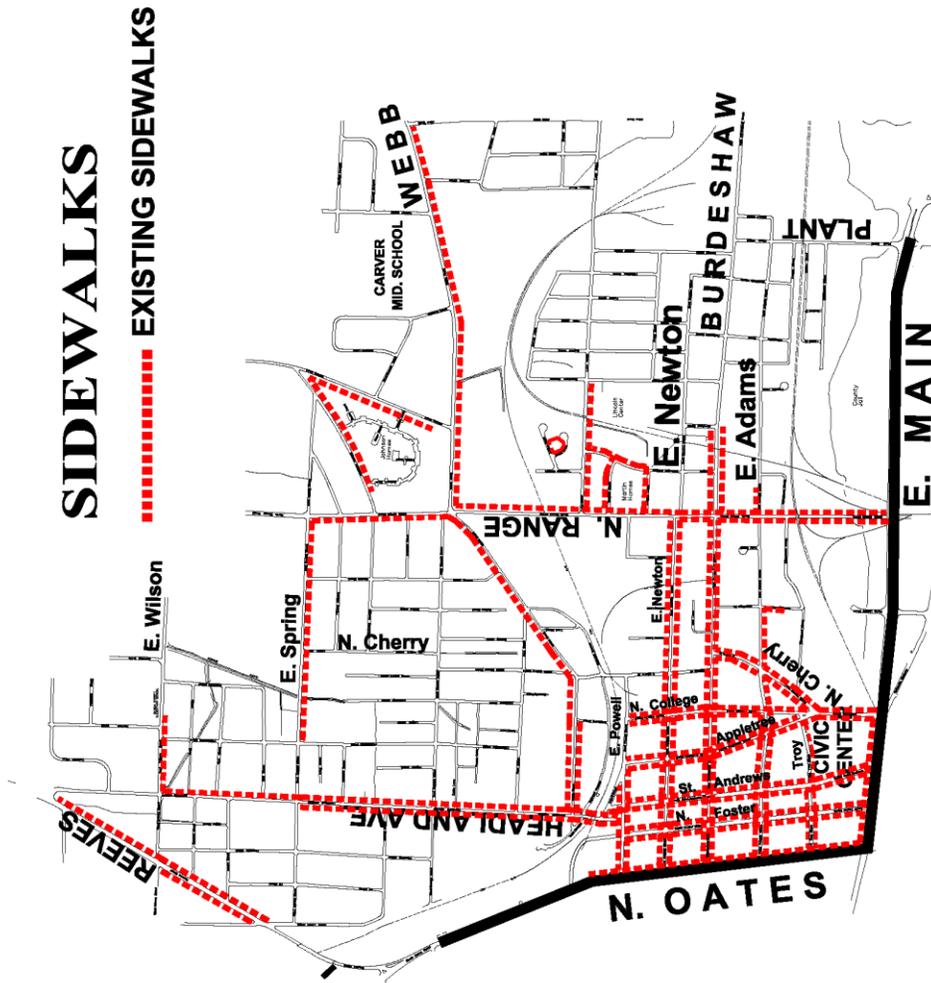
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Existing Sidewalks

Roadway	From	To	Amt	From	To	Amt	From	To	Amt
Adams, E.	Oates	N. College	2	N. College	Brundidge	1	Brundidge	Range	0
Adams, E.	Range	½ Blk east of Range	1	½ Blk east of Range	Bloom	0			
Adkins Ct.	Idlett Ct.	Park Bndry	1						
Alabama	Kinsey	Johnson	1	Johnson	Ozark	0			
Appletree	Museum	Newton	2	Newton	Powell	1			
Brundidge	Adams	½ Blk south of Adams	1	½ Blk south of Adams	Monument	0			
Burdeshaw, E.	Oates	Maryland	2	Maryland	RC Circle	0			
Cherry, N.	Appletree	Burdeshaw	2	Burdeshaw	End N. of Stough	0			
Clayton	Tuskegee Ave.	Lake	1						
College, N.	Appletree	Powell	2						
Foster, N.	Main	Powell	2						
Headland Ave	Powell	Spring	2	Spring	Wilson	1	Wilson	Reeves	0
Headland Ave	Reeves	RC Circle	0						
Idlett Ct.	Adkins Ct	Park Bndry	1						
Kinsey Rd.	Webb	Alabama	1	Alabama	RC Circle	0			
Lake	Range	Bayshore	1	Bayshore	CSX Railroad	0	CSX Rail	Basin	0
Main	Oates	Museum	2	Museum	RC Circle	0			
Museum	Main	Appletree	2						
Newton, E.	Oates	Range	2	Range	Spellman	0			
Oates, N.	Main	Reeves	2						
Powell, E.	Oates	Appletree	2	Appletree	Cherry	0			
Range, N.	RC Circle	Spring	0	Spring	Newton	1	Newton	Adams	2
Range, N.	Adams	Main	2						
Reeves	US 231N	Leona	0	Leona	Wilson	2	Wilson	Headland	1
Reeves	Headland	RC Circle	0						
Ross Clark Circle	CSX Railroad	Main	0						
St. Andrews	Main	Powell	2	Powell	Depot	1			
Spring, E.	Alabama	Range	0	Range	Persimmon	1	Persimmon	Leona	0
Stough	CSX Railroad	Range	0						
Troy, E.	St. Andrews	Appletree	1						
Troy, W.	Oates	St, Andrews	2						
Tuskegee Ave.	Lake St.	Booker	1	Booker	N. Range	1			
Webb	RC Circle	Allen	0	Allen	N. Range	1	N. Range	Seminary	1
Webb	Seminary	Headland	2						
Wilson, E.	Kinsey	Apricot	0	Apricot	Headland	1	Headland	Twichell	0



The figure below is a close up of the sidewalk coverage within the area.





Bicycle Lanes and Designated Paths

The presence of bicycle lanes and paths designated for bicycle use does not exist within the N. E. Urban Sector Neighborhoods. With the exception of the internal residential neighborhood streets, using many of the existing roadways would prove problematic for bicyclists because many of the main roadways are too narrow and have heavy traffic or are not wide enough to link destinations such as work centers, community centers or retail/grocery stores to residential neighborhoods. Among the few exceptions are the Ross Clark Circle, Main Street, North Range and Kinsey Streets. These four roadways provide links between neighborhoods and places of employment, community centers and retail centers.

There are multiple right-of-ways such as drainage ditches which might be available for the establishment of pathways designated for bicycle use. All rail lines in the planning area are active with the exception of an abandoned section of an old rail line route where the rails have been removed west of N. Range, and running from the CSX Rail right-of-way, across Newton and to Burdeshaw. These right-of-ways would provide the link between the interior pockets of residential neighborhoods with major roadways which do link to those destinations typically accessed by pedestrian or bicycle traffic.



Safe School Routes

There are three public schools within this area and protective crosswalks, sidewalks, school zone warnings, and pedestrian crossing signs are only found within a block or so of the affected school. There is no established safe school



route for school aged children to walk or ride bicycles from their neighborhood to school.

One of the factors which make designating safe school routes difficult in this area is that the roadway right-of-ways are much too narrow for the installation of sidewalks which are the foundation of safe school routes. Most children are either bussed or driven to school. Those that do walk or ride their bicycles do so for the most part in the street itself.

Parks

The City of Dothan has divided the city into four Recreational Regions. A large part of the planning area lies in the International-Walton-I Region with the triangle formed by Us Hwy 84, the Ross Clark Circle and the Columbia Hwy. in the Southern-Wiregrass-II Region and finally the portion of land bounded by the CSX Railroad, Reeves Street and the Ross Clark Circle in the National-Westgate-IV Region.



Gussie McMillon Park at 1600 Pryor Street is classified as a neighborhood-level park and is Dothan's newest neighborhood park. There are two covered picnic pavilions, complete with picnic tables. Children can enjoy the thrills of the "community build" playground while adults may enjoy a leisurely walk on the paved walking trail.



Morningview Park at 213 Cordova Drive is heavily shaded with tall, beautiful trees. This 4-acre park offers picnic tables and a playground for some much needed play time after a long hard week of work or school.



Byrd Park a small, 1.27-acre facility at 508 Pine Street allow residents to enjoy shooting basketball with neighborhood friends. There are picnic tables and a playground to complete the leisure service offered by this park site.



Poplar Head Park This ½-acre park is located at the historically-significant intersection of Main, Museum and Holman Streets with the Columbia Highway. The park offers a sanctuary in the shadows of the civic center and the central business district.



Porter Park on N. Foster Street is Dothan's most recently redeveloped park. The park lies along a pedestrian way that connects the Wiregrass Museum of Art with the shops and restaurants on N. Foster Street. The pedestrian way passes through the civic center parking lot (seen above right), continues alongside the northern wall of the Opera House, flows through Porter Park and joins the brick paved sidewalk at N. Foster Street. Porter Park is equipped with benches, planting beds, ivy-covered walls, a water fountain, ornamental street lamps, a ceramic tile decorated wall, and a pergola used for outside entertainment venues such as bands, movies and lectures.

Recreation Centers

Andrew Belle Recreation Center at 1270 Lake Street is a multi-use facility in the heart of the planning area. It has a large recreational building which houses an indoor basketball court, meeting rooms, educational rooms, showers, and



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exercise rooms. It offers organized sports, arts and crafts classes, and other educational opportunities to neighborhood residents as well as people who live in other areas of the city. Outside, the property has a baseball field, wet splash pad and tennis courts. Another baseball field lies across Lake Street from the front entrance to the recreation building.



According to the City of Dothan's Leisure Services Department's 2006 Master Plan for Parks and Recreation in Dothan, Alabama the Andrew Belle Children's Activity Center has become a haven for 80 participants each day, most of whom live nearby Andrew Belle, are not mobile, and cannot get to Westgate Park or Walton Park where swimming facilities are located. The Leisure Services' Plan proposed the construction of an indoor swimming pool at Andrew Belle with an estimated cost of \$2,000,000.

Utilities

Electric

Several providers of electricity operate in the Dothan area; however Dothan Utilities is the exclusive provider of this service to residents of the N. E. Urban Sector Neighborhoods. Dothan Utilities provides electrical as well as water and sanitary sewer services to most residents of Houston County with primary services in the city of Dothan city limits. According to Dothan Utilities, Electrical Department representatives, from an electrical stand point, the planning area has no problem areas. There are year round programs in place to maintain the electrical system at peak efficiency. They include pole inspection & replacement, copper change out and tree trimming. In addition, Dothan Utilities are continually looking at growth/load to determine if upgrades are needed. Their last five year plan was done in-house four years ago and there were numerous recommendations for upgrades to primary circuits and substations. All the recommended upgrades for the planning area have been completed with the



exception of the installation of a tie line between circuit 01-21 and 04-23. That upgrade, done on East Main Street inside the circle was completed in 2011.

Water

According to a spokesperson for the Water Department, some lines in the planning area are presently inadequate for future construction that could be allowed by current zoning of property particularly in the downtown core area. Other lines in the planning area may also be undersized for significant future development and water demands.

A campaign to replace all two-nozzle fire hydrants with three-nozzle ones is underway. The following map delineates the location of all fire hydrants as well as the location of out of date two-nozzle ones.

The exhibit on the following page illustrates the Dothan Utilities Water Department's assessment of water lines and fire hydrants in the planning area that are in need of replacement or upgrading.

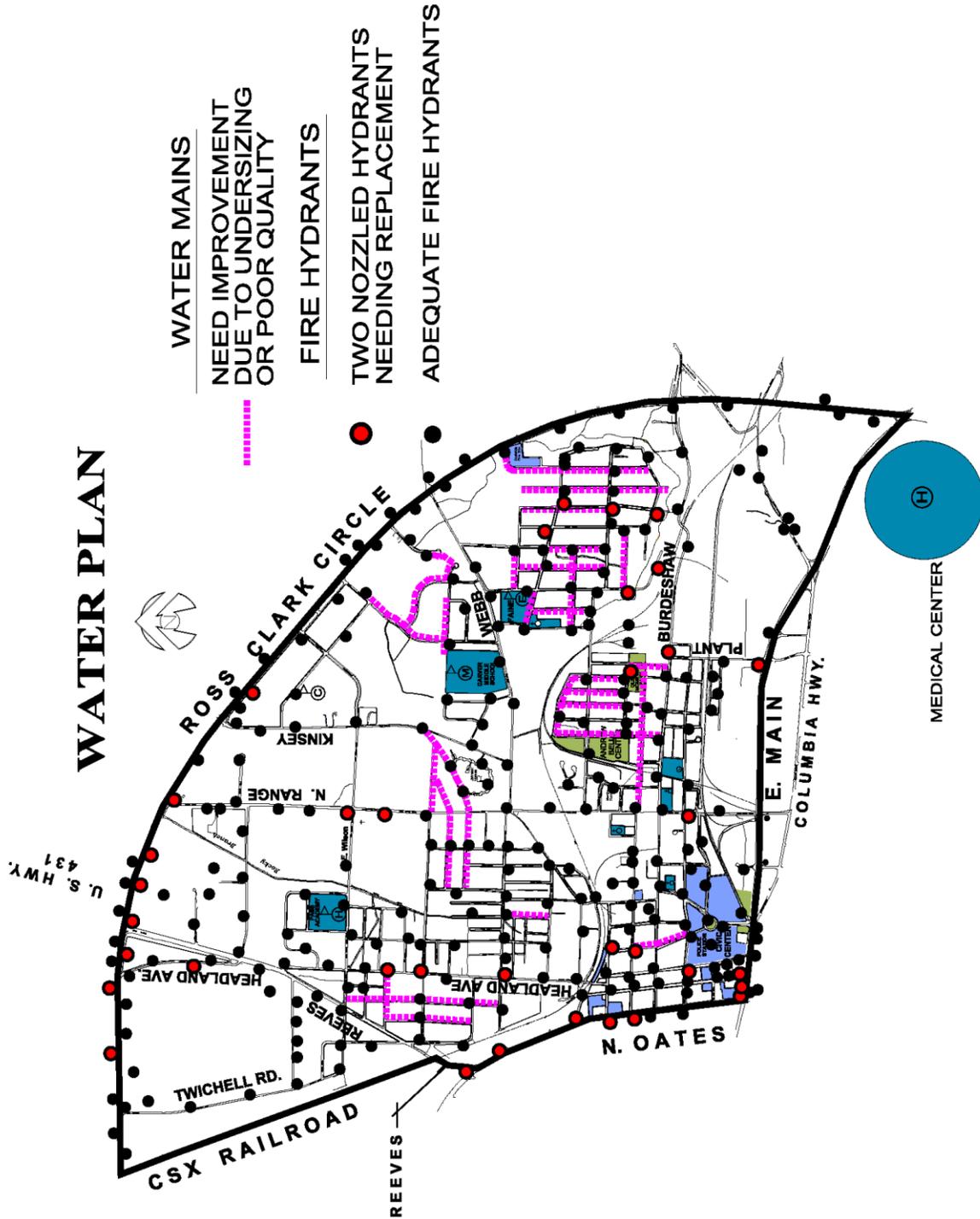
Sanitary Sewer

Dothan Utilities provides sanitary sewer service as well as electrical services to the planning area and have advised the long range planning staff that all needs in the area are being met.

Storm Sewer

The City of Dothan Engineering Services Division of the Public Works Department provide design and maintenance on all the city's storm sewer lines as well as other components of the system such as manholes, ditches, etc.

According to Engineering Services, storm drainage in this planning area is typical of other areas of the city. The initial conduit is the street gutters; then it flows into the curb inlets. Pipes then carry the water to the ditches (generally unimproved); and then to the blue lined streams (also unimproved). One project currently under construction is a section of box culvert being installed east of Graduate St. (and south of Ruth St.) on what is being called the Wilson St. Ditch. It is approximately 170' long. Short segments of this project are planned as future funding becomes available.





Communications

Communications in Dothan involve a widespread list of providers and medium. Voice communications include fiber optics, traditional telephone transmission lines. Entertainment and news media include several radio stations and television stations. Two television stations (CBS Affiliate WTVY and Edit Four Productions) and six radio stations (WTVY – 95.5, WLDA – 100.5, WKMX – 106.7, WJRL – 103.7, WBBK – 93.1, and WAQG – 91.7) are located within the N. E. Urban Sector Neighborhoods boundary.

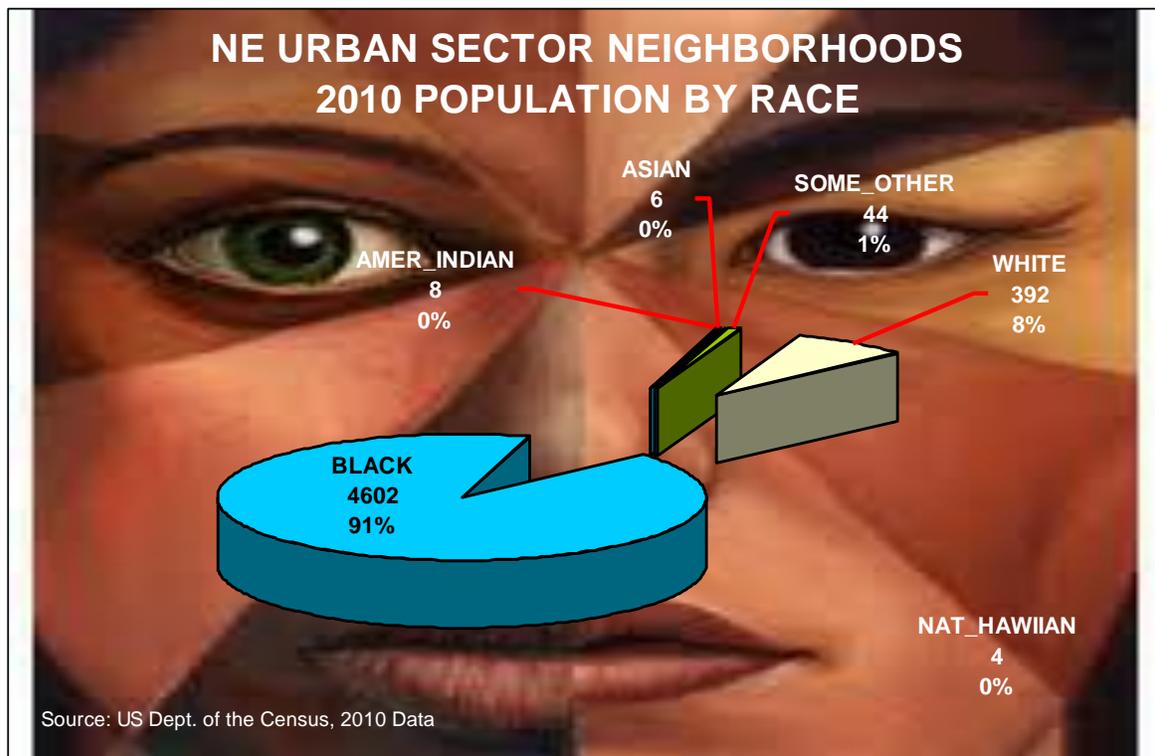


Socio-Economic Environment

Population

The N. E. Urban Sector Neighborhoods contain portions of the U. S. Department of the Census Tracts 406, 414, and 415. The illustration on the following page shows the census tracts as they apply to the planning area. Recently the US Department of the Census presented their findings of the 2010 Census for the nation. However, when this document was prepared, only the general population count and population by race for 2010 were available at a level of minute detail (census block) to allow for the assembly of data for Census Tracts 406, 414, and 415 at the block level. Block level data, one of the most exact and minute levels of demographic analysis, would allow a count that was exclusive to the planning area.

The graph below delineates the racial population distribution within the N. E. Urban Sector Neighborhoods. The total general population count per the 2010 US Census for the planning area was 5,126.





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Year 2000 Census data were the only complete records available and were extracted from the U. S. government's website to be presented in this planning document.

Population The following tables, charts and graphs delineate the overall (general) population for the census tracts found in the N. E. Urban Sector Neighborhoods.

2000 POPULATION BY AGE AND SEX

	Census Tract 406		Census Tract 414		Census Tract 415	
	Number	Percent	Number	Percent	Number	Percent
	2,740	100	2,664	100	4,241	100
Male	1,366	49.9	1,208	45.3	1,953	46.1
Female	1,374	50.1	1,456	54.7	2,288	53.9
Total Male & Female						
Under 5 years	189	6.9	215	8.1	263	6.2
5 to 9 years	209	7.6	189	7.1	281	6.6
10 to 14 years	172	6.3	223	8.4	341	8
15 to 19 years	192	7	198	7.4	334	7.9
20 to 24 years	275	10	178	6.7	247	5.8
25 to 34 years	440	16.1	279	10.5	406	9.6
35 to 44 years	437	15.9	340	12.8	544	12.8
45 to 54 years	317	11.6	321	12	704	16.6
55 to 59 years	120	4.4	126	4.7	294	6.9
60 to 64 years	91	3.3	117	4.4	210	5
65 to 74 years	141	5.1	252	9.5	341	8
75 to 84 years	104	3.8	162	6.1	204	4.8
85 years and over	53	1.9	64	2.4	72	1.7
Population 18 Years & Over						
Male & Female Combined	2,059	75.1	1,918	72	3,170	74.7
Male	1,051	38.4	828	31.1	1,417	33.4
Female	1,008	36.8	1,090	40.9	1,753	41.3
21 years and over	1,898	69.3	1,801	67.6	2,952	69.6
62 years and over	349	12.7	552	20.7	742	17.5
Population 65 Years & Over						
Male & Female Combined	298	10.9	478	17.9	617	14.5
Male	100	3.6	170	6.4	251	5.9
Female	198	7.2	308	11.6	366	8.6

Source: 2000 US Census

It would appear, based upon the data presented above, that the largest age group found in any of the census tracts represented was those 18 years or older,



and among that grouping the largest sub-group were those 25 to 34 years (440) in Census Tract 406; those 35 to 44 years (340) in Census Tract 414; and those 45 to 54 years (704) in Census Tract 415. It is noteworthy that the majority of the residential neighborhoods in the planning area are found in Census Tracts 414 and 415. This would seem to indicate that the predominant combined age sub-grouping in the N. E. Urban Sector Neighborhoods in 2000 was those 35 to 54 years in age (1,044).

Employment & Income

Employment Distribution Employment figures during the 2000 Census indicated that 2,098 people living in Census Tract 406 were of employment age, over 16 ears of age; 1,988 people in Census Tract 414 were over 16; and 3,293 people were older than 16 living in Census Tract 415. The numbers in the table below represent a break down of those individuals of employment age in each census tract, whether they were employed and if employed, in what force they were employed.

In Census Tract 414 55% of the population over 16 was employed & in Census Tract 415 54% of the population in each tract over 16 were employed while only 41% of those in Census Tract 406 were. Census Tract 415 had a larger ratio of population f those in the 15 to 19 age group (334) than the other two. Census Tract 406 had 192 individuals and Census Tract 414 had 198 individuals in that same age group.

2000 EMPLOYMENT NUMBERS POPULATION GREATER THAN 16 YEARS OF AGE

	Census Tract 406	Census Tract 414	Census Tract 415
Civilian labor force	858	1,086	1,770
Employed	679	970	1,588
Unemployed	179	116	182
Percent of civilian labor force	20.9	10.7	10.3
Armed Forces	0	9	0
Not in labor force	1,240	902	1,523

Source: 2000 US
 Census

If we were to subtract those individuals in that age group and presume that everyone in the age group were full time high school students without jobs, then



the percentage of employable adults ages 20 or greater would yield a different result. Census Tract 406 would have then had 45% of their employable population with jobs; 62% would have been employed in Census Tract 414; and in Census Tract 415 60% would have been employed.

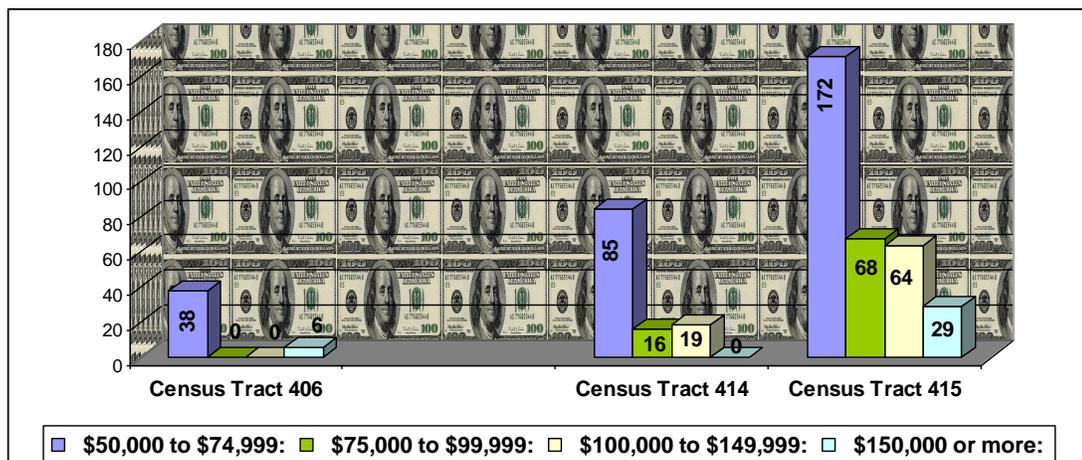
Income Levels The 2000 Census indicated the number of employed persons in each of the three census tracts in the planning area as well as the 8 measurable tiers of income attained by each individual. The following table presents those data.

2000 EMPLOYMENT AND INCOME LEVELS

	Census Tract 406	Census Tract 414	Census Tract 415
Total:	247	497	971
Less than \$10,000:	83	122	133
\$10,000 to \$19,999:	78	75	161
\$20,000 to \$34,999:	27	110	248
\$35,000 to \$49,999:	15	70	96
\$50,000 to \$74,999:	38	85	172
\$75,000 to \$99,999:	0	16	68
\$100,000 to \$149,999:	0	19	64
\$150,000 or more:	6	0	29

Source: 2000 US Census

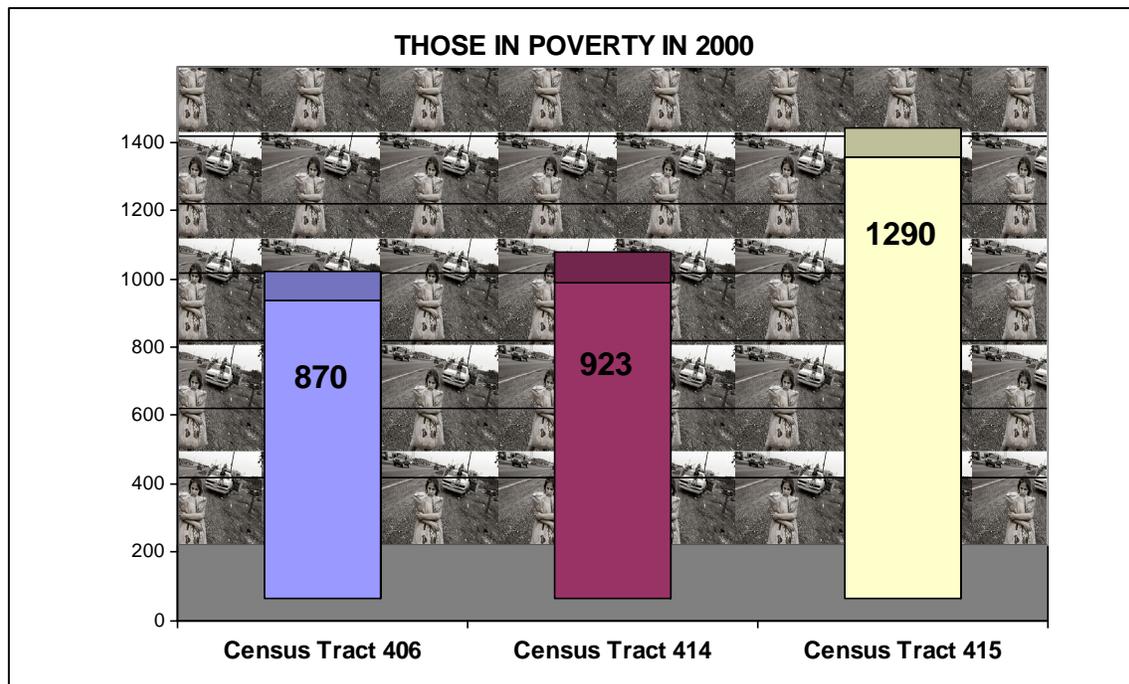
2000 INCOME LEVELS ABOVE \$50,000





The chart on the previous page shows a comparison of wage earners earning \$50,000 or more for each census tract. On average, Census Tract 415 has more wage earners earning more than \$50,000 than in the other two tracts.

Poverty In 2000 32% of the total population of Census Tract 406 were considered in poverty. In Census Tract 414, that percentage was 35%; and in Census Tract 415, the percentage of those in poverty was 30%. The chart below represents the amount of persons living below the poverty level in each of the three census tracts. 32% of all persons residing within Census Tract 406 in 2000 were considered as living below the poverty level. 35% of those persons living in 414 were below poverty level; and 30% of the total persons residing in 415 were considered below poverty level.



Households

The US Census 2000 information on households in Census Tracts 406, 414, and 415 is displayed on the following two pages. The total number of households in the three census tracts is 3,824, with the largest amount of households found in Census Tract 415 (1,695).



2000 HOUSEHOLD FAMILY TYPES

	Census Tract 406		Census Tract 414		Census Tract 415	
	Number	Percent	Number	Percent	Number	Percent
Families	571	100	718	100	1,211	100
With related children under 18 years	358	62.7	383	53.3	587	48.5
With own children under 18 years	293	51.3	299	41.6	476	39.3
Under 6 years only	73	12.8	73	10.2	87	7.2
Under 6 and 6 to 17 years	52	9.1	51	7.1	75	6.2
6 to 17 years only	168	29.4	175	24.4	314	25.9
Married-couple families	196	100	310	100	714	100
With related children under 18 years	94	48	123	39.7	281	39.4
With own children under 18 years	77	39.3	102	32.9	241	33.8
Under 6 years only	9	4.6	19	6.1	33	4.6
Under 6 and 6 to 17 years	15	7.7	23	7.4	39	5.5
6 to 17 years only	53	27	60	19.4	169	23.7
Female householder, no husband present	329	100	342	100	414	100
With related children under 18 years	248	75.4	237	69.3	273	65.9
With own children under 18 years	203	61.7	182	53.2	212	51.2
Under 6 years only	61	18.5	49	14.3	51	12.3
Under 6 and 6 to 17 years	37	11.2	27	7.9	35	8.5
6 to 17 years only	105	31.9	106	31	126	30.4

Source: 2000 US Census

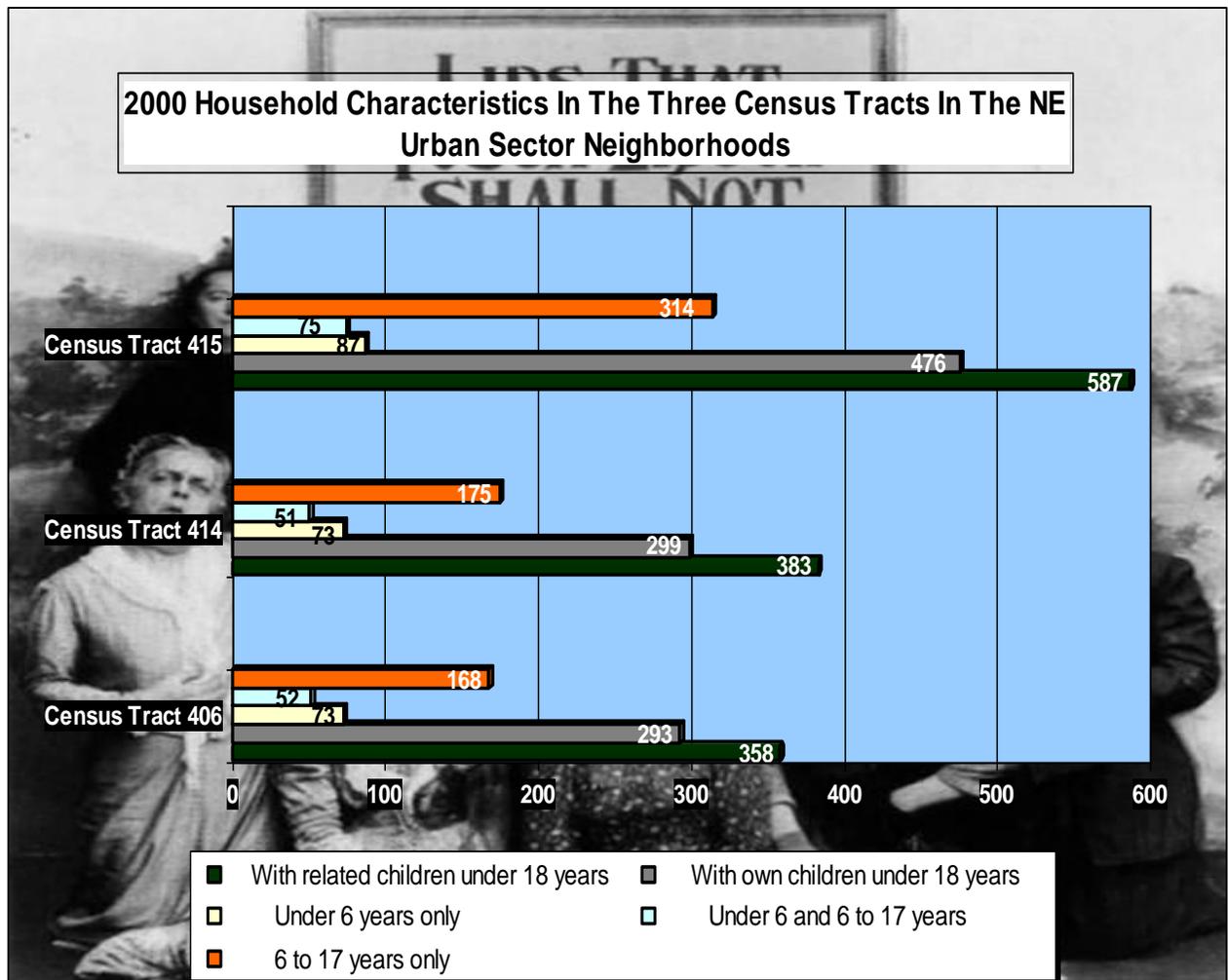


2000 NO. OF HOUSEHOLDS & HOUSEHOLD SIZE

	Census Tract 406	Census Tract 414	Census Tract 415
Total:	1,041	1,088	1,695
1-person household	399	337	445
2-person household	283	323	561
3-person household	177	206	323
4-person household	107	117	210
5-person household	43	56	103
6-person household	17	32	33
7-or-more person household	15	17	20

Source: 2000 US Census

The following chart shows the family structure by census tract.





Education

As a comparison, the 2000 US Dept. of Census data showing education attainment for similar age groups for the three census tracts within the study area and the 2010 education attainment data for the entire city of Dothan is shown on the two tables below. According to these data the population in the planning area lags behind the remainder of the city in higher education attainment.

2000 Education Attainment for Those 25 or Older

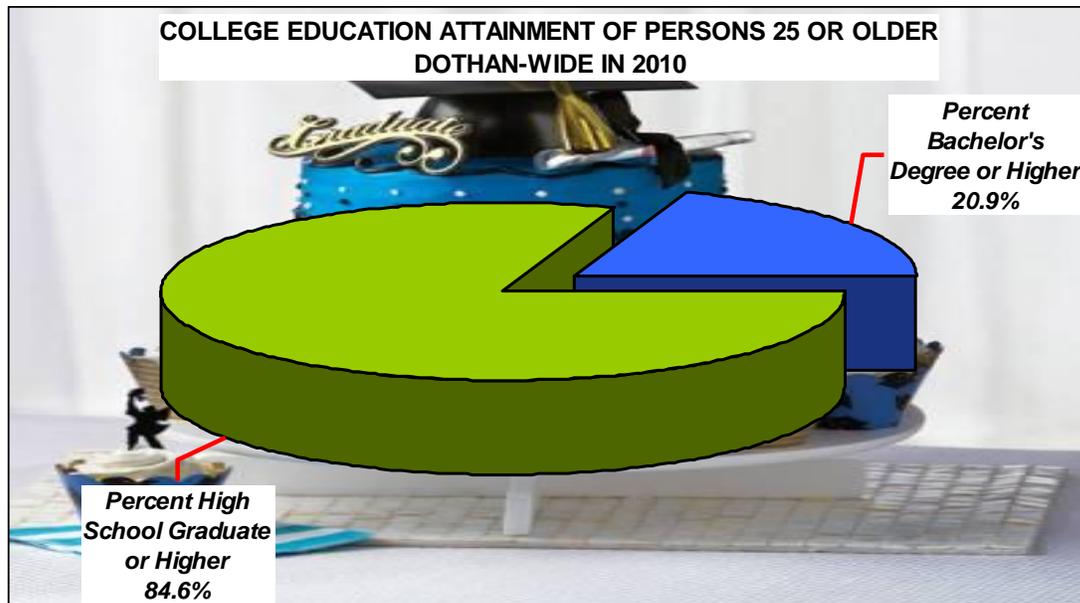
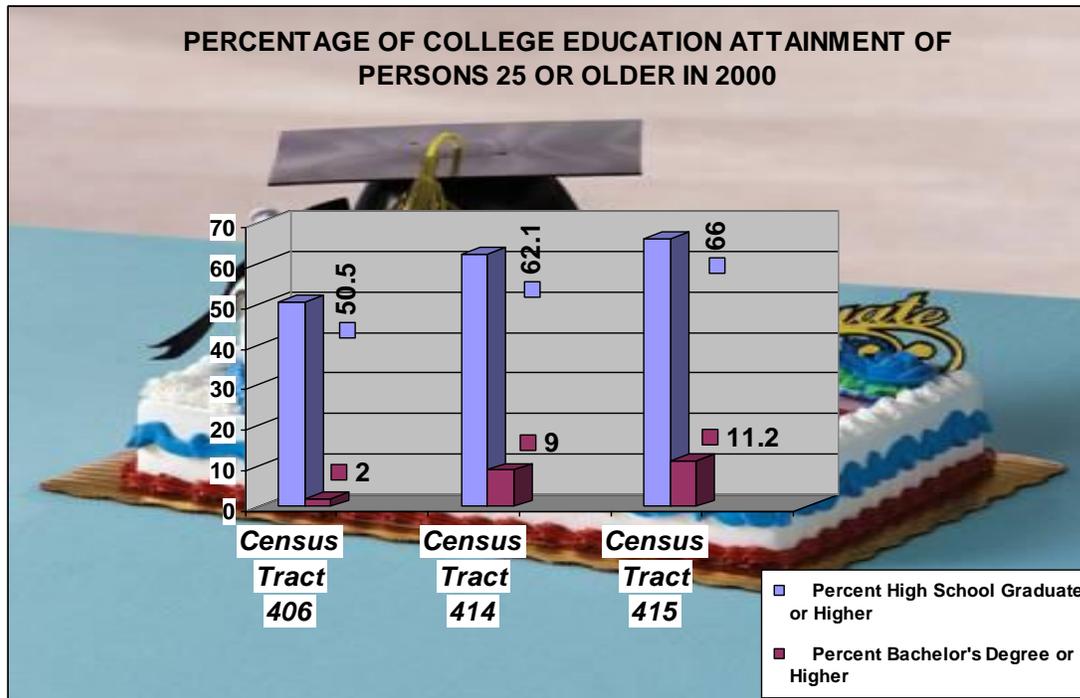
EDUCATIONAL ATTAINMENT	Census Tract 406		Census Tract 414		Census Tract 415	
	Count	Percent	Count	Percent	Count	Percent
Less than 9th grade	398	23.70%	232	13.90%	321	11.70%
9th to 12th grade, no diploma	432	25.80%	403	24.10%	612	22.30%
High school graduate (includes equivalency)	570	34.00%	479	28.60%	958	34.90%
Some college, no degree	177	10.60%	336	20.10%	447	16.30%
Associate degree	67	4.00%	74	4.40%	97	3.50%
Bachelor's degree	26	1.60%	89	5.30%	189	6.90%
Graduate or professional degree	7	0.40%	61	3.60%	119	4.30%

Source: 2000 US Census

2010 Education Attainment of Persons 25 or Older Dothan-Wide

Less than 9th grade	2,121	4.90%
9th to 12th grade, no diploma	4,546	10.50%
High school graduate (includes equivalency)	13,422	31.00%
Some college, no degree	10,088	23.20%
Associate's degree	4,113	9.50%
Bachelor's degree	5,628	13.00%
Graduate or professional degree	3,420	7.90%
Total	43,338	100.00%

Source: 2000 US Census

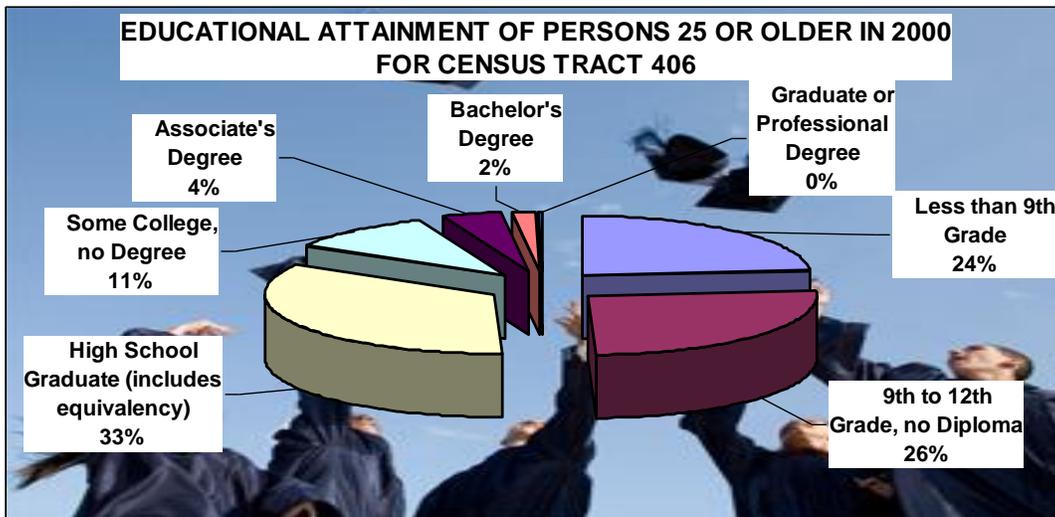


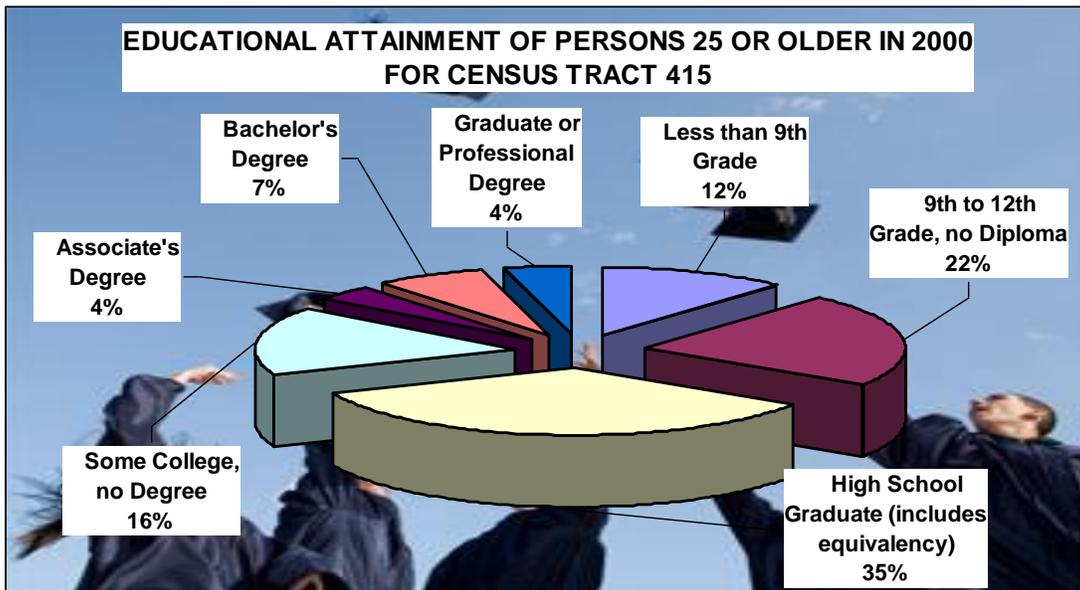
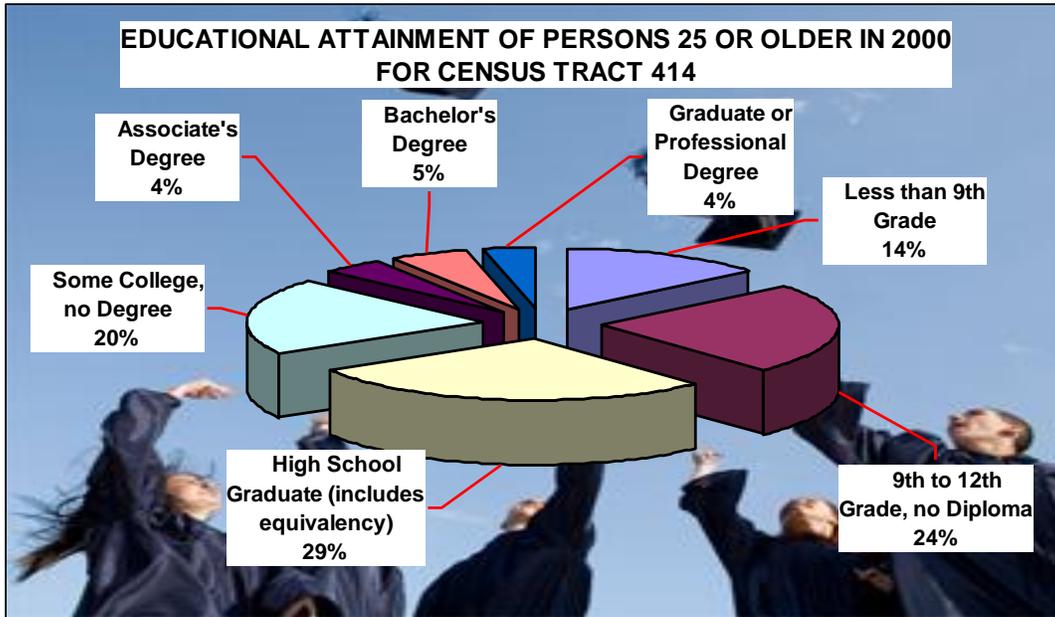
Residents in Census Tract 415 attained a much higher level of education than the other two. In fact 405 residents of Census Tract 415 had an Associates Degree or higher compared with 100 for Census Tract 406 and for 224 Census Tract 414.



Looking at the amount of individuals 25 or older having a high school education or higher in 2000, the numbers show that 847 people in Census Tract 406, 1,039 in Census Tract 414, and 1,810 in Census Tract 415 achieved this level of education. Yet when comparing percentages of those same groups, it shows that the percent of total population for each individual census tract that attained a high school education or higher was relatively equal. 50.5% of the population in Census Tract 406, 62.1% in Census Tract 414, and 66% in Census Tract 415 all attained an education level of high school diploma or higher.

The following charts show the percentages of population 25 or older and the education level they achieved in 2000 for each of the three census tracts in the planning area.







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Needs Assessment & Plan Recommendations



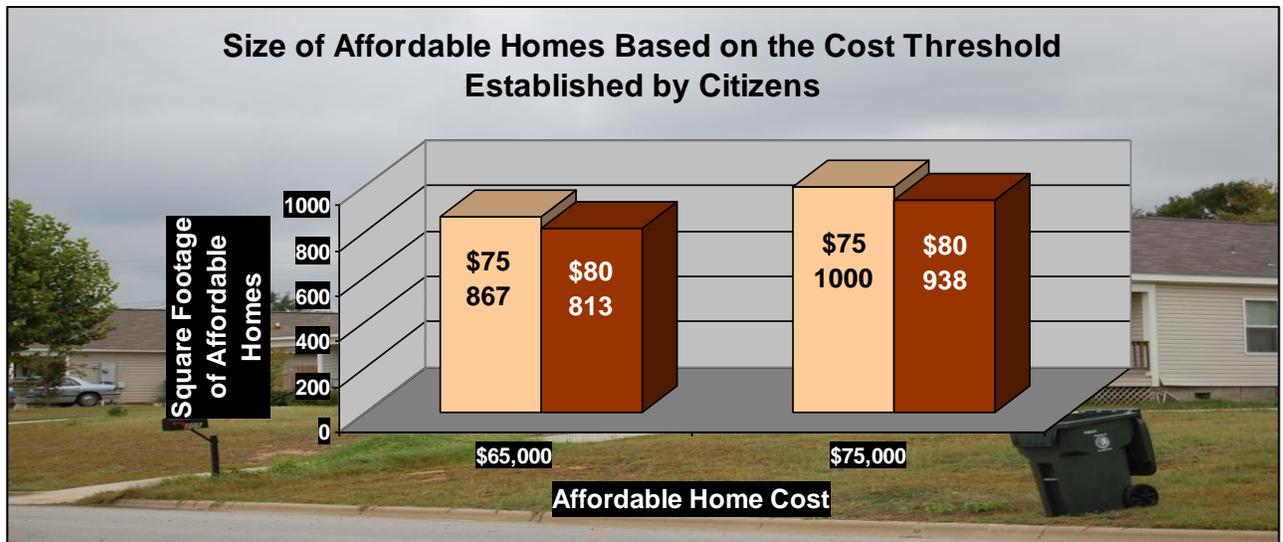
Needs Assessment

Following the first community involvement meeting, the long range planning staff completed an analysis of what was said during that meeting in so far as the citizens' perception of what was needed for the N. E. Urban Sector Neighborhoods. Following is the result of that effort along with some ideas from the staff.

Housing and its Affordability

Any future development of housing in the planning area should be single-family in nature with a price range for the house plus lot in the affordable range considered by the citizens as \$60,000 - \$75,000. According to some real estate representatives and builders in the Dothan area, the current (2011) cost of construction for a basic, affordable home is teetering in the \$75-\$80 per square foot range with a small profit margin built in for the builder/developer. This does not include the cost to develop the subdivision in which it is erected.

Using those figures, and dividing the cost per square foot into the citizens' cost threshold for an affordable home (\$60,000 - \$75,000), the size of an affordable home for the planning area would expect to be between 813 square feet to 867 square feet for a home priced at \$65,000. For homes in the \$75,000 price range, expect a home that ranges from 938 – 1,000 square feet. See the table following for a concise representation of these estimates and how they are arrived.



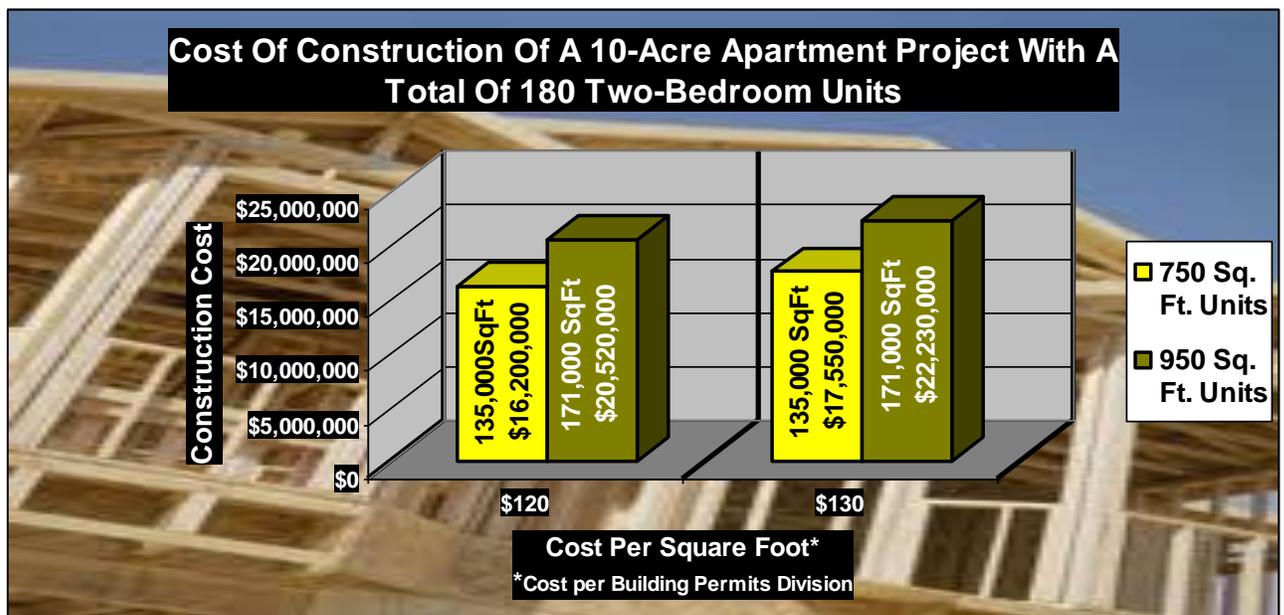
Homes that are being built by Habitat for Humanity in the planning area are typically 1,200 – 1,500 square feet in size. The size home established by using



the threshold of affordability by the citizens would result in a home much too small to be practical for a family.

Rental Affordability

We used, as the barometer, a two-bedroom apartment to gauge the thoughts of the citizens when it came to affordability in rental property. The majority of the citizens felt a rent between \$301 and \$450 per month was appropriate and another large group preferred \$451- \$600. These prices fall relatively inline with existing rentals in the planning area but would perhaps prohibit any new construction from taking place that had to fall within these rental levels. Per the Building Permits Division, the cost of construction of a new apartment building could cost anywhere from \$120-\$130 per square foot depending upon location and certain site specific considerations such as topography, storm water detention requirements and other environmental situations and considerations which could effect the overall development ability of a tract of land. The Chart below indicates the estimated cost of construction of a new 180-unit apartment complex with either 750 Sq. Ft. or 950 Sq. Ft. 2-bedroom units throughout using the low end \$120/Sq. Ft. cost and the upper end \$130/Sq. Ft. cost of construction that was provided by the Building Permits Division. The square foot number in each bar was arrived at by multiplying 180 units by the typical unit square foot size; and the dollar figure in each bar represents the total square footage of the apartment buildings multiplied by each cost per square foot.



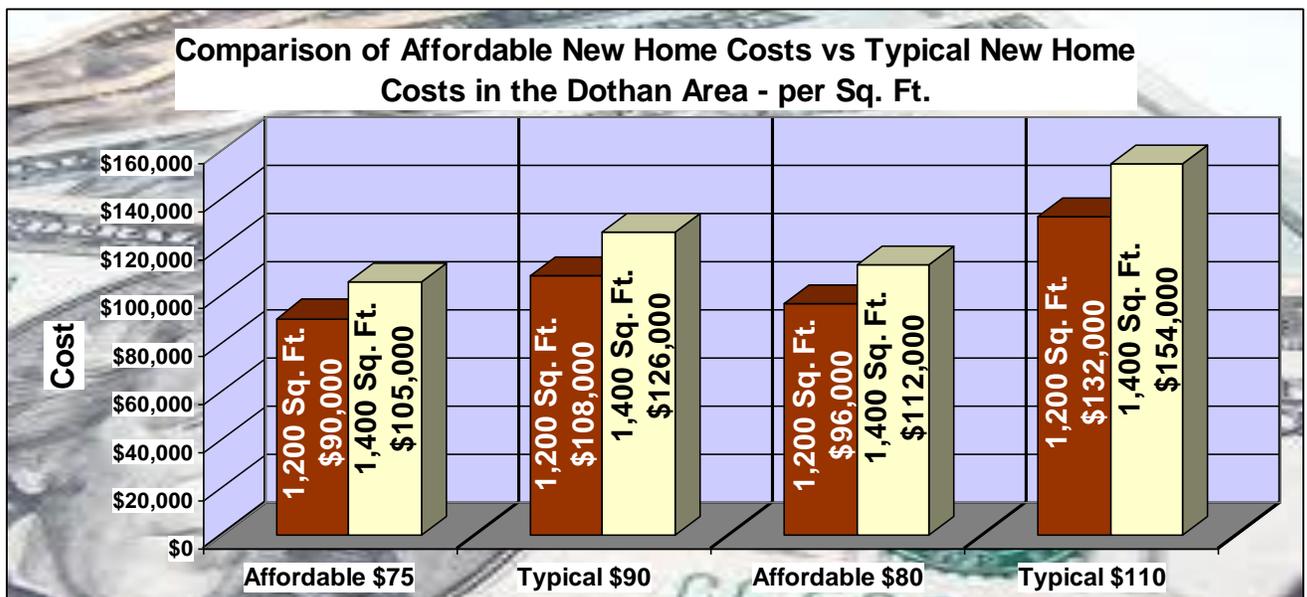


Type Housing Preferred

Most citizens desire the development of new single family or patio home developments in their area over all other housing types. Based upon current construction costs, however, the price of new single family and patio homes built in the planning area will be much greater than the threshold of affordability set by the citizens during the September 2011 community involvement meeting. Based upon current costs, a typical 1,200 – 1,400 sq. ft. home built with only the basics and with a vinyl or exterior wood siding will cost \$90,000 to \$96,000 for a 1,200 sq. ft. home and \$105,000 to \$112,000 for a new 1,400 sq. ft. home.

The threshold of affordability which has been established by the citizens needs to be adjusted upward to reflect the actual cost to construct a new home that would be practical for a family. Overall the cost of \$90,000 to \$112,000 for a new 1,200-1,400 square foot home is 27% less than the typical cost of new homes in the Dothan area which could run \$126,000 to \$154,000 for the same size home depending upon the area of the city in which it is built.

Cost of a typical new home in the Dothan area runs between \$90 and \$110 per square foot, according to the Dothan Planning & Development Department’s Building Permits Division. The table below shows the cost of a typical new home at \$90 - \$110 per square foot in the Dothan area compared to an estimated affordable home cost for the planning area. The comparison is based upon two examples of home size (1,200 and 1,400 sq. ft.) and how much each would cost when applied to the per sq. ft. cost variable.





Other suggestions for improved housing character can be found in the Recommendations chapter of this report.

Transportation

Several intersections are rated by the citizens as “dangerous”. The top seven intersections are, in order of descending values, E. Powell @ N. Oates followed by Burdeshaw @ N. Range; Webb @ N. Range; Headland Ave @ Reeves; Headland Ave. @ E. Powell; Ross Clark Circle @ E. Main; Main @ N. Oates; and MLK @ Baxely. Detailed analysis of the geometric configuration of each intersection as well as an analysis of accidents in each intersection should be accomplished to determine what action might be taken to improve the safety of each location. Other recommendations for improvement to the transportation system can be found in the Recommendations chapter of this report.

Quality of Life

Fundamental issues affecting the overall health, safety, and welfare of the citizens of the planning area were broken down into seven categories.

Future Commercial Development

The preferred type of commercial development for the N. E. Urban Sector Neighborhoods by the citizens is a small strip center. Tenants of this type strip center could be general retail sales, restaurant, beauty salons, or even professional medical and dental practices.

According to a local commercial developer, this sort of land use carries a \$80 to \$100 per square foot construction price tag without the cost of land. A standard small strip center can expect to hold, on average, 30,000 square feet of leasable space at a cost of \$2,400,000 to \$3,000,000 to build plus the cost of the land on which to build it. The commercial developer can expect to rent the spaces in the center for no more than \$4-\$6 per square foot per year for space in the planning area and \$8-\$14 per square foot per year for space along the Ross Clark Circle.

At that rate the small commercial strip developer building 30,000 square feet of retail space renting at \$4/square foot would anticipate to break even on their investment in twenty years if they could maintain 100% occupancy throughout. At \$6/square foot that same developer who built the 30,000 square foot commercial strip center could see his investment paid for in thirteen and one half years.

During the year the staff of the Planning & Development Department created an Opportunities Exhibit during an in-house Charrette. Most of the comments and

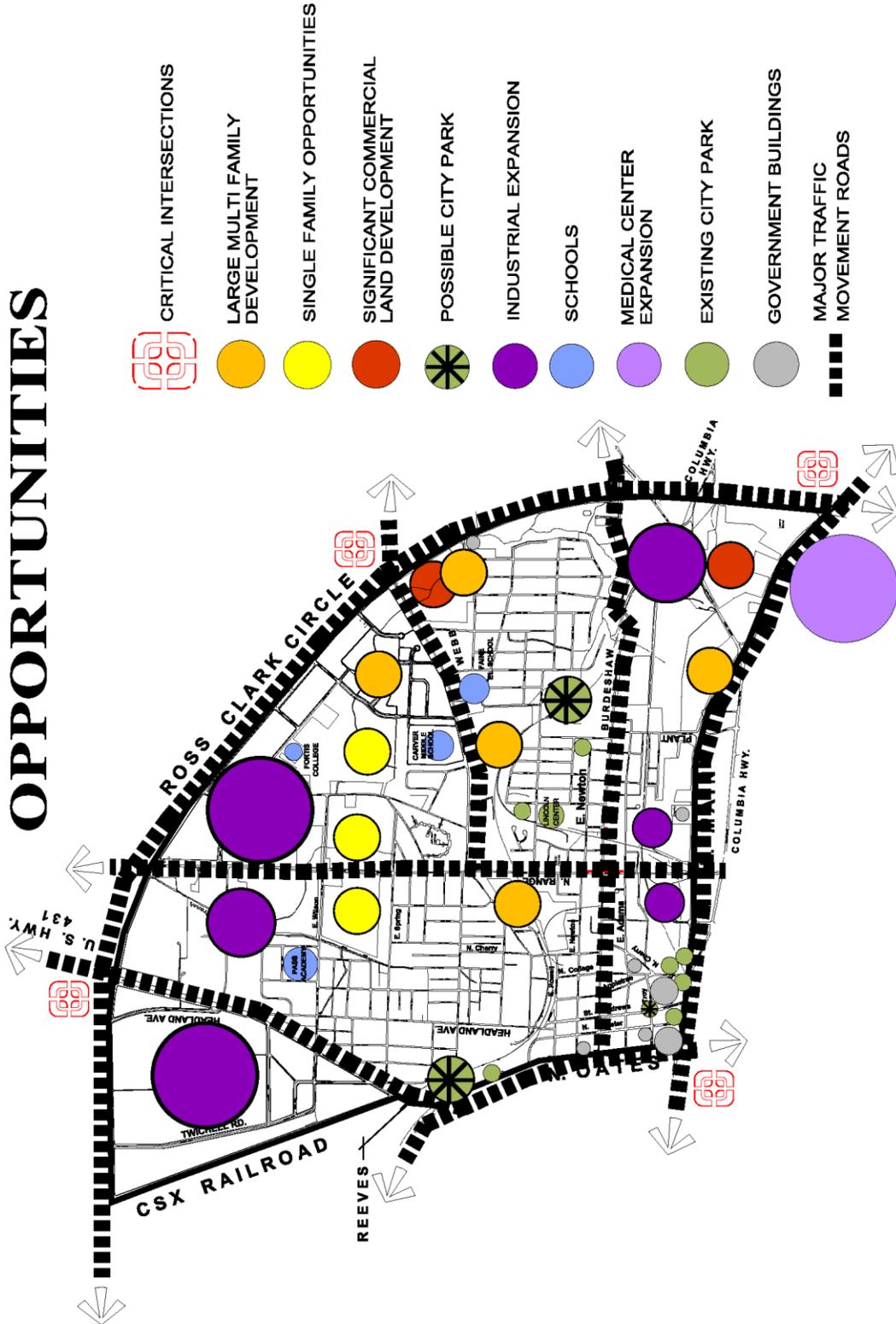


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suggestion made during that Charrette paralleled what we heard at the community involvement meeting in September 2011. The following exhibit details some of the staff comments and incorporates the wishes of the community by denoting potential areas where certain land uses could be developed.



OPPORTUNITIES





Plan Recommendations

Choice Neighborhoods

Choice Neighborhoods grants transforms distressed neighborhoods and public and assisted projects into viable and sustainable mixed-income neighborhoods by linking housing improvements with appropriate services, schools, public assets, transportation, and access to jobs. A strong emphasis is placed on local community planning for access to high-quality educational opportunities, including early childhood education. Choice Neighborhoods grants build upon the successes of public housing transformation under HOPE VI to provide support for the preservation and rehabilitation of public and HUD-assisted housing, within the context of a broader approach to concentrated poverty. In addition to public housing authorities, the initiative will involve local governments, non-profits, and for-profit developers in undertaking comprehensive local planning with residents and the community.

HUD makes grants available for the planning of Choice Neighborhood Transition Plans and for the implementation of improvements to existing public housing and the surrounding neighborhood to make them more livable, energy efficient and sustainable. Along with improvements to public housing, there is a requirement that cities also plan for the improvement of the surrounding neighborhood, through partnerships with other government agencies, private corporations and philanthropists.

The N. E. Urban Sector Neighborhoods Plan has satisfied much of the requirements during the information gathering, public meeting, and plan preparation phases to qualify for grant monies to assist with the implementation. A Choice Neighborhood Transition Plan on a smaller neighborhood scale that offers a detailed analysis of the two public housing projects in the N. E. Urban Sector Neighborhoods (Johnson Homes and Martin Homes) must be accomplished with a goal to transform the housing into a more energy efficient, sustainable housing development. Grant monies are available for the planning phase as well which would include compensation for consultants. This is a matching grant and as such, the city, private corporations, philanthropists and other government agencies must earmark and appropriate funds for the project's implementation.

Recommendations

- Determine whether this is something that the city wishes to pursue and devote time and funds toward.



- Identify an area surrounding the Johnson Homes development and another surrounding the Martin Homes development and provide a name for each of the new Choice Neighborhoods.
- Identify and assemble committed partners and shareholders willing to contribute money.
- Complete grant application forms and budget spreadsheets found at www.hud.gov/cn to obtain HUD funding for the planning process.
- Prepare a Choice Neighborhood Transition Plan for each of the two new Choice Neighborhoods following the HUD instructions at www.hud.gov/cn. The transition plan should include a detailed analysis of the public housing to determine structural integrity and identifies the means and design for re-development of the housing into an affordable, energy efficient, and sustainable project. The Transition Plan must also include a re-development plan for the neighborhood surrounding each public housing development.
- Once the Choice Neighborhood Plan is nearing completion prepare grant application forms to obtain funding for the pla(s) implementation.
- Forms and instructions for grant application may be obtained at www.hud.gov/cn.

Structures

Overall Structures

- Revise existing code of ordinances to prohibit incompatible structures to the residential character of the neighborhoods from being permitted unless in an area designated for such structure.
- Encourage owner participation in redevelopment and improvement to their properties through the use monies secured through private sources.
- Require all new construction to be of brick or brick and wood exterior.

Residential Structures

- Encourage owner responsibility in improvements to their properties through the use of monies secured through private sources.
- Through city-sponsored events held at neighborhood parks, promote neighborhood pride to its citizens.
- Consider revision to the existing code of ordinances to prohibit the permitting of mobile and manufactured homes outside of designated parks or subdivisions set aside for the exclusive use of mobile or manufactured housing.



- Require all new residential construction to be of brick or brick and wood or Hardy Plank exterior.
- Extend additional grant opportunities to residents for façade or roof repair or replacement.
- Apply for HUD assistance under the Choice Neighborhoods grant program.

Land Use

Recommendations

- Adopt the recommended future land use plan which proposes the future distribution, location, and variety of structures (or open space) in the area. This Plan addresses input received from the citizens as well as professional input from the Planning & Development Department Staff. Land use plans serve as tools for preserving and strengthening a neighborhood. It can also offer strategies for revitalizing a neighborhood in decline or, when appropriate, provide direction for building in a largely undeveloped area. The land use plan is implemented primarily through changes to the **base zoning** district of properties in the area and through the creation of a **Neighborhood Plan District**.
- Revise current ordinances and regulations to require adequate buffering between non-compatible land uses.
- Zoning should be re-examined to allow for transitional land uses in the undeveloped areas which lie between the industrial/highway commercial belts along the Ross Clark Circle, the Columbia Highway and Main Street and the residential neighborhoods on the interior. Transitional uses could include multi-family, townhomes, patio or garden homes, mixed-use developments that contain an assortment of housing types as well as commercial uses, institutional uses. Light manufacturing activities that would not generate transportation of goods via tractor trailer trucks regularly could be considered.
- Zoning in the downtown core area should reflect an allowable height that is consistent with the condition of utilities to support such heights. OR, the utilities in the downtown core area need to be upgraded to support allowable building heights.
- This area is a potential candidate for creative design in new developments such as found within planned unit developments or traditional neighborhood developments. Such activity should be encouraged.
- A large tract of undeveloped land fronts along the Ross Clark Circle between Webb Road and E. Burdeshaw Street. It lies across the circle from the existing city complex which houses the General Services



Department and divisions of the Public Works Department as well as the Planning and Development Department. At the intersection of State Street and the Ross Clark Circle exists a fire station and public utility site. This undeveloped property might be a viable site for the development of any municipal expansion which the city might be contemplating. Development of the parcel as a municipal site would bring together the existing municipal projects into one large municipal complex.

- **TND (Traditional Neighborhood Development)** Allow the concept of traditional neighborhood developments (TND) as is explained in detail within the existing Downtown Overlay District Ordinance and Design Guidelines to be applied anywhere within the city inside the Ross Clark Circle. The area has numerous sites that, if planned properly, might stimulate urban renewal for the area or at the least personal pride in one's property
- **Neighborhood Design Guidelines** The Neighborhood Design Guidelines serve as guides for building rehabilitation and new construction, suggesting ways buildings can harmonize with and enhance their surroundings and describing innovative planning design suggestions for development/redevelopment of infill tracts. They are not intended to limit development or innovation within the neighborhood planning area, but rather, serve as suggestions that offer direction to property owners and builders. Following the suggestions of the Neighborhood Guidelines is voluntary and will not circumvent or otherwise neutralize existing requirements within historic districts or relax the existing requirements of the zoning ordinance unless the guidelines are adopted by the City Commission along with the Neighborhood Plan as an overlay zoning district. Even then, the underlying zoning district and requirements of the historic district would not be dissolved unless specifically stated that the overlay district do so. Wherever practical and if public support is obtained, design guidelines may be written and adopted to regulate the kind of development, style of structures, color of landscape, and building materials among other details for a defined area. Examples of these can be found in historic districts, scenic districts and corridors, and overlay districts.
- **Zoning** The Zoning Map should be amended to reflect the recommended pockets of planned unit development and traditional neighborhood development zones as well as other changes in land use patterns and types suggested by the recommended Future Plan on the following page.
- **Master-Planned New Developments** Beware of the catch-all, over-used and often misused moniker for new residential developments. Just because they attach the "master-planned" title to the subdivision does not make it a master-planned community. Many municipalities are living with mistakes of their past as the illustrations on the following page depict.



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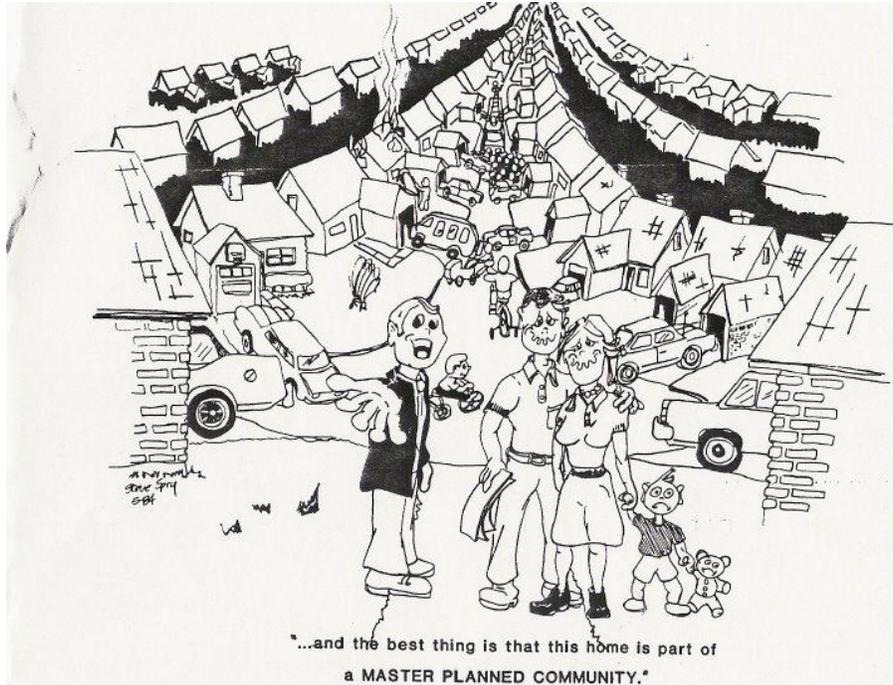


Figure 4-9 Aerial view of a section of the Master-Planned Community “Riverstone” in Missouri City, Texas designed by Steve Spry Associates, LLC for the Riverstone Development Corporation, a part of the Johnson Development Companies, Houston, Texas.



True master-planned developments contain all the elements discussed in this document. Attention to land use distributions, pedestrian and bikeways, greenbelts, proper transportation detail, and amenities are all part of the elements which compose a true master-planned development.

Housing Types

- Encourage the development of additional Habitat or other affordable housing subdivisions such as Diamond Point and Pecan Grove.
- Encourage TND, cluster and other creative subdivision design on future projects in the planning area to minimize residential lots and maximize common open spaces.
- Restrict the permitting of mobile homes randomly throughout the planning area and collect this housing type in a designated section.
- Enforce weed and dilapidated housing ordinance.
- Restrict mobile homes to parks or designated subdivisions.

Commercial

- Encourage the development of small strip centers with doctor and dentist offices as well as other community services as requested by the residents during our community involvement process.
- Encourage development of medium-sized shopping centers as requested by the residents and provide sidewalks to and from the facilities.
- Prohibit construction of new buildings or the reconstruction of damaged buildings with exterior material other than brick or an otherwise practical and acceptable surface such as hardy plank siding.
- Enforce the landscaping requirements on all new commercial developments as well as any required buffers between unlike and incompatible land uses.
- Require a landscaped buffering in front of all new commercial projects that access the Ross Clark Circle, Main Street, Oates Street and other streets considered as gateways or major traffic arteries through the planning area.

Industrial

- Discourage the development of any heavy industry or other manufacturing or processing industries which create foul odors or toxic emissions or noise levels higher than the acceptable, inherent SEL (Sound Equivalency Level) of an urban area of 45dcb.
- Discourage development of industrial centers that emit a high level of light during evening hours.
- Encourage industrial centers to provide sidewalks to and from the facilities.
- Prohibit construction of new buildings or the reconstruction of damaged buildings with exterior material other than brick or an otherwise practical and acceptable surface such as hardy plank siding.



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- Enforce the landscaping requirements on all new industrial developments as well as any required buffers between unlike and incompatible land uses.
- Require a landscaped buffering in front of all new industrial projects that access the Ross Clark Circle, Main Street, Oates Street and other streets considered as gateways or major traffic arteries through the planning area.

Parks

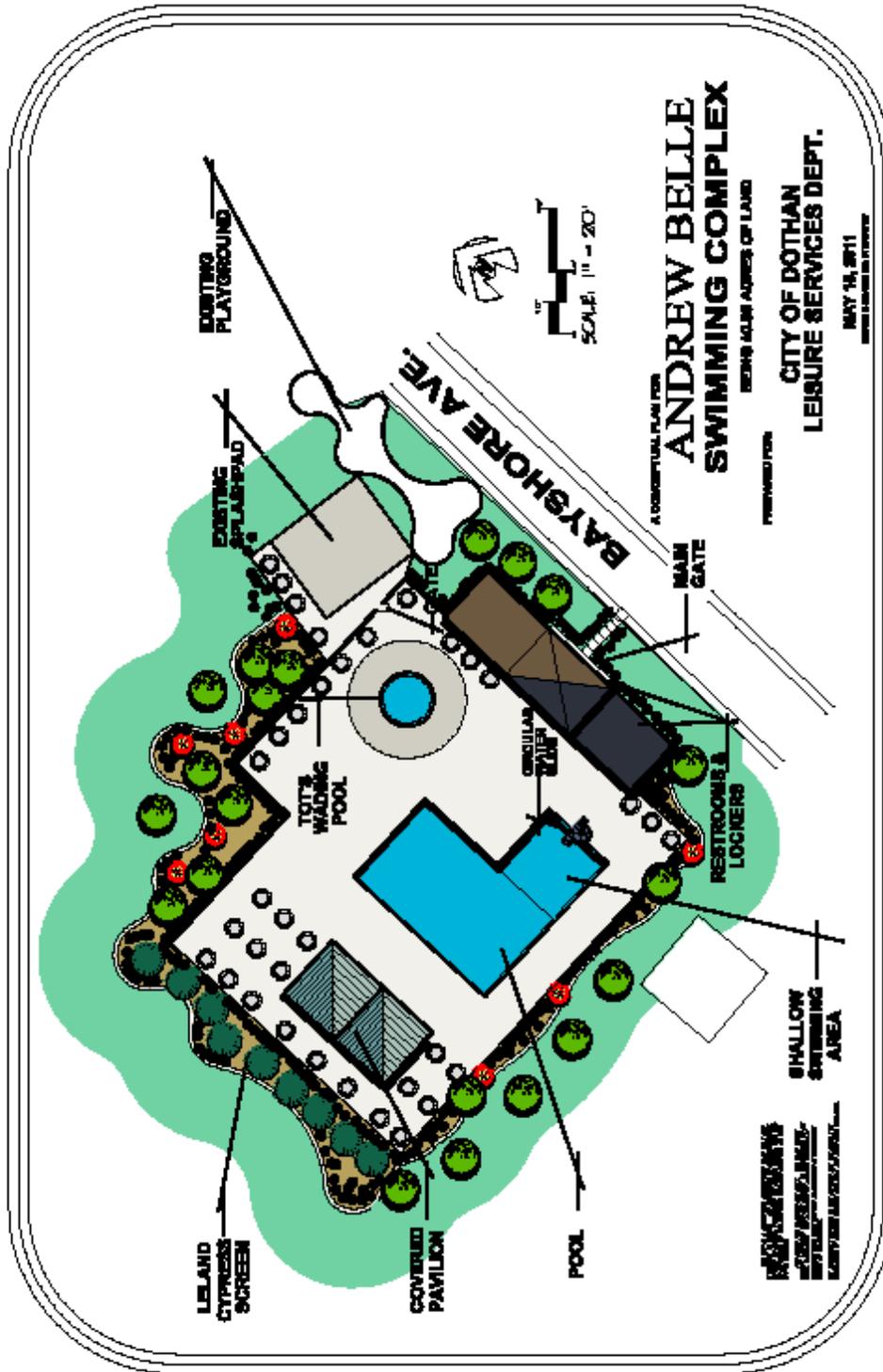
- Continue the updating and improvements to the existing public parks within the area.
- Look for new opportunities to develop neighborhood parks, vest pocket parks*, or tot lots** on land in the area.
- Continue to improve existing facilities such as the swimming pool improvement plan for Andrew Belle shown on the conceptual plan located on following page.
- Citizens requested the construction of restroom facilities at Gussie McMillon Park. Perhaps this should be studied by the Leisure Services Department.
- Consider the addition of a “park” requirement in the city’s Subdivision Regulations based upon a population formula for all new subdivisions.
- Consider the insertion of a “Compensating Open Space” requirement in the city’s Subdivision Regulations that would require developers of new residential subdivisions to set aside open space in the form of a park on a formula as defined in the Downtown Overlay District Development Guidelines.

Potential Improvement Plans

The neighborhood plan may offer some suggestions for ways certain areas of the neighborhood might improve. These suggestions could take the form of a textural outline or a graphic representation or even a combination of both.

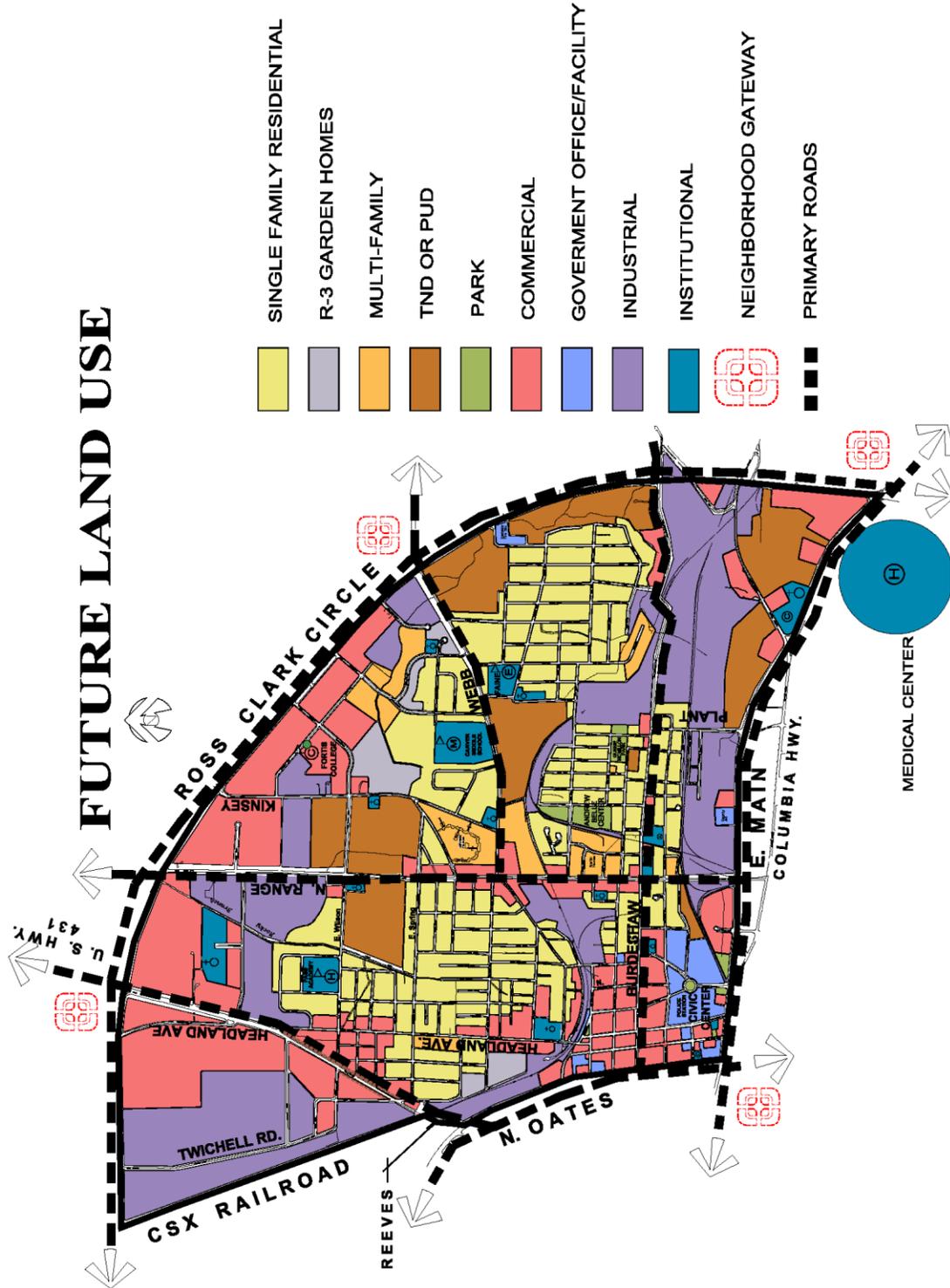
* Vest Pocket Park is a small park typically found in urban settings on small infill tracts and may contain a basketball court, or a more passive setting. An example is the Park on Foster Street.

** Tot Lots are small parcels, sometimes found in-line with greenbelts or pedestrian ways and may contain a small playground apparatus and park benches.





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Downtown Planning

The *Downtown Dothan Master Plan*, May, 2007 identified a series of Downtown Development Districts (DDD). The SEUSN is effected by DDD 1 (Oates St. Corridor) and DDD 2 (Downtown Historic Core), and DDD 3 (Civic City Hub). The recommendation for the DDDs is commercial and office with boutiques in DDD2. In DDD3 the recommendations include adaptive reuse of buildings in the district.

Destination Professional Sports Venue

The *Downtown Dothan Master Plan* also recommended the development of a professional sports venue in the downtown area. Some definite problems associated with those recommendations by our outside consultants are:

- The idea of a downtown professional sports venue was soundly rejected by the public when responding to that option on a community survey in 2007 conducted during the preparation of the LRDP.
- There is no single vacant parcel or multiple abutting parcels in the downtown large enough to accommodate the 40-50 minimum acres required to build a professional-level baseball stadium and its associated parking.

Alternative Downtown Destination Possibilities

Alternative destination venues might be the right prescription for the nucleus of Dothan's downtown redevelopment effort. A master plan was prepared by the Long Range Planning Division which looked at development opportunities for city-owned property in the vicinity of the civic center. That plan is presented on a following page. Not only is the development of an alternative destination venue suggested but some street closures, construction of a building addition to connect the civic center with the police department building and construction of a parking garage was also suggested. The opportunities presented in the plan are summarized as follows:

- There are a number of city-owned sites in the downtown which could house a "destination venue" such as an aquarium. The Downtown Dothan City Property Redevelopment Master Plan prepared by the Long Range Planning Division February, 2011 (page 92) shows the possibility for such a destination development northeast of the civic center and should be given adequate consideration since it complies with and is an extension of the recommendations found in *the Downtown Dothan Master Plan*. Such a destination, as pointed out in the *Downtown Dothan Master*

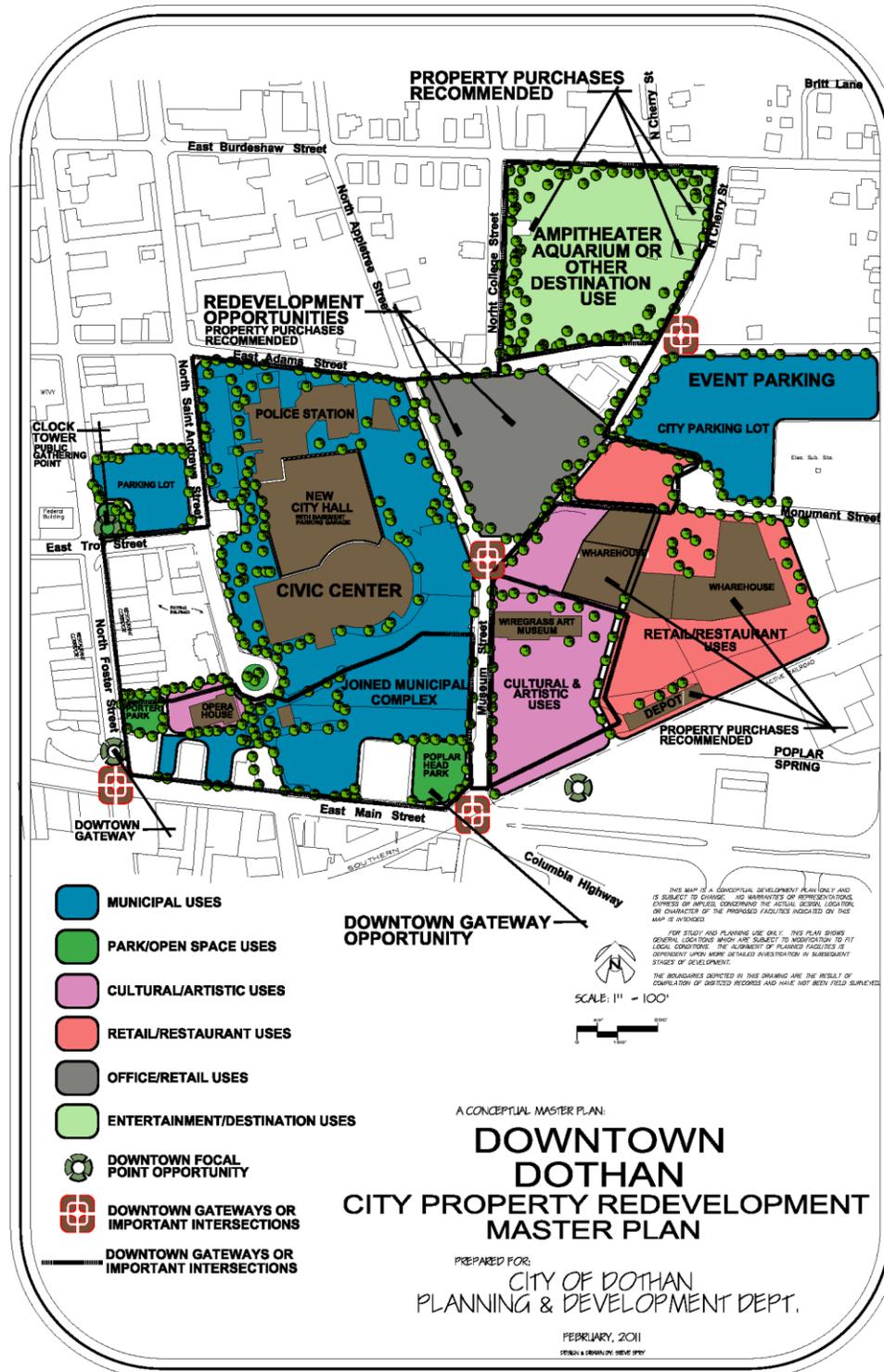


*Plan, page 58, Section 5.2.1 **“Additionally, a “destination venue” should be considered for downtown as a catalyst for continued economic development.(it) would draw tourists and visitors from throughout the region, thus providing increased business for hotels, restaurants, and other retail options.”***

- A downtown “destination” would also be an opportunity to capture some of the beach-bound traffic that normally passes through for a few hours by diverting families into the downtown as a welcome side trip to break up the long journey.
- The joining of the civic center with the police station would create a “Municipal Complex”.
- Closure of the short segment of St. Andrews just north of Main St. would allow for a protected pedestrian walk from the shops and restaurants on N. Foster St. to the Opera House and the civic center and have just one road crossing for pedestrians to the Wiregrass Museum of Art.
- Closure of N. College between E. Adams and Troy Streets would create a large city-owned parcel that could be developed in to commercial or municipal uses.
- Construction of a turn-around or rotary where N. Appletree, N. Cherry and Museum Streets converge would create a focal point and an important gateway.
- Even though the city-owned properties and the proposed destination development site are outside of the NWUSN the positive economic effects would spill over into the N. Oates corridor and the Baptist Bottoms community.



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Transportation

2035 Southeast Wiregrass MPO Long Range Transportation Plan

In 2009 the firm of Jacobs Engineering was awarded a contract to update the existing 2030 Long Range Transportation Plan for the MPO. In 2010 the firm recommended the following strategies for improvements to the multi-modal transportation network for the NE Urban Sector Neighborhoods which consist of 11 traffic analysis zones (TAZ s).

- Roadway Strategies
 - Add capacity to corridors with high demand
 - Improve intersections and traffic management systems
 - Perform regular maintenance of existing infrastructure
- Safety Strategies
 - Monitor safety issues and improve high crash locations
 - Set aside annual allocation for safety improvements
- Pedestrian and Bicycle Strategies
 - Ensure that new development of road projects include pedestrian and bicycle facilities
 - Identify and retrofit of gaps in the sidewalk network
 - Provide crosswalks and sidewalk improvements at key locations downtown (Dothan Downtown Master Plan – HNTB, 2006)
 - Define bicycle routes between neighborhoods and community facilities
- Freight Movement Strategies
 - Develop a freight movement plan in conjunction with the Industrial Development Board
 - Continue to examine safety needs of at-grade crossings

Roadway Classifications and Descriptions

The foundation for the transportation recommendations was based upon the functional classification system established by the Alabama Department of Transportation (ALDOT) as applied to the Southeast Wiregrass Area MPO – 2035 LRTP Update, *Model Network Functional Classification (2000)*, Day Wilburn Associates, Inc., July 2006. The components of the ALDOT network include freeways, arterials, collectors and local streets. Since there are no freeways in Dothan, the inherent local roadway network includes only arterials, collectors and local streets. In January 2009 the Long Range Planning Division completed a draft of the Minor Arterial and Collector Plan (MACPlan) that was an extension of the 2035 MPO LRTP and addressed conditions outside of the Ross Clark Circle. However, the principles of the plan can and should be applied inside the Circle as well in all new developments or redevelopment projects.



The Draft MACPlan acknowledges the LRTP and addresses only the following three classification of roads that lie outside the Ross Clark Circle. The term Major Collector defines all major collectors rather than differentiating between urban and rural.

- Minor Arterial
- Major Collector
- Minor Collector

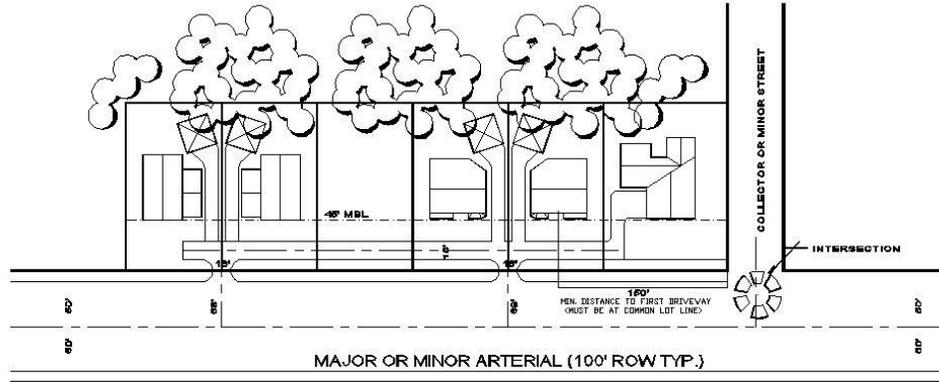
A **Minor Arterial** is any road which functions to shuttle significant volumes of traffic throughout the area, linking one Minor Arterial to another. A graphic of a typical subdivision layout with the Minor Arterial highlighted appears below.



Residential lots of new developments should not be allowed to front onto these roads under any circumstance unless provision for a private drive which runs parallel to the road right-of-way but within private property, linking neighboring lots together is provided. An example of this design is found on the figure on the following page. Lots which back or side a Major or Minor Arterial should be planned to back or side with a landscaped berm between the lot lines and right-of-way line to act as a buffer. (See following figure)

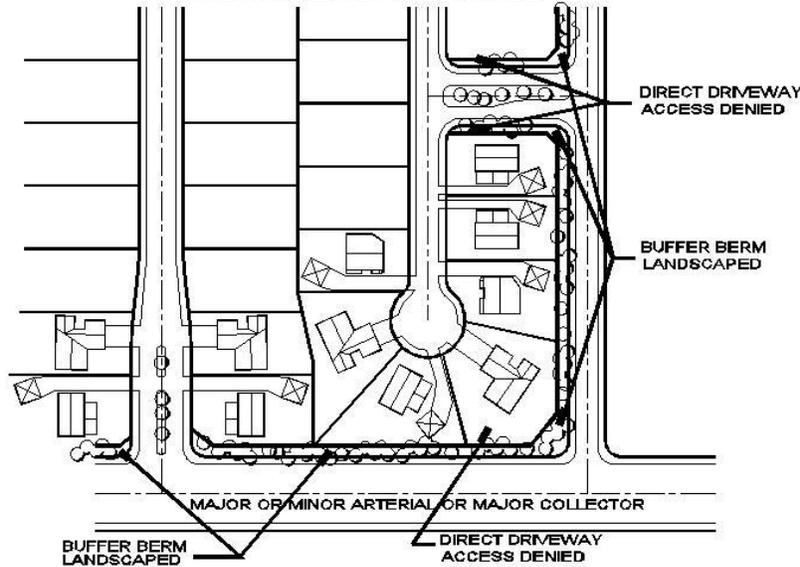


RESIDENTIAL LOT ACCESS ON ARTERIALS



Generally, no driveway cut should be allowed within 150 feet of a Major or Minor Arterial and its intersection to another public or private street. Direct driveway access to Major or Minor Arterials should be limited to one every third lot. Examples of Minor Arterials within the NE Urban Sector Neighborhoods include Kinsey Road, Burdeshaw, Headland Avenue, and N. Range Street.

RESIDENTIAL LOT FRONTAGE



Neel-Shaffer Future Plan

In 2010 the city contracted the services of the transportation planning and engineering firm of Neel-Shaffer to prepare a long range Bicycle and Pedestrian Master Plan for the city. In 2011, the firm presented their plan to the city. In the Plan the consultant proposed a series of improvements in the pedestrian and



bicycling paths as well as improvements to specific intersections for the N. E. Urban Sector Neighborhoods. This plan should be implemented.

The maps on the following pages illustrate the Consultant's recommendations as well as some of the augmenting recommendations of the city's long range planning staff. For ease of reading the recommendations have been broken out into three distinct maps. One map shows the recommended Bike Trails, the second the recommended sidewalks, and the last recommended intersection improvements locations.

The tables below offer legends for the Bike Trail Plan found on the following page.

RECOMMENDED BIKE TRAIL IMPROVEMENTS

AUGMENTING RECOMMENDATIONS OF THE LONG RANGE PLANNING STAFF	NEEL-SHAFFER TRAFFIC CONSULTANT
BIKE TRAIL _____ ●●● FUTURE NEED	BIKE TRAIL ●●● IMMEDIATE ●●● SHORT RANGE ●●● MID TO LONG RANGE

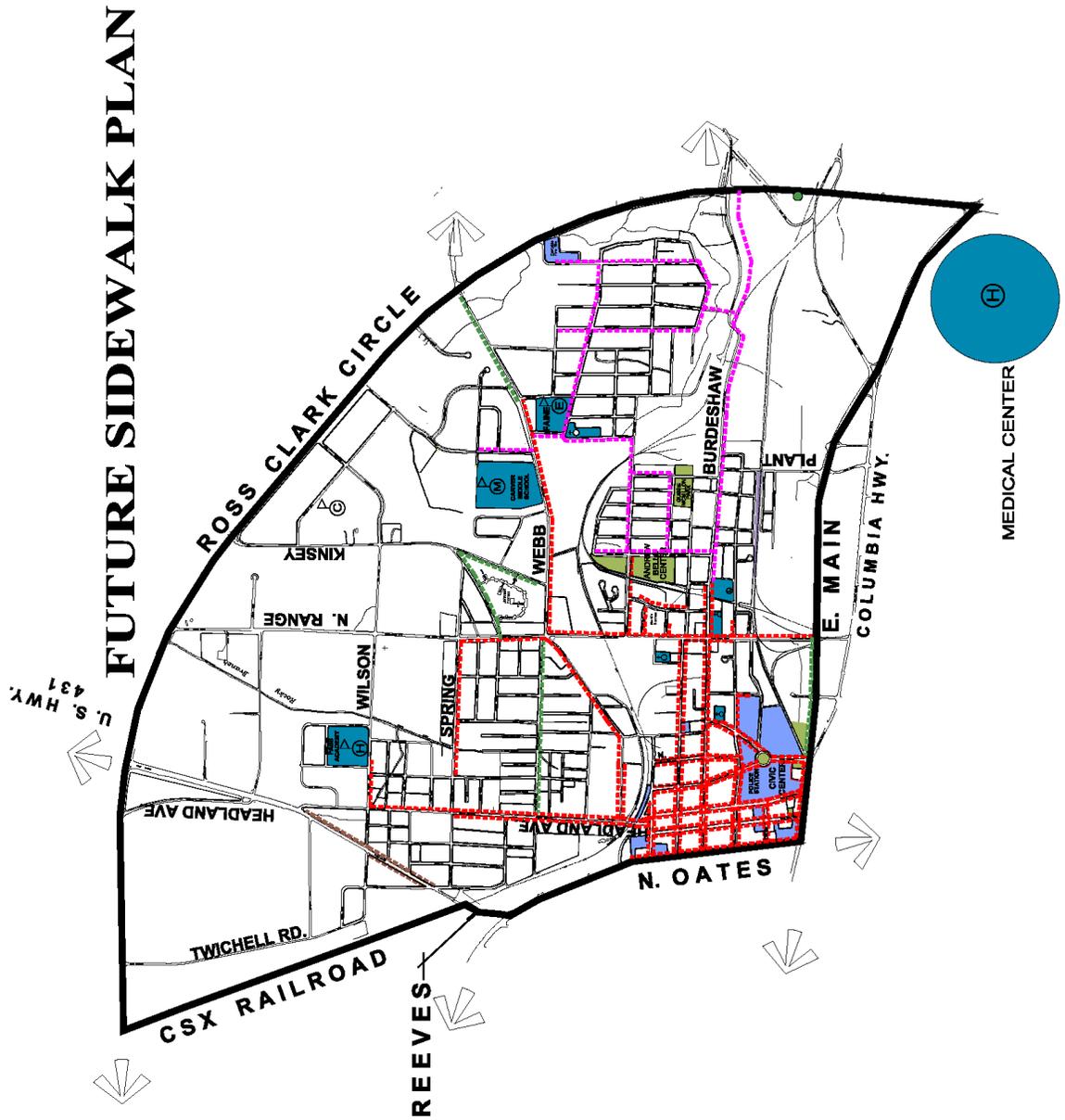


The recommended Future Sidewalk follows on the next page. The legend below will serve as the guide to the explanation of symbols used on the Plan.

RECOMMENDED SIDEWALK IMPROVEMENTS

..... EXISTING SIDEWALKS

<p>AUGMENTING RECOMMENDATIONS OF THE LONG RANGE PLANNING STAFF</p> <hr style="width: 50%; margin: auto;"/> <p>SIDEWALKS</p> <hr style="width: 50%; margin: auto;"/> <p>..... FUTURE NEED</p>	<p>NEEL-SHAFFER TRAFFIC CONSULTANT</p> <hr style="width: 50%; margin: auto;"/> <p>SIDEWALKS</p> <hr style="width: 50%; margin: auto;"/> <p>..... IMMEDIATE</p> <p>..... SHORT RANGE</p> <p>..... MID TO LONG RANGE</p>
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Finally, the third part of the Future Transportation Plan is presented on the following page. This Future Intersection Improvement Plan delineates the intersections that Neel Shaffer recommended for improvements as well as some recommended by the Long Range Planning Staff based upon what the residents told us they wanted improved during our Community Involvement Meeting work sessions.

The legend explains the symbols used on the Plan.

RECOMMENDED INTERSECTION IMPROVEMENT IMPROVEMENTS

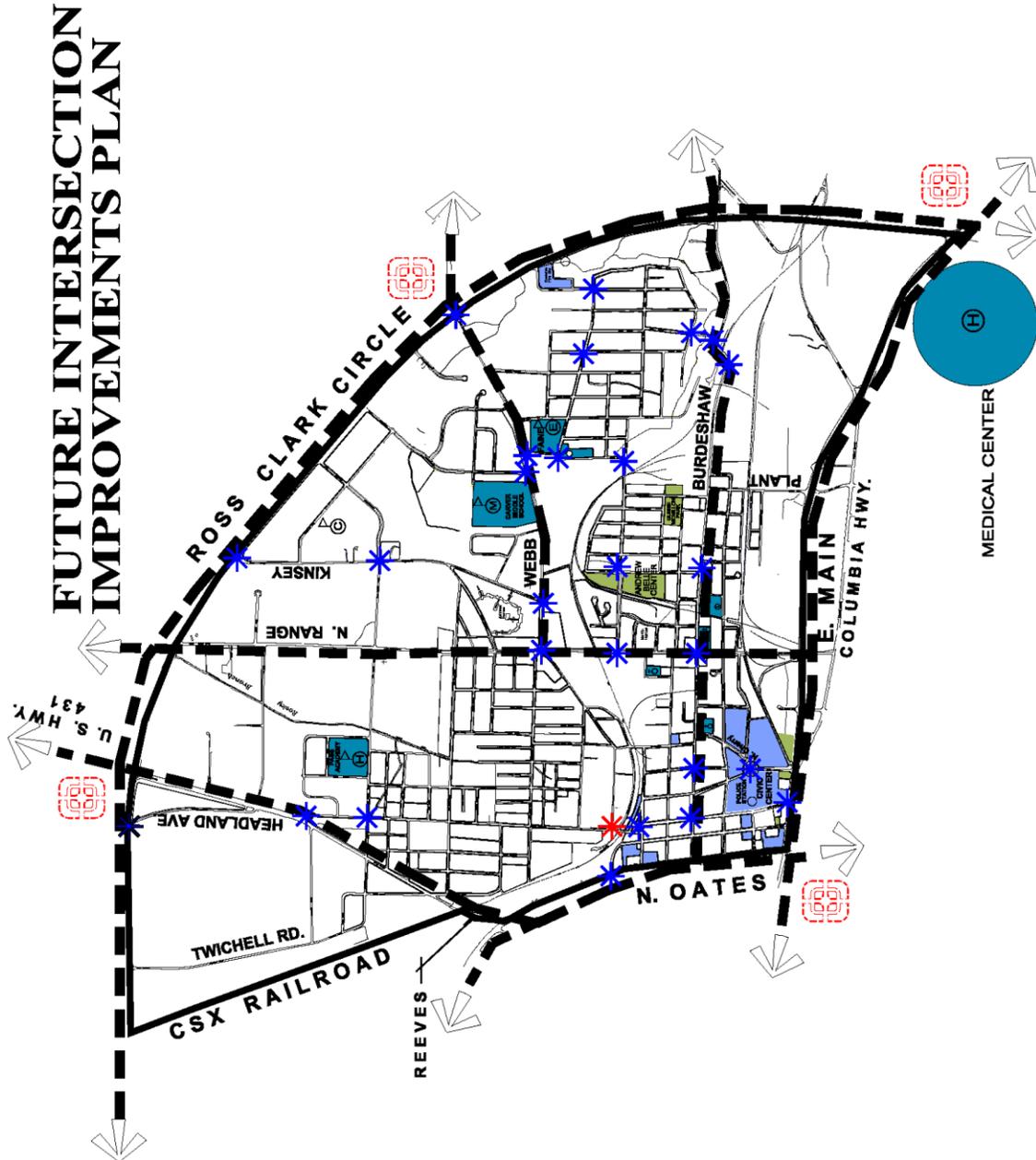
AUGMENTING RECOMMENDATIONS OF THE LONG RANGE PLANNING STAFF	NEEL-SHAFFER TRAFFIC CONSULTANT
INTERSECTION IMPROVEMENTS	INTERSECTION IMPROVEMENTS



NEIGHBORHOOD GATEWAY



PRIMARY ROADS





Long Range Planning Staff Transportation Recommendations

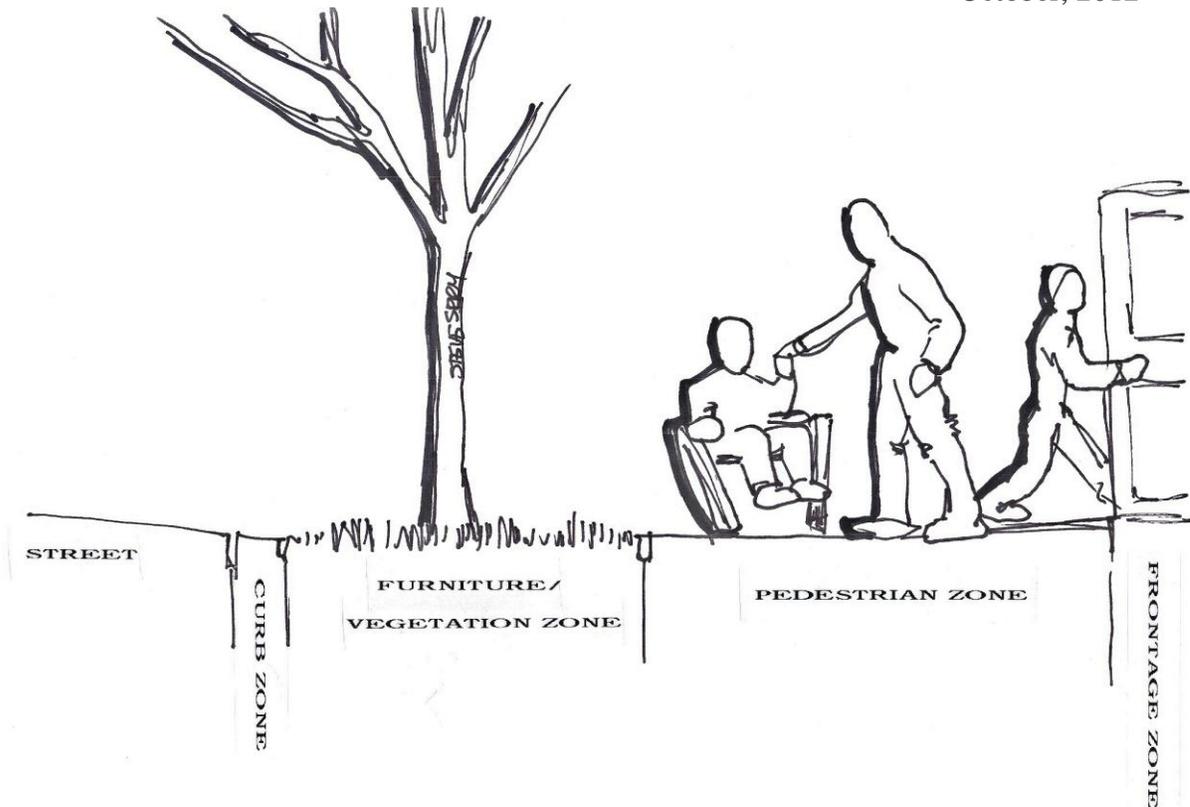
In addition to the recommendations made by the City's outside consultants, the long range planning staff suggests the following additional recommendations in compliance with the city's long range development plan adopted in 2010.

Local Vehicular Roadways

- Wherever practical widen existing major roads in this area.
- Use CDBG funds or city general funds through the capital improvement process to construct approved circular, "T" - type or "L" – type turnarounds at the terminus of all dead-ended public streets in the area which presently do not have such a turn around.
- Pave all unpaved roads.
- Protect, enhance and beautify all gateways into the planning area.
- Implement measures to create an overlay district for a scenic corridor along the Ross Clark Circle and Main Street.

Sidewalks & Pedestrian Ways

- Extend the sidewalk along Burdeshaw from the Maryland to the Ross Clark Circle at least on one side of the roadway.
- Extend sidewalks along E. Spring to Headland Ave.
- Extend sidewalks along N. Range and Kinsey to the Ross Clark Circle and work centers in that vicinity.
- Work with ALDOT to develop a pedestrian/bicycle surface along Main St. between the Ross Clark Circle E. and the Ross Clark Circle W. and the entire circumference of the Ross Clark Circle.
- Investigate opportunities to use CDBG funds and city general funds in capital improvement projects to secure and construct pedestrian ways along existing drainage features and/or old rail lines.
- Develop a pedestrian plan for future sidewalk projects throughout the area along heavily-traveled roadways. Plan should place emphasis upon linking neighborhoods to community services, retail and work centers.
- Plan complete streets-styled sidewalks to resemble the diagram on the following page which explains the relationships between the four basic divisions of curb to structure zones (Curb Zone; Furniture/Vegetation Zone; Pedestrian Zone; and Frontage Zone)



Bicycle Lanes and Designated paths

- Wherever practical widen existing major roadways within Urban Area “A” to allow for a bicycle lane.
- Develop a bicycle/pedestrian surface along the entire circumference of the Ross Clark Circle as well as along Main St. between the Ross Clark Circle E. and the Ross Clark Circle W.

Safe School Routes

- Develop an area-wide plan to establish safe school routes to and from the three public schools and residential neighborhoods. The plan would have to account for population clusters of school-age children.
- Incorporate sidewalks, pedestrian ways, and bicycle paths into a priority list for construction using CDBG funds or city general funds through its Capital Improvement Plan process.



Utilities

Water

According to the Water Department at Dothan Utilities, much of the water lines in the downtown core area would not be able to support multi-storied office or apartment buildings. This is an area that is zoned B1 where buildings are allowed to reach the tallest height allowed in all of the city, yet, the water lines are inadequately sized to accommodate a building that was allowed by the current zoning.

- Improve water lines in the downtown core area to a size and pressure that would adequately serve any structure conforming to the zoning regulations.
- Improve the insufficient lines throughout the planning area as are indicated upon the Water Exhibit in the Existing Conditions section of this report.
- Upgrade all substandard, two-nozzle fire hydrants in the planning area to the preferred three-nozzle ones.
- Implement a process for the developers of new residential, industrial and commercial developments to secure a written letter of capacity in the system prior to obtaining final approval of their plats from the planning commission.
- Amend the zoning district in the downtown core to reduce the allowable building height to approximate the physical ability based upon available water pressure.

Sanitary Sewer

- Continue evaluation of the existing sanitary sewer infrastructure in the planning area and upgrade elements of the system whenever needed and practical.
- Implement a process for the developers of new residential, industrial and commercial developments to secure a written letter of capacity in the system and treatment plants prior to obtaining final approval of their plats from the planning commission.

Storm Sewer

- Continue evaluation of the existing sanitary sewer infrastructure in the planning area and upgrade elements of the system whenever needed and practical.
- Implement new drainage construction projects as needed and as funded.
- Implement a process for the developers of new residential, industrial and commercial developments to secure a written letter of capacity in the system and compliance to on-site storm water detention requirements



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prior to obtaining final approval of their plats from the planning commission.

Electricity

No comments were received from Dothan Utilities, Electrical Department specifically regarding the NEUSN. However, a statement from one of their representatives stated that there were no electrical needs anywhere in the Dothan Utilities service area.

Produced by:

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P. O. Box 2128
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