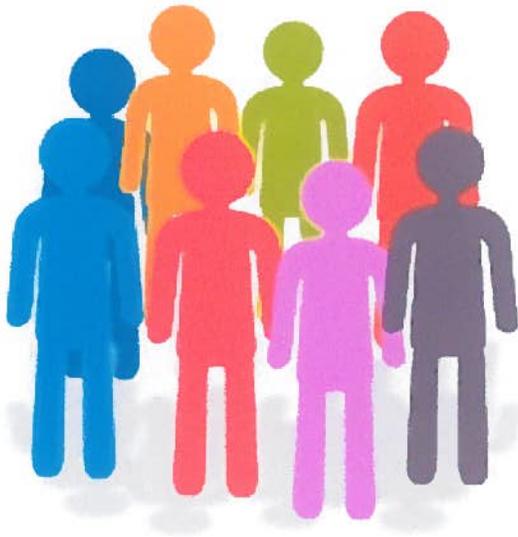




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**3**

# Neighborhood Analysis





## 3 Neighborhood Analysis

### 3:1 Physical Environment:

#### 3:1:1 Assets & Liabilities:

In order to know where we are heading, we first need to understand where we are, and 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.

#### 3:1:1:1 General Structural Conditions:

A detailed inventory of the condition of all principal structures\* within the area was performed over a three-month period using a “windshield survey\*\*” method.

The results of the survey indicate that the structural conditions on the whole are pretty good. **2,805 structures** were reviewed and surveyed in NW Urban Sector Neighborhoods and 79%, of the principal structures in the neighborhood were rated “good”<sup>†</sup>; 15% were rated “fair”<sup>‡</sup> while 6% were rated as “poor”<sup>§</sup> and 0% (1) of all structures rated the worst rating of “dilapidated.”<sup>¶</sup>

The following figure provides an illustrative comparison of the findings of structural conditions in this neighborhood.

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

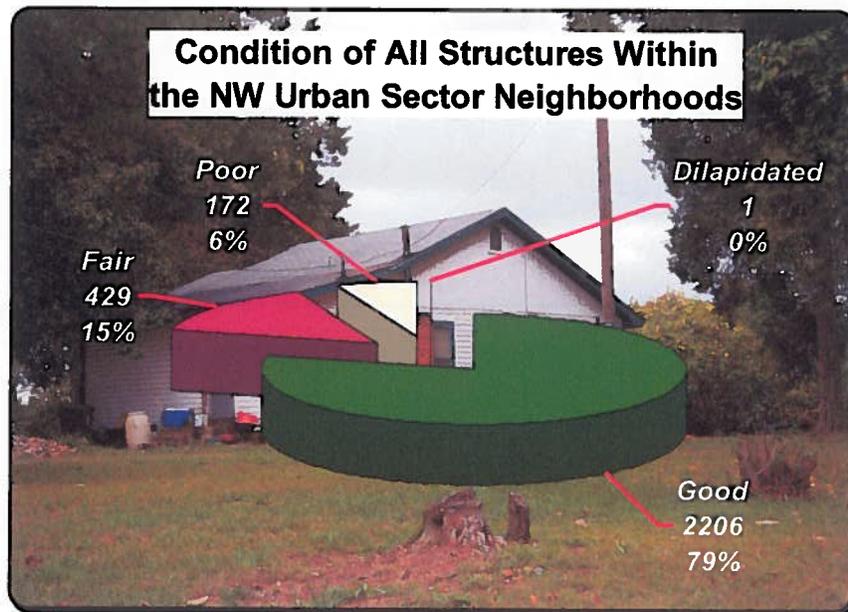
\*\* Windshield survey is one taken from the street only and reflects information that was obvious and visible to the surveyor from his vantage point

† “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.

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

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

¶ “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.



**Figure 3-1**

Further analysis shows that only 3 structures have a condemnation sign posted as of **May 10, 2012**. See figure 3-2, a general spot map, which identifies the distribution of poor, dilapidated and condemned structures in the NW Urban Sector Neighborhoods. Only one structure in Sections 2 was rated as in poor condition, and two in Section 3.

Figure 3-3 shows a comparison of deteriorating (poor), dilapidated and condemned structures in the neighborhood. As mentioned, most of the structures rated poor and fair, and all structures rated dilapidated and condemned are located within Section 1 clustered in or nearby an area known as the Baptist Bottoms Neighborhood.



# POOR, DILAPIDATED & CONDEMNED STRUCTURES

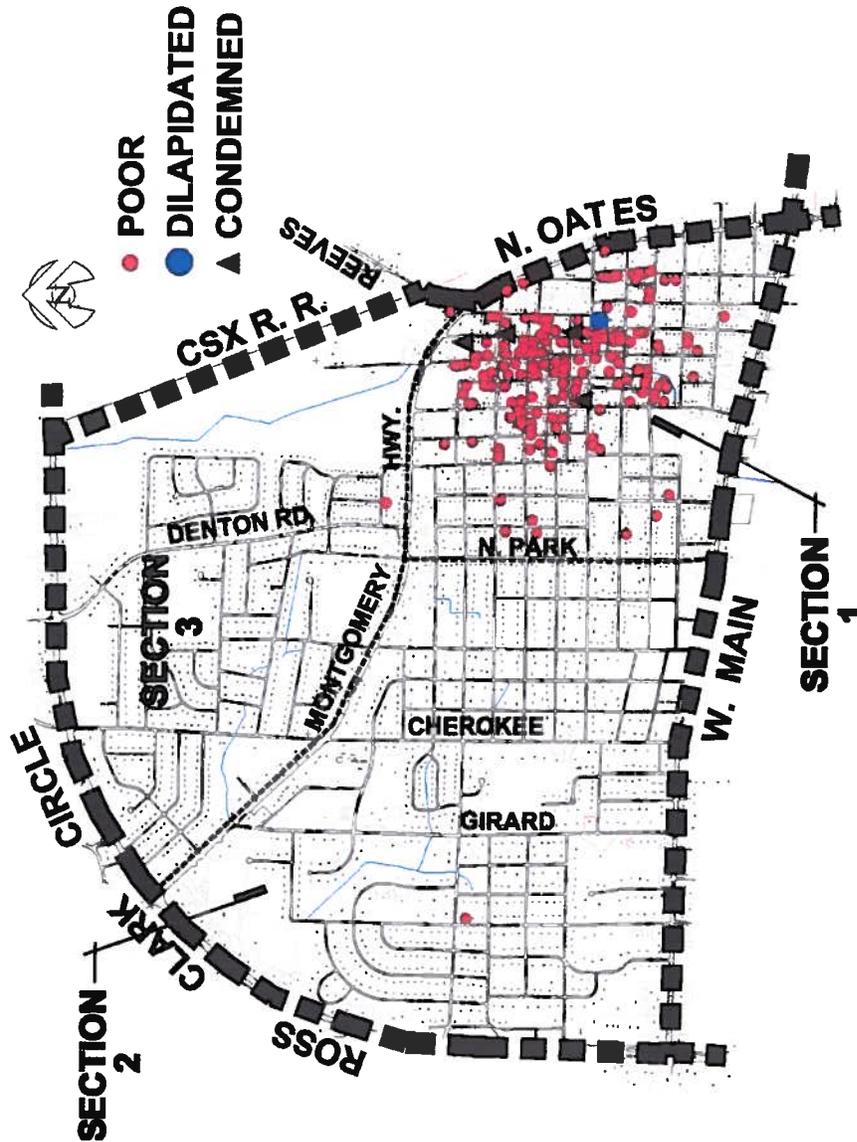
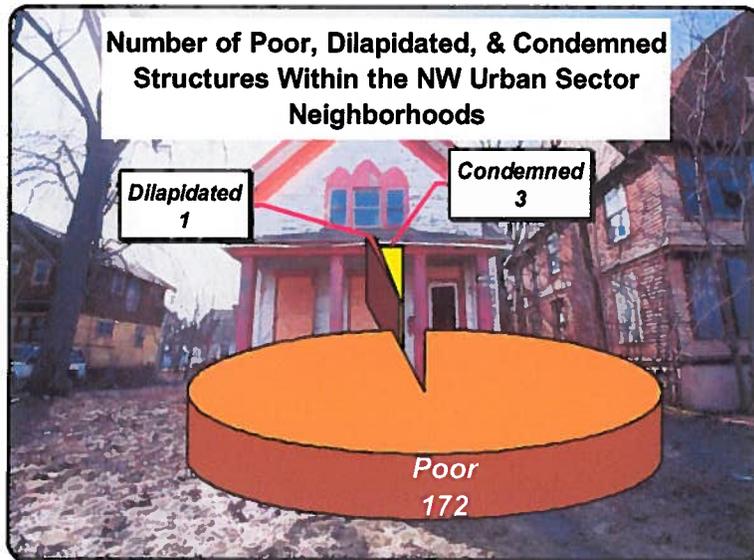


Figure 3-2



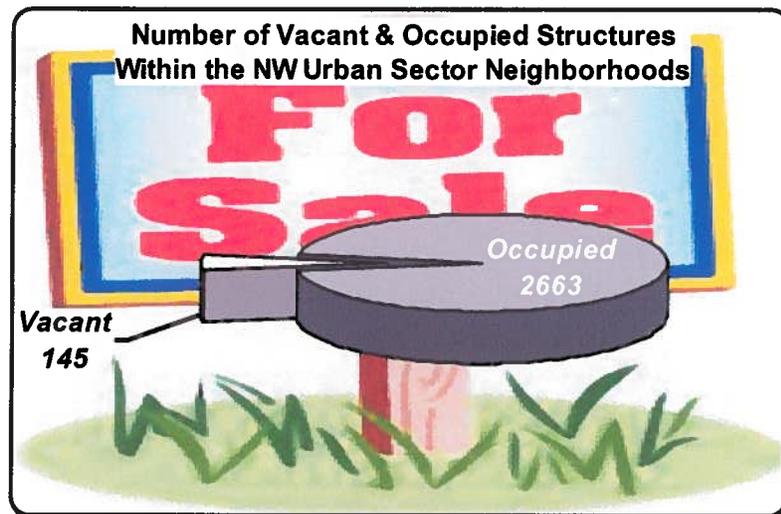
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With the exception of one structure rated poor in Section 2 and two in Section 3, the remaining 169 structures out of the total 172 rated as poor and the single structure found dilapidated are located in Section 1. Additionally, all three condemned structures (two on N. Bell Street and one on Chickasaw Street) are located in Section 1. The dilapidated structure was found on N. Bell Street.



**Figure 3-3**

The number of occupied compared with vacant structures is presented on the following chart. 145 (5% of the total) structures were found to be vacant at the time the survey was taken.

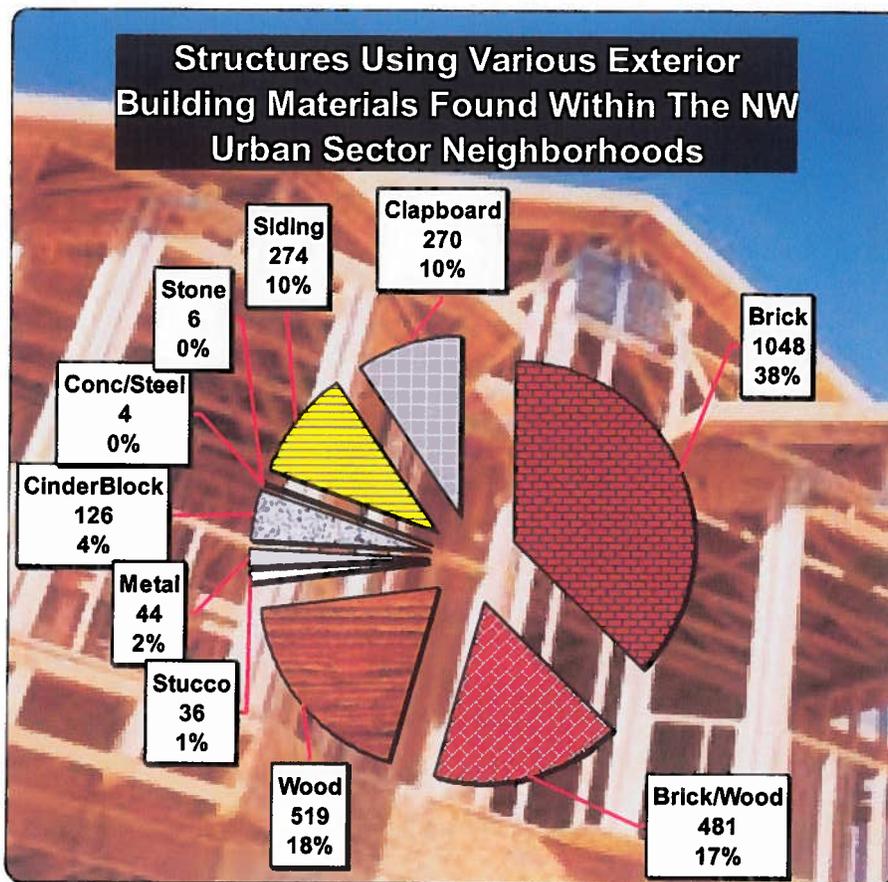


**Figure 3-4**



**3:1:1:2 Building Materials:**

Of the 2,808 total number of principle structures in this urban area, 1,529 structures (55% of all structures) were built with brick or a combination of brick and wood products. Five hundred, nineteen (18%) structures were constructed of wood siding, while 760 structures (27%) had siding classified as “other”\* with a form of siding being the predominant “other” exterior surface. The following figure displays these distributions.



**Figure 3-5**

Note: The figure 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.

\* “Other” – This category of building materials 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.



### **3:1:2 Land Use:**

#### **3:1:2:1 Character:**

NW Urban Sector Neighborhoods is composed largely of residential neighborhoods from different eras, as well as vastly different price points. Much of the area identified as Section 1 represents some of the earliest neighborhoods of Dothan; while Section 3 contains some of the neighborhoods built less than 30 years ago. Consequently, 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 NW Urban Sector Neighborhoods' structures are found in areas with lower median income levels, are generally smaller and older, and mostly constructed of wood or wood-like exteriors.

The southeast portion of this urban area abuts property several blocks east that is the home of the Dothan Municipal administrative offices, the Opera House and the Wiregrass Museum of Art; as well as the Houston County Courthouse, and the Houston County Sheriff's Department both of which are immediately adjacent to the Main/Oates intersection.

The NW Urban Sector Neighborhoods can be divided into three distinct sections. Section One includes the area bounded by N. Oates, south of Montgomery Hwy., east of N. Park Ave., and north of W. Main St. This area includes the oldest of the neighborhoods, the Baptist Bottoms. Second of these three sections can be described as the area west of N. Park Ave., south of Montgomery Hwy., north of W. Main St., and east of the Ross Clark Circle. Within this section is found the Garden District. The remaining (third) section is all the remaining land north of Montgomery Hwy., east as well as south of the Ross Clark Circle, and west of the CSX Railroad Right-of-way. Each of the three sections is strikingly different in their age, demographics, housing and commercial stock.

#### **3:1:2:1:a Section 1 (Baptist Bottoms):**

The predominant land use found in any of the three sections is residential. Very few commercial uses were found along interior residential streets. Most commercial activities are located where one might expect to find them, along the main roads or fronting the highways which traverse or border this urban area. This area has a scattering of small churches that provide not only a religious base to the surrounding residents but a social base as well.

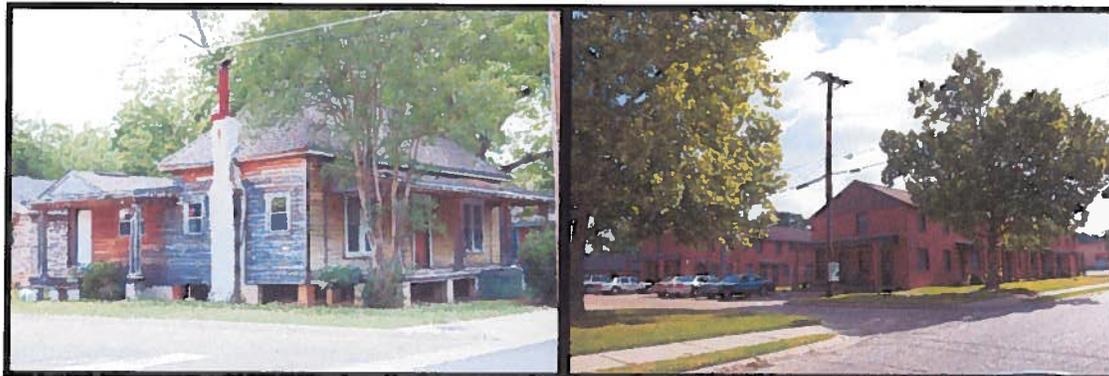
Typical housing stock in this section is much smaller, older, and generally constructed of wood or wood-like materials or clapboard (an older version of composite siding). Streets are generally narrower and structures are either set at



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the street right-of-way or close to it. The result is a sense of crowding of structures to individuals traveling through. Because of the reduced building setbacks commonplace in this section coupled with the narrow streets, motorists must be at a heightened state of readiness while driving the streets to avoid running into pedestrians. Although this section has almost all the sidewalks that exist in the NW Urban Sector Neighborhoods, the lack of sidewalks on some streets cause pedestrians to walk in the streets which also lends to a potentially dangerous and undesirable situation.

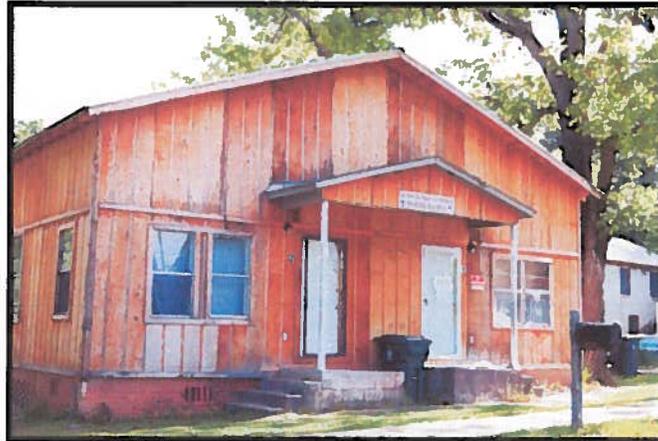
Following are random photographs that present some of the typical structures in the various land uses found in Section 1. Note the lack of maintenance, even so far as lack of paint, on the housing structures. The age and state of decay is prevalent on many of the structures found in this section. Nearly all of the structures rated “poor”, most of those rated “fair”, and all rated “dilapidated” or “condemned” are located in this section. A map found later in this report show the general location of poor, dilapidated and condemned structures.



**Figure 3-6 Single-Family House & Figure 3-7 Multi-Family Apartments**



**Figure 3-8 Commercial Building**



**Figure 3-9 Institutional (Church)**

**3:1:2:1:b Section 2 (Garden District):**

By far, this area is home to some of the best maintained, most expensive housing in the NWUSN. Many stately homes are found in the Garden District. Commercial structures are constructed of better quality brick or stucco materials and are located primarily along the main roads that border this section. This section is also home to all four NW Urban Sector Neighborhoods' mega churches that are also some of the largest churches in all of Dothan. Following are some photographs which present housing, a typical commercial structure, and an example of an institutional (church) use found in Section 2. Relatively few sidewalks are located in this section and pedestrians, as in Section 1, are forced to the street. However, the streets are, for the most part, wider and structural setbacks farther back from the paving, so dangerous auto/pedestrian conflict opportunities are minimized.



**Figure 3-10 Single-Family Example**



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**Figure 3-11 Single-Family Example**



**Figure 3-12 Commercial Building**



**Figure 3-13 Multi-Family Townhouse**



**Figure 3-14 Institutional (Church)**

**3:1:2:1:c Section 3 NWUSN North:**

This area is predominantly housing with most of its commercial uses lining Montgomery Hwy. The Ross Clark Circle has relatively few commercial locations that are still open for business. Two large automotive dealerships have closed after becoming the victims of a poor national economy which prompted the automobile manufacturers to close these dealerships. They have stood vacant for several years and there is no plan in the foreseeable future for these facilities to be used for anything else. Hopefully other uses will occupy these two empty dealerships in the near future as has the abandoned Circuit City building in Section 2. The absence of sidewalks in this section also causes pedestrians to walk in the streets. However, the configuration, circuitous nature of, and the amount of dead end internal streets in this section limit through traffic and thus reduce the potential for pedestrian/vehicular conflict. In addition the line of sight at street intersections is vastly improved over the typical intersection in Section One.



**Figure 3-15 Property Available for Re-use**



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The photographs below illustrate some of the types of typical residential and commercial structures found in this section.



**Figure 3-16 Single-Family Residential**



**Figure 3-17 Single-Family Residential**



**Figure 3-18 Commercial Property**



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Most commercial activity in Section 3 occurs along the Montgomery Hwy. and is primarily free-standing or strip commercial in appearance. The housing is generally single family with a few exceptions scattered throughout in isolated small pockets of duplex uses. The existing land use within this area is shown in detail on figure 3-20.

Approximately 7 acres out of a total of  $\pm 15$  acres of land west of Denton Rd. and south of Adrian Rd. is yet to be developed and is being utilized in some sort of agricultural use. The large, active farmland is accessible via April Cir and Woodline Dr. Another public roadway, Woodsvale Dr., provides access to the forested portion of the undeveloped 15 acre tract. This is a suitable size tract of land for almost any sort of land development venture.

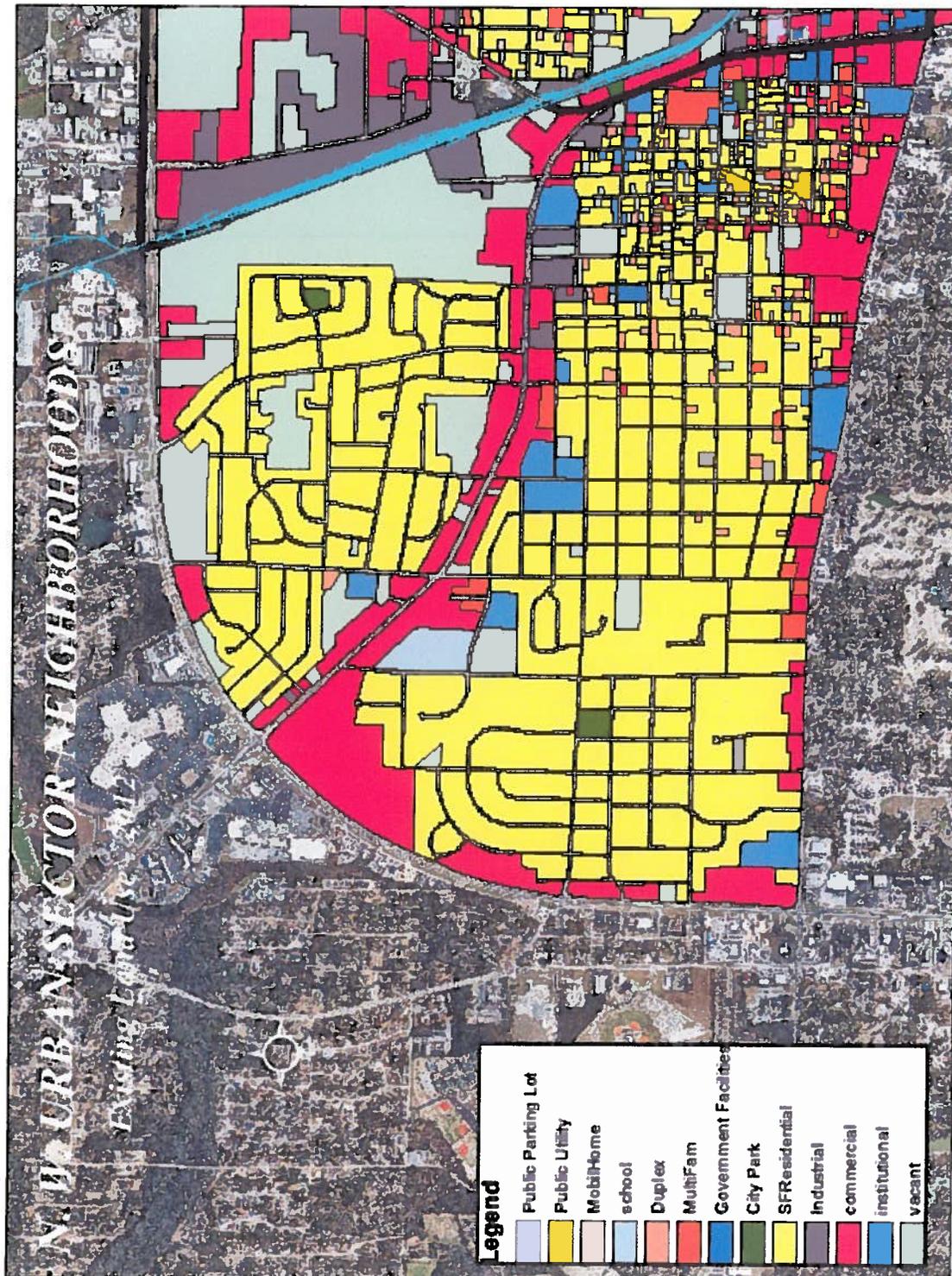


**Figure 3-19 A 15-Acre Undeveloped Future Opportunity**

The remaining land in Section 3 is primarily developed as residential with highway-dependent commercial activities found along the extent of the Montgomery Highway. Surprisingly, the Ross Clark Circle, one of the city's busiest roadways has little active commercial uses along it. Two large car dealerships lay abandoned on the Circle and Denton Road, and one small strip retail site lies on the Circle at N. Cherokee. Besides those developments large frontages lay undeveloped on the Circle in Section 3.



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**Figure 3-20**



### **3:1:2:2 Land Use Distributions**

The NW Urban Sector Neighborhoods is an area of contrasts with distribution of land uses and housing types varied and diverse. From the commercial bands along the Ross Clark Circle, W. Main Street and the Montgomery Highway to the isolated pockets of residential neighborhoods within its interior, the land use distribution is found on smaller parcels in Section 1, larger ones in Section 3 and the largest parcels or lots in Section 2.

The commercial cells are truly highway-dependent and their presence is limited to the frontage of highways and major roads. Often single family residential uses back up to the highway commercial rather than the preferred transition of land uses from the high intensity ones to the lower intensity residences. This occurred over time principally due to developers erecting residential neighborhoods immediately adjacent to and in some cases backing or siding onto the highly traveled Ross Clark Circle; or leaving small tracts along the Circle, Montgomery Highway and W. Main Street for future commercial development.

Often single family detached residential uses back up to the highway commercial rather than a preferred transition of land uses from the high intensity ones to the lower intensity residences. The transition problem occurred over time principally due to developers being able to construct residential neighborhoods immediately adjacent to and in some cases backing or siding onto the highly traveled Ross Clark Circle; or leaving small tracts along the Circle for future commercial development.

A better practice would have been to transition buffer uses such as apartments, office, or garden homes between the planned commercial strips and the developed single family residential properties. Better still, setting aside an adequate natural buffer of existing woodland vegetation would have provided a better light, sight, and noise abatement zone between the unlike land uses.

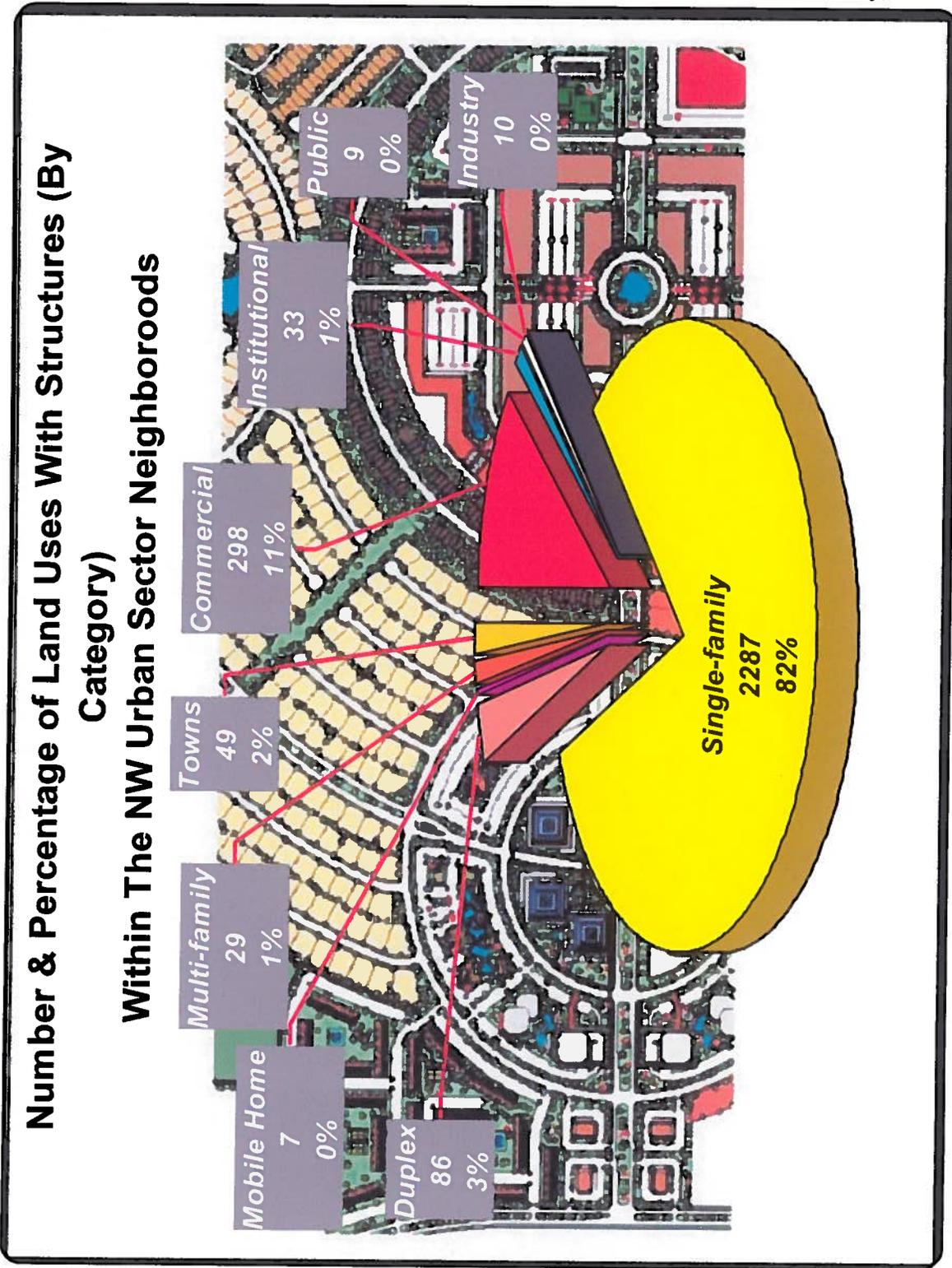
Unfortunately the developer need only to show the property intended for immediate development even though they may own the property backing onto a proposed residential development and facing a major or minor arterial. Since they are not required to submit a general development plan for the entire property they own or have a legal interest in, the city reviewing staff cannot make a complete analysis of future land use or zoning impacts. If developers were to be required to submit a general plan showing all the property in their possession or contractual control, the planning staff might recommend the proper method of transitional land uses from those of a higher intensity and density to those of the lower ones.



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Additionally, if the entire development plan were known, a system of adequate landscaped buffering could be required up front, thereby assuring as much as practical and possible an element of protection to the integrity of the soon to be constructed residential development.

Figure 3-21 on the following page shows the distribution of land uses in the NW Urban Sector Neighborhoods. Single Family residential uses are the largest development use category of existing property at 82% of the total, while mobile homes, industrial development and public spaces represent the least.

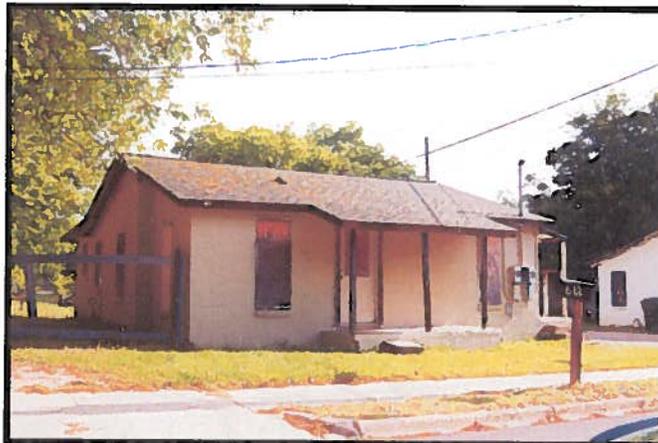


**Figure 3-21**



**3:1:2:2:a Residential:**

The housing stock contains a mixture of smaller, older homes in neighborhoods bordering the downtown in Section 1 which contains the Baptist Bottoms neighborhood 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 W. Burdeshaw and closer to the Montgomery Highway in the areas defined as Sections 2 and 3.



**Figure 3-22 Single Family Home Found in Section 1**



**Figure 3-23 Single Family Home Found in Section 3**

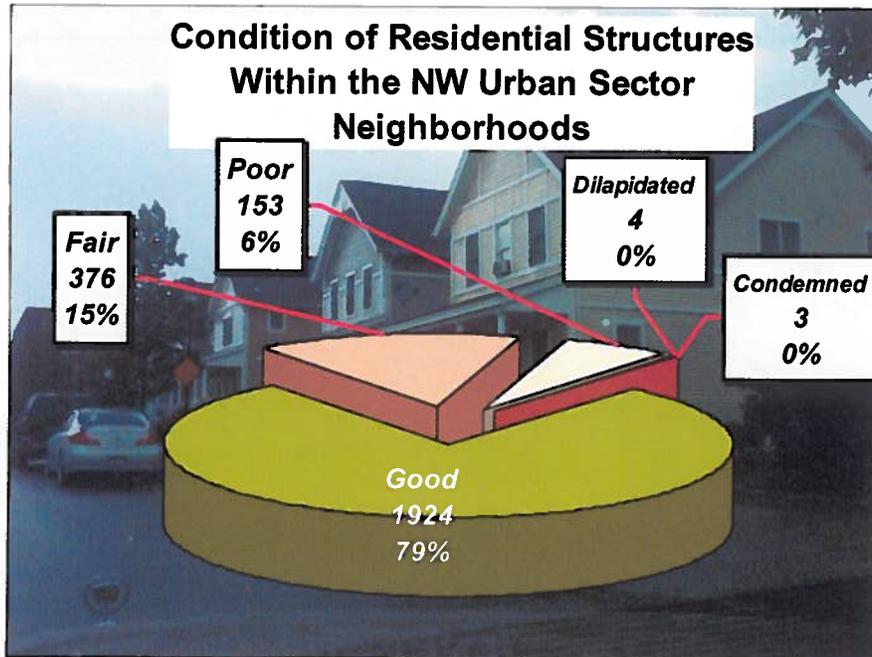
The results of the survey would seem to indicate that the structural conditions of residential units are generally pretty good throughout the entire study area. A total of 2,457 residential structures were reviewed and surveyed in NW Urban Sector Neighborhoods and 79% of the residential structures in the urban area



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were rated “good”<sup>\*</sup> A rating of “fair”<sup>\*\*</sup> was given to 15% of all residential structures surveyed while 6% were rated as “Poor”<sup>\*\*\*</sup> and less than 1% (4) of all residential structures rated the worst rating of “dilapidated.”<sup>\*\*\*\*</sup>

The following figure provides an illustrative comparison of the findings of all residential structural conditions in this neighborhood.



**Figure 3-24**

The research goes further in its analysis and divides the total residential classification into either single-family<sup>1</sup>, mobile home<sup>\*\*</sup>, duplex<sup>\*\*\*</sup>, or multi-family<sup>\*\*\*\*</sup> characteristics. A comparison of findings by each category follows.

<sup>\*</sup> “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.

<sup>\*\*</sup> “Fair” Rating indicated the need for minor repair such as some shingle replacement; some rotted wood replacement and the need for painting.

<sup>\*\*\*</sup> “Poor” Rating was assigned those structures which showed major structural fatigue or failure.

<sup>\*\*\*\*</sup> “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.

<sup>1</sup> Denotes a structure intended for the housing of only one family.

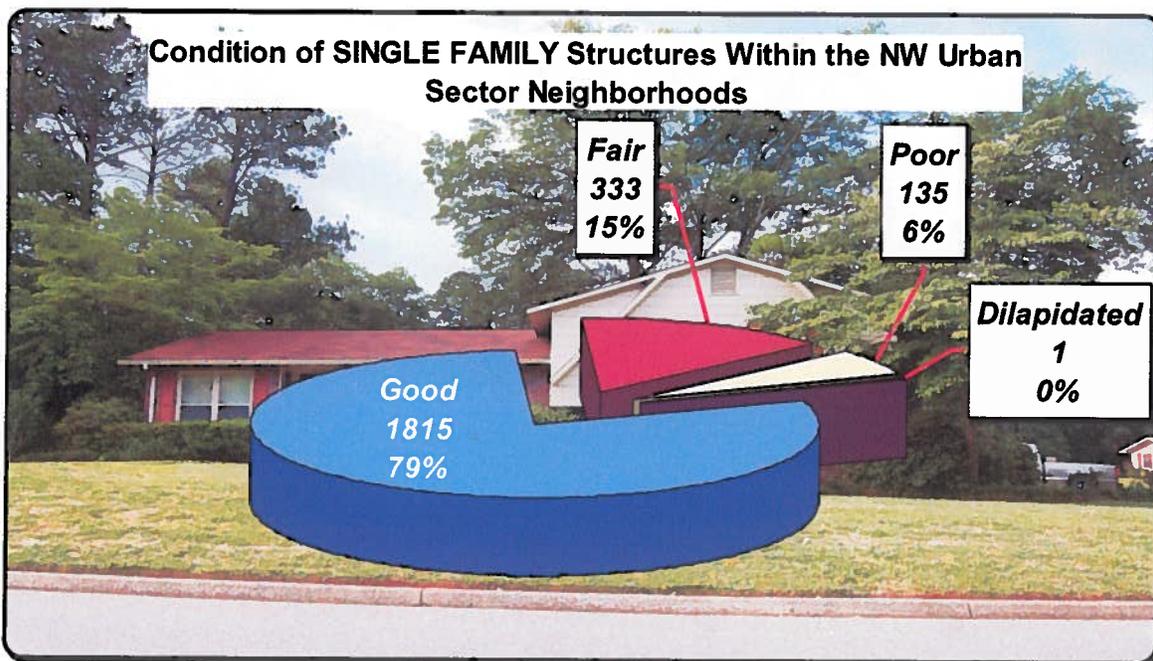
<sup>\*\*</sup> Denotes any class of portable housing to include mobile homes, manufactured housing and large RVs used as primary housing accommodations.

<sup>\*\*\*</sup> 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.



**3:1:2:2:a:1) Single-Family:**

A total 2,284 single-family units were located during this survey. The number of single-family dwelling units that meet the standards established to be categorized as in good condition within NW Urban Sector Neighborhoods are 1,815 (78%), while another 333 were categorized as in fair condition or in need of minor repair. A large number (135) of single-family units unfortunately, received a poor rating and only 1 unit was rated in such a deteriorated condition to be classified as dilapidated.



**Figure 3-25**

**Single-Family Building Materials:** The predominant building material used on the total 2,287 single-family dwellings within NW Urban Sector Neighborhoods is brick (37%) or a brick and wood combination (20%) with 1,275 single-family dwellings constructed of the masonry or masonry/wood facade. Following these materials are a wood textured façade (444); clapboard, an older form of siding material (246), and a newer form of vinyl siding (235). The remainder is distributed among various other materials as shown on figure 3-26.

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

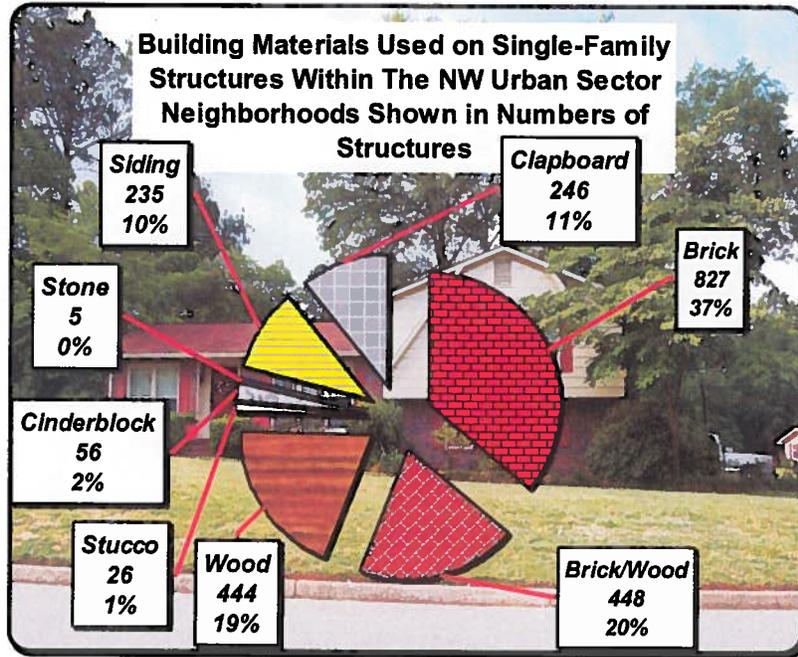


Figure 3-26

**Single-Family Occupancy:** The rate of occupancy within single-family dwellings is 96%. Only 86 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. Figure 3-27, below, offers a graphic illustration of these data.

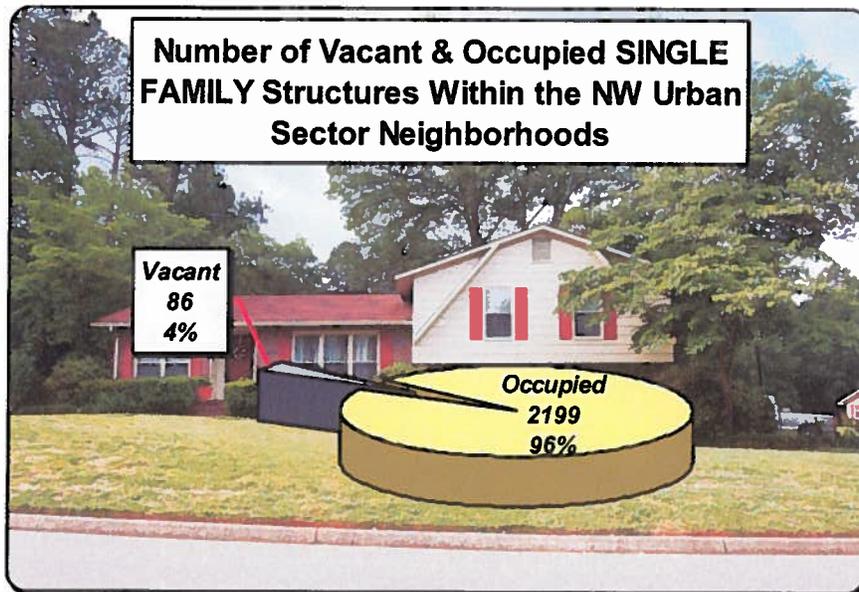


Figure 3-27



**3:1:2:2:a:2) Mobile Homes:**

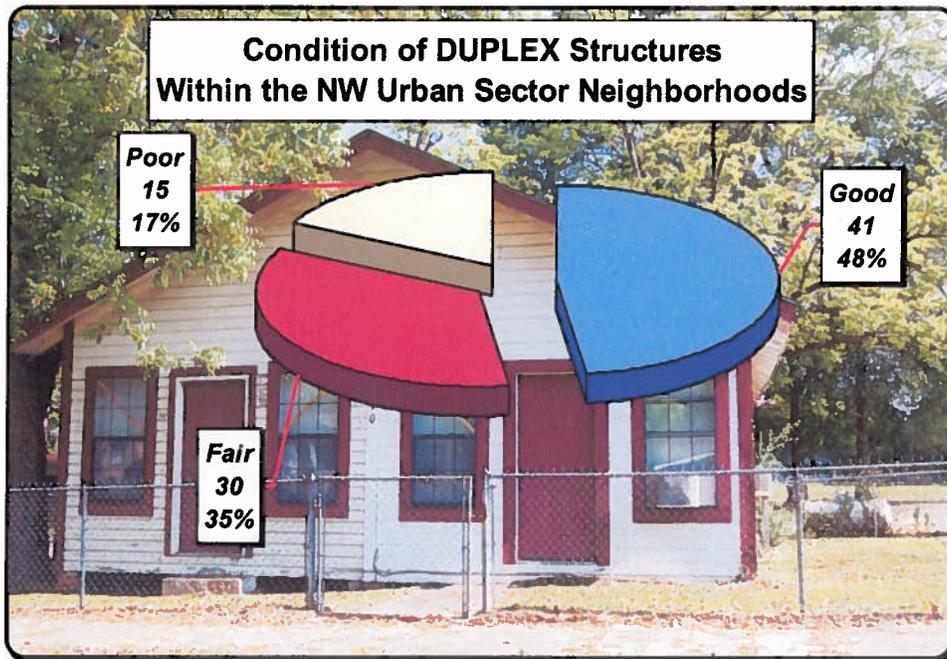
There were only seven mobile homes spotted during this survey. The homes were located on N. Herring, Tacoma, N. Alice, Blackshear, W. Newton, N. Bell, and Linden. Three of the homes were in good condition, one was fair and the remaining three were rated as poor.

**Mobile Homes Building Materials:** Building materials used on the exterior of this category are all considered to be some sort of metallic alloy.

**Mobile Home Occupancy:** All seven mobile homes were found to be lived in and none unoccupied.

**3:1:2:2:a:3) Duplexes:**

The majority of duplexes found in this area were in good shape. Of the total 86 duplex units, 41 (48%) were rated good, and another 35 (30%) rated in fair condition. Only 17% of all duplex units were found to be in poor condition. Clearly, this type housing is maintained pretty well as a whole.

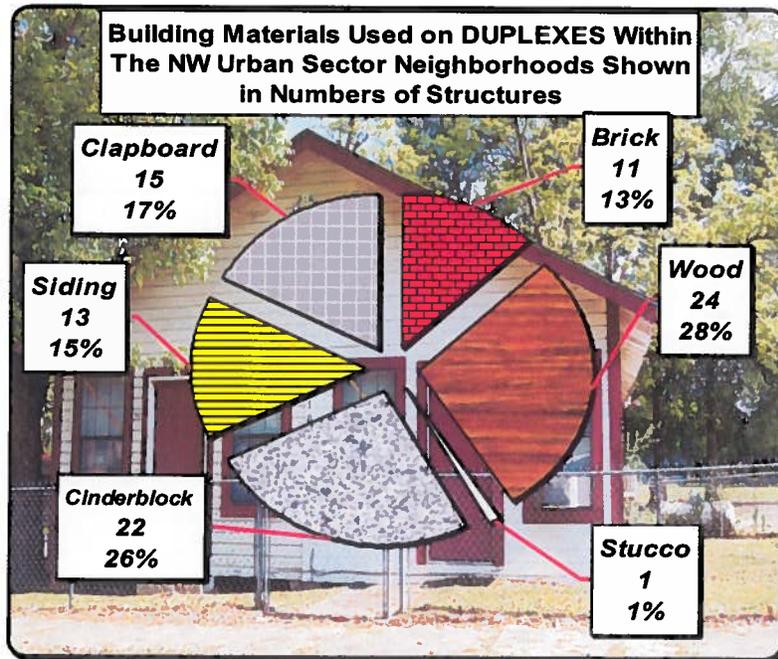


**Figure 3-28**

**Duplex Building Materials:** The predominant building material used on the duplex dwellings within NW Urban Sector Neighborhoods is wood with 24 duplexes constructed of that material. Following wood is cinderblock (22),



clapboard (15), and siding (13). Only 11 duplexes were constructed of brick. More detail of this distribution is found on figure 3-29.



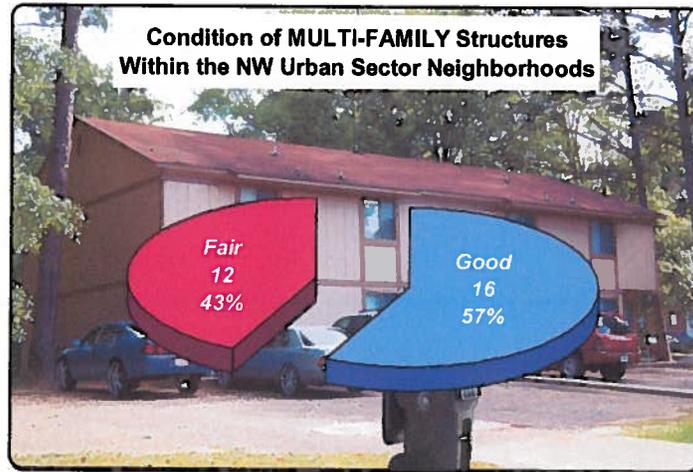
**Figure 3-29**

**3:1:2:2:a:4) Townhomes:**

This type housing was located in three primary locations, fronting W. Main Street and Martha Avenue; on N. Pontiac and Azalea Terrace; and fronting W. Burdeshaw at N. Cherokee Avenue. The 49 townhome units were all found in good condition, and the majority of the units were either brick or a brick and wood façade. Only 4 units were determined to be constructed of all wood exterior.

**3:1:2:2:a:5) Multi-Family:**

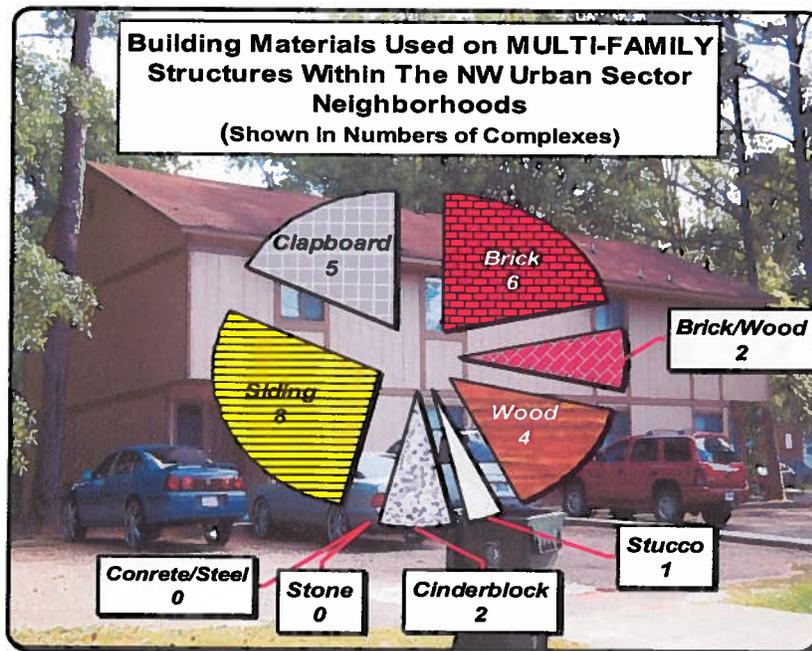
The final category of residential dwellings in this report is multi-family structures. Each one of these complexes was counted as one structure although they may have included more than one structure within each of the properties. The materials used information was reflective of the material used on 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.



**Figure 3-30**

The majority of the multi-family structures were rated either good or fair. There were no structures rated poor or dilapidated.

**Multi-Family Building Materials:** The predominant building material used on the multi-family structures or complexes within NW Urban Sector Neighborhoods is siding with 8 stand alone structures or structures found within a complex constructed of that material. Brick, clapboard, wood, brick/wood, cinderblock, and stucco complete the list of building façades on multi-family structures in the area. None were built from the remaining two categories of concrete/steel and stone.



**Figure 3-31**



### **3:1:2:2:b 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 and in various commercial nodes found at the major roadway intersections.

Major commercial nodes in the Northwest Urban Sector Neighborhoods are located at the Ross Clark Circle/W. Main; Ross Clark Circle/Montgomery Hwy.; W. Main N. Park; W. Main/S. Edgewood; and W. Main/N. Oates intersections. A concentration of restaurant and fast food locations are situated along the Ross Clark Circle and the W. Main Street node as well as the Ross Clark Circle and Montgomery Highway node. A large number of retail uses are located at the Ross Clark Circle and Montgomery Highway node. The W. Main/S. Edgewood node is a lesser node, propagated by the presence of the Porter Square Shopping Center. Lesser intense and dense commercial uses line the W. Main corridor as well the extent of the Montgomery Highway between N. Oates and the Circle. Refer to the figure on the following page for identification of these nodes and the commercial corridor stripping along the major roadways.

What is referred to as the Downtown Core Area is adjacent to the southeast portion of the NW Urban Sector Neighborhoods and is also the location for a large amount of commercial activity such as retail, restaurants, offices and optometric medical services.

Along Montgomery Hwy. the easternmost part of W. Main, and N. Oates the commercial buildings are generally older and comparatively not in as good physical condition as structures found along the Ross Clark Circle and W. Main. Commercial structures on the Ross Clark Circle and along the extreme western segments of W. Main are generally newer construction and in much better shape than those along the two previously mentioned roadways.

This is reflective of the progression of development in Dothan. Radiating outward from its downtown core area, structures progressively get newer and are constructed of better quality building materials as one nears the Ross Clark Circle. In fact, some of the newest commercial developments (those constructed since the late 1990s and early 2000s) are located along the Circle in the vicinity of the Montgomery Hwy. Many structures along the extreme western end of Main Street were also constructed less than 10-20 years ago. This is evidence of the start of Dothan's sprawl as it grew toward the Circle and along the Circle. The newest commercial developments lie outside the Circle as Dothan continues to sprawl westward along W. Main Street (US Hwy 84) and US Hwy 231 N.

**Big Box Adaptive Re-use:** A few years ago Circuit City closed the doors of its location at Montgomery Hwy and the Ross Clark Circle. The building stood empty



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and was only used occasionally by traveling retail expositions and sales. Recently another national discount retailer began refurbishing the interior to suit their needs as an adaptive re-use of an existing large building. Big Lots opened their doors at this location on June 8, 2012 breathing new life into a possible future unmaintained and deteriorating eyesore.

Recently the abandoned car dealership at Denton and the Ross Clark Circle sold. As of this report no re-use has been announced.



# COMMERCIAL INFLUENCE



Figure 3-32



**3:1:2:2:c Industrial:**

The industrial activities in NW Urban Sector Neighborhoods are considered light in intensity. The only industrial use considered heavy would be the CSX Railroad Rail yard itself.

The NWUSN industrial uses were located either on the Montgomery Highway or along N. Oates Street and were not intense in any way.

**3:1:2:2:d 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 as well as a relatively new land use "community gardens".

**3:1:2:2:d:1) Schools:**

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 public schools are found in NW Urban Sector Neighborhoods; they are Montana Magnet School, Girard Elementary School, and Girard Middle School. The old Highlands Elementary School building is now being utilized by "Project Head Start. Each school has a large amount of open space and the elementary schools and Project Head Start facility has playground equipment for recreation on-site. During the weekend of May 5 and 6, 2012, the Dothan Leisure Services Department hosted an all-volunteer effort to build a playground, that saw individuals giving up their free time to help erect another playground at the Highland Elementary School Project Head Start site at the intersection of N. Herring Dr. and Chickasaw. Part of the national "Playful Cities" initiative, the City of Dothan looks for ways to improve the "playfulness" of the city by adding new recreation apparatus each year. Following are two photos of the recent playground construction.



**Figure 3-33 New Playground at Highland Elementary**



**Figure 3-34 New Playground at Highland Elementary**

**3:1:2:2:d:2) Churches:**

The area has four of the largest churches in all of Dothan. These “mega-churches”, as they are some times referred, occupy much more than one city block. In fact the Calvary Baptist Church and the First Baptist Church have closed two public streets to meet their expansion needs. Calvary Baptist not only closed a segment of Sioux St., but built part of its campus on top of where it once was. The sprawling Calvary Baptist Church is seen in figure 3-35.



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**Figure 3-35 Calvary Baptist Church**

This is home to such a large congregation that adjacent property had to be acquired to construct a parking lot upon it in addition to the parking lot on the church proper to handle the numbers of vehicles present during services.

**The First Baptist Church** on W. Main St. petitioned the city and was successful in closing W. Troy St. between N. Alice and N. Lena Streets to use as a parking area and a safe connection for the congregation's children walking from the church to the church-owned park on the southeast corner of Troy and N. Lena Streets. Church goes park along the interior streets as well as in the parking lot of an adjacent, empty office building during services here as well as in the parking lot between Alice and Lena Streets.



**Figure 3-36 First Baptist Church**



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**The First United Methodist Church** occupies a large tract of land between N. Park and Pariton Streets. Members of the congregation who cannot find a space in the church parking lot may park along interior streets and nearby commercial parking lots during Sunday services.



**Figure 3-37 First United Methodist Church**



**Figure 3-38 St. Columba Catholic Church**

**St. Columba Catholic Church** (figure 3-38) completed a major expansion to its campus nearly 4 years ago. It now occupies a large piece of property in the Ross Clark Circle and W. Main Street commercial node.

Churches are focal points and places of positive assembly activities, but are traffic generators that can be problematic to normal traffic level of service flow if



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activities are held at these hubs during the work week. Most of these churches hold services and other congregational assemblies every Wednesday evening in addition to Sunday. Many of these churches employ off-duty officers to monitor and conduct traffic movement safely during their peak service hours.

**3:1:2:2:d:3) Cemetery:**

Only one cemetery exists in the Northwest urban Sector Neighborhoods. The North Highland Cemetery is at the intersection of Montgomery Hwy. and Montana Street. This cemetery is nearly, if not completely filled up and very few visitors were observed during the times we passed it by during our field investigations. The passive nature of this facility conflicts with the activity on surrounding land uses and upon the highway which the cemetery fronts.



Figure 3-39 North Highland Cemetery

**3:1:2:2:d:4) Community Garden:**

There is one community garden in the NW Urban Sector Neighborhoods. An advocate for healthy eating in our schools, Mr. Michael Jackson founded Auntie Katie's Community Garden in what is referred to as Section 1 of this planning area on Linden St. between Chickasaw and Whiddon Sts. This garden offers beds and rows for lease by individuals or families to grow their crops on designated plots for their own consumption or to be shared with other community gardeners. Several varieties of vegetables are grown here including carrots, strawberries, asparagus, tomatoes, squash and cucumbers.

The photograph in figure 3-40 shows a section of the garden in full bloom.



**Figure 3-40 Auntie Katie's Community Garden**

Community Gardens are common in urban areas of communities in the north and northeast United States. The concept offers residents in the surrounding area a place to plant and tend to their garden and they either pool their crops and distribute them equally among all participants or keep what they grow to themselves. Some participants in other community gardens pay a fee for use of a space and for that fee receive not only a plot of land to garden but limited irrigation, fertilizer, pest control, chicken wire fencing of their individual plot, and often 24-hour security. Not only do participants benefit from growing their own produce, but they often make new friends by fellowshipping with others and in sharing gardening tips among themselves.

**3:1:2:2:d:5) 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 figure 3-41. 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.



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



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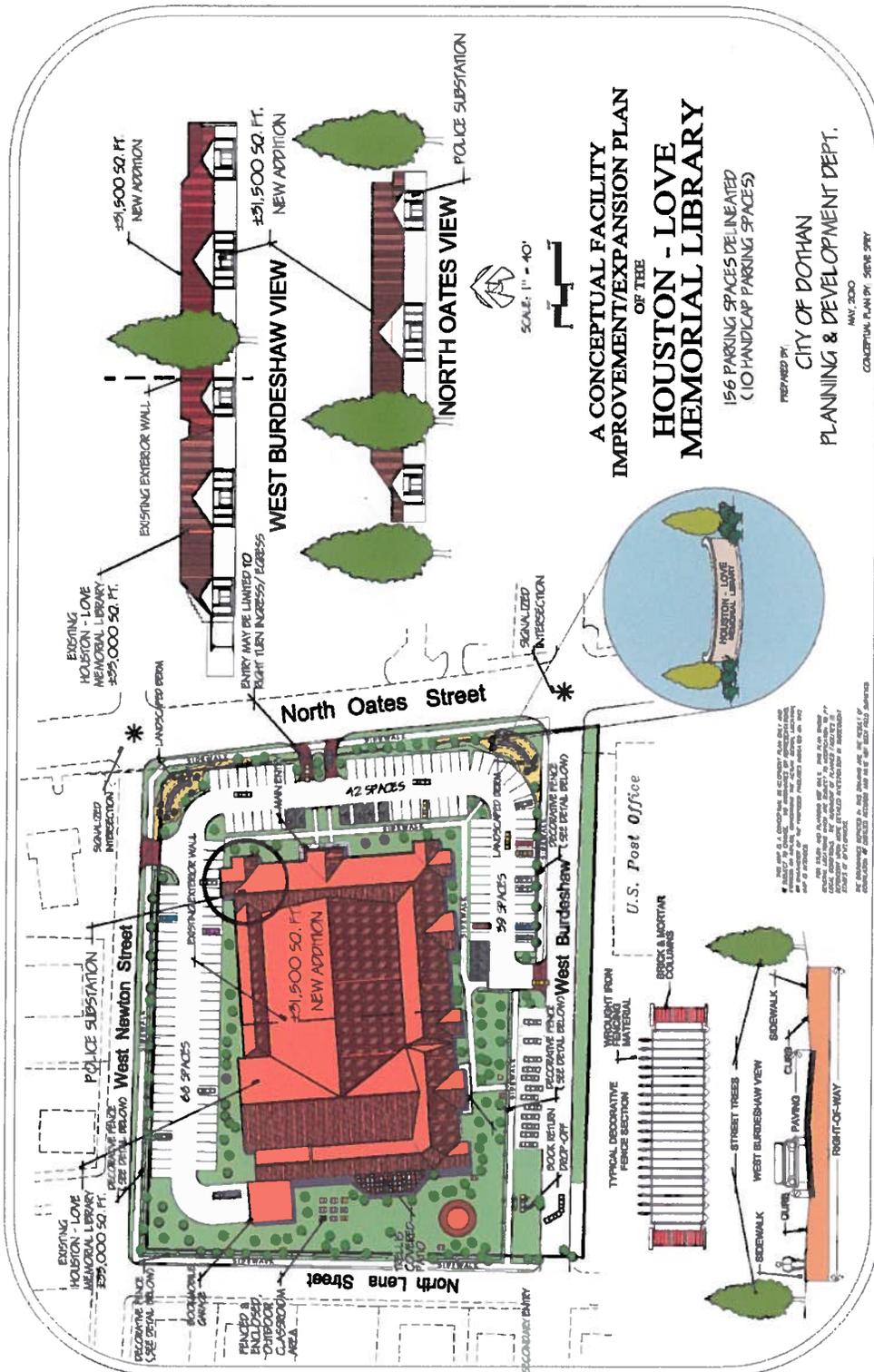
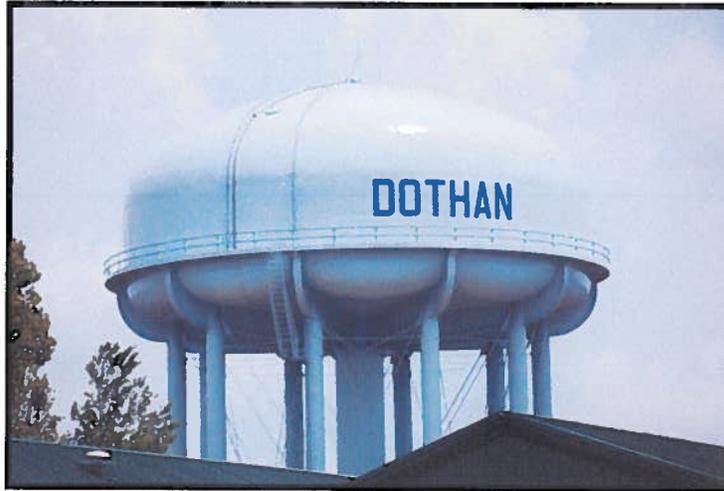


Figure 3-41



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**Public utilities:** would include electric transmission lines, water wells, pipelines, and any other facility that is designed to distribute utility services.



**Figure 3-42 City of Dothan Water Tower on W. Powell St.**

**Historic Districts:** While not a specific land use, like zoning controls, historic districts have unique restrictions for development, construction and re-construction within their boundaries. They have a designated commission to oversee applications for activities within its boundaries; and often a set of guidelines to follow. The Downtown Historic District has a presence in the NWUSN. The extent of the District is shown on figure 3-43.

Any new construction, re-construction, painting, or other activities which might affect the façade of a building within this District must be approved by the Planning Department and the Historic Preservation Commission prior to any activity taking place.



# DOWNTOWN HISTORIC DISTRICT BOUNDARY IN THE NWUSN BEING ±14 ACRES

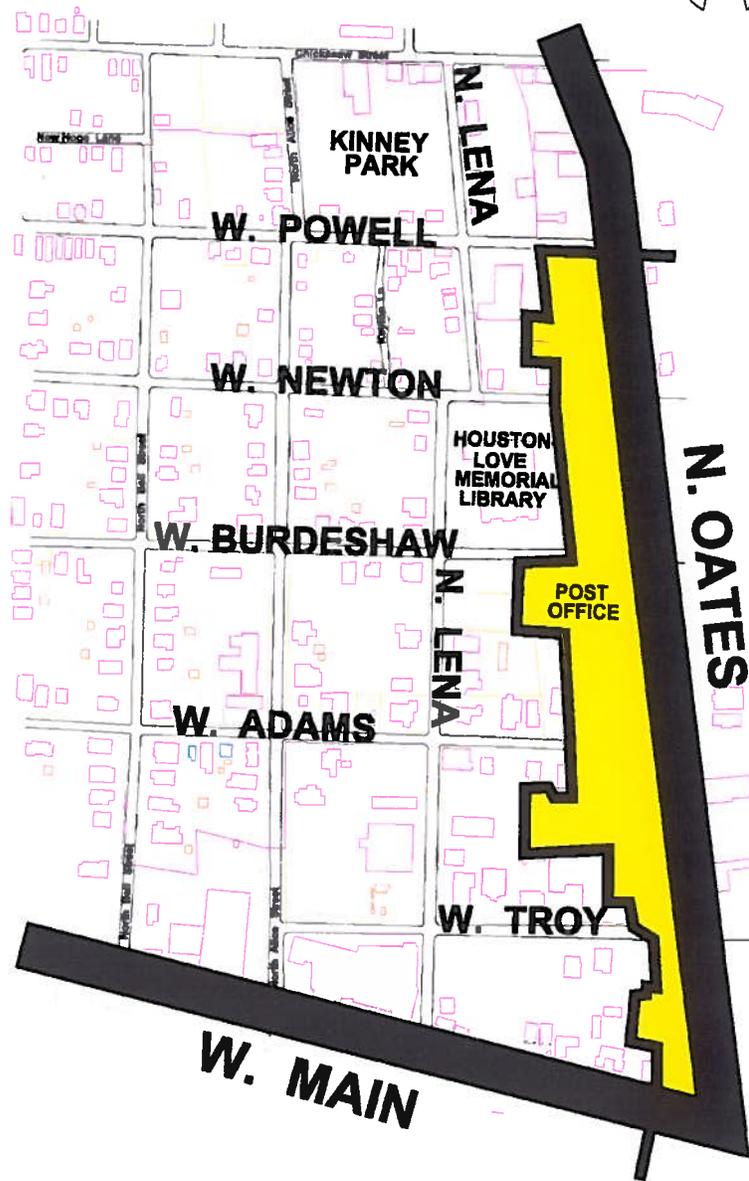


Figure 3-43



**3:1:2:2:d:6) Recreational Facilities:**

In addition to the playground facilities mentioned in the previous section, there are three public parks, one private subdivision park, and one private swim and tennis center in the NW Urban Sector Neighborhoods.

**The Azalea Swim and Racquet Club:** This private facility operates on approximately 2.5-acres at the intersection of N. Pontiac Ave. and McNeil Dr. immediately to the rear of the Girard Middle School campus. The center is open to residents of the Garden District only for a yearly fee and has 11 tennis courts, a large swimming pool, small playground and a picnic area.



**Figure 3-44 Azalea Swim & Racquet Club**

**Northfield Subdivision Recreation Center:** This small private park sits on approximately 1.75 acres of land at the intersection of Sequoia Dr. and Aspen Cir. contains two tennis courts, swimming pool and club house/lockers, and a playground and picnic area. It is owned by and operated by the local home owners association through funds collected annually from the residents of the subdivision.

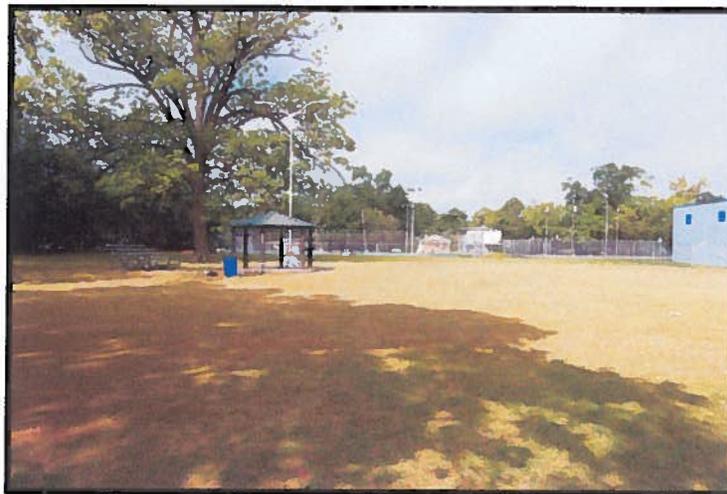


**Figures 3-45 & 3-46 Northfield Subdivision Recreation Center Facilities**



**Figure 3-47 Northfield Subdivision Recreation Center**

**Kinney Park:** This public park, classified as a “Neighborhood Park” is located behind the Boys and Girls Club of Hawk-Houston, has approximately 1.83 acres of land, two tennis courts, basketball court, pavilion, and a playground area. Kinney Park fronts on Chickasaw, N. Alice and N. Lena Streets. There is a small parking area for head-in parking located on N. Lena St.



**Figure 3-48 Kinney Park**



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**Figure 3-49 Kinney Park**

Although this park has two tennis courts and a playground facility most of the park is in open space as is the other public park in the NW Urban Sector Neighborhoods, Solomon Park.

**Solomon Park:** is also classified as a “Neighborhood Park”, and yet is perhaps the busiest neighborhood park in all of Dothan. The park draws people from surrounding neighborhoods many weekends and is often the site for planned recreational or instructional activities such as Tai Kwando and Karate exhibitions. Parking is limited and is solely along the internal residential streets.

Situated on approximately 3.25 acres of land surrounded by Choctaw, Forest Dr., Reswood Ave., and Hazelwood Ave., Solomon Park is designed to offer a more passive recreational opportunity than the Northfield Subdivision Recreation Center, Azalea Swim and Racquet Club, or Kinney Park. The park has picnic tables, and a backstop where little league baseball players hold practices and a pick up game of softball may be conducted. Its large open spaces invite more active physical activities and can be the scene of weekend soccer matches, or organized events and exhibitions.



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**Figure 3-50 Solomon Park**



**Figure 3-51 Solomon Park**

Three alternative plans were prepared on the authorization of the city manager and delivered to Leisure Services, Public Works, and City Commissioner Precinct 6, Hamp Baxley for his presentation to the citizens. One of the three conceptual plan alternatives prepared by the Long Range Planning Division appears on the following page. The plan shown suggests a perimeter trail for walking/jogging, a nature area, and a garden or low hedged maze as a focal point with a way-finding kiosk and thematic clock tower. Other alternatives depicted expansion of the backstop area to a little league baseball field with a 180-foot center field fence at the request of the citizens, and a much more passive approach with trails, a clock tower, and tot lot playground.



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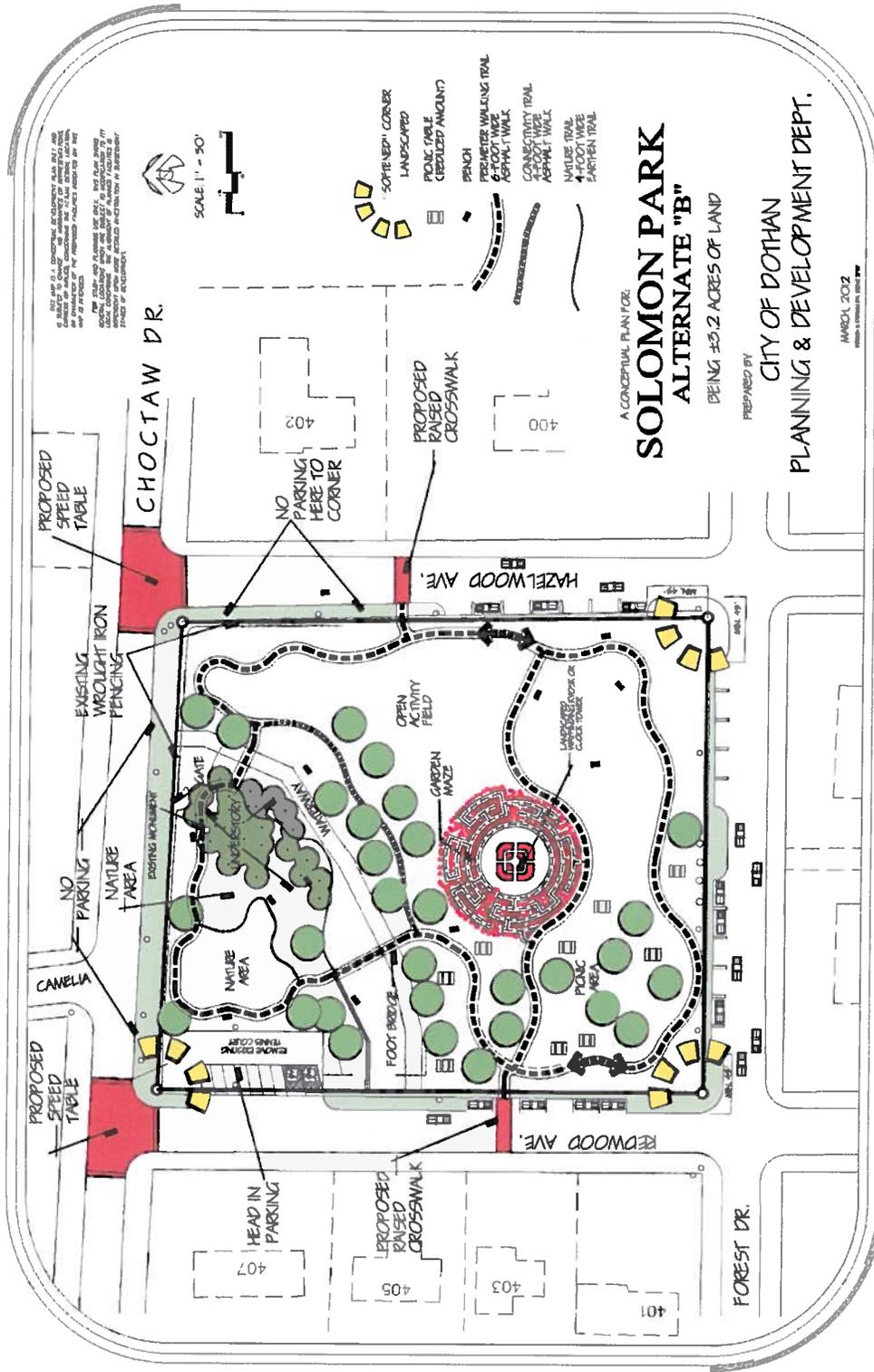


Figure 3-52



### **3:1:3 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, roads, public transit routes, bicycle lanes, pedestrian paths, greenbelts, etc. - should be examined and discussed through out the process.

#### **3:1:3:1 Local Vehicular Roadways:**

Several numbered, state-maintained major arterials facilitate traffic movement around and through the NW Urban Sector Neighborhoods. Those arterials are W. Main St. (US HWY 84, AL 12); N. Oates St. (US HWYs 431 and 231); Montgomery HWY (US 231, AL 53); and the Ross Clark Circle (US HWY 231 ALT, AL 210). The needs for these roadways are addressed in the *Southeast Wiregrass MPO 2035 Long Range Transportation Plan*, January 2010.

Besides the major transportation route boundary streets of W. Main, North Oates, and the Ross Clark Circle other arterial roadways traversing NW Urban Sector Neighborhoods and providing a link to areas outside these neighborhoods are Montgomery Highway, N. Cherokee Ave., Denton Rd., N. Park St., and Choctaw.

#### **3:1:3:2 Roadway Functional Classifications:**

The *Southeast Wiregrass Area MPO-2035 LTRP Update, 2010* prepared by the Jacobs Engineering Group has determined the functional classification for roadways in the NWUSN. Those classifications are "Principal Arterial" (the Ross Clark Cir.; Main St.; N. Oates St.; the Montgomery Hwy.; and Reeves St.); "Minor Arterial" (N. Park Ave. from Main to Montgomery Hwy; Denton Rd. from Montgomery Hwy. to the Ross Clark Circle; Choctaw St. between the Ross Clark Circle and N. Park Ave.; N. Cherokee; W. Burdeshaw; Montana; and W. Troy St.); and finally "Collector" (Chickasaw St. from N. Oates St. to N. Cherokee Ave.). All the remaining roads are classified simply as "local Roads".

With the exception of the Montgomery Hwy and Denton Rd. the NW Urban Sector Neighborhoods' roadways are two-lane, blacktopped roads designed for low traffic volumes normally associated with residential neighborhood traffic. Montgomery Highway and Denton Road are multiple lane roadways and conduct a high amount of through traffic on a daily basis. Denton Road (estimated at 15,000 Average Daily Traffic (ADT) provides an important link from Montgomery Highway to the Dothan Regional Airport. Plans are underway to widen the stretch of Denton Road between the Ross Clark Circle and Westgate Parkway, plus upgrade the narrow, low load bridge over Rock Creek. Justification for the widening comes from various studies by the city's Traffic Engineer and supported



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by the *Traffic Assessment – Recommendation of Four Top Arterial Projects for Right-of-Way Acquisition & Widening*, December, 2009 prepared by the Long Range Planning Division.

Main Street is a heavily traveled, state-maintained, highway bearing the route number US 84 and AL 12. As Main St. passes through most of the city, it bears the local name “Main Street”. The portion of Main Street that forms the southern boundary of NW Urban Sector Neighborhoods is a four-lane roadway.

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

**3:1:3:3 Connectivity:**

For the most part connectivity of roads anywhere inside the Ross Clark Circle is satisfactory. In the NWUSN in particular, most roads continue to intersections with other roads. Some exceptions occur in the Garden District where a few cul-de-sacs are found. However, the lengths of those cul-de-sacs are not unusually long.

**3:1:3:4 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.

None of the major roadways within NW Urban Sector Neighborhoods have sidewalks for the entire length. The Ross Clark Circle has no sidewalks, anywhere within the study area. N. Oates has sidewalks generally nearer to Main St., and Main St. has sidewalks from N. Oates to N. Herring but none between N. Herring and the Ross Clark Circle. Montgomery Hwy. has no sidewalks, nor do Cherokee, N. Park, Girard, Choctaw, Denton, or any of the internal roads that serve as minor arterials or collectors. Figure 3-53 delineates the location of sidewalks and side of the street on which they occur. Supplementing the figure is a table which indicates the road on which a sidewalk occurs, the segment from and to as well as the number 1 or 2 to indicate how many sides of the road a sidewalk occurs on that specific segment. Both of the visual aid tools are found beginning on the following page and the one immediately thereafter.

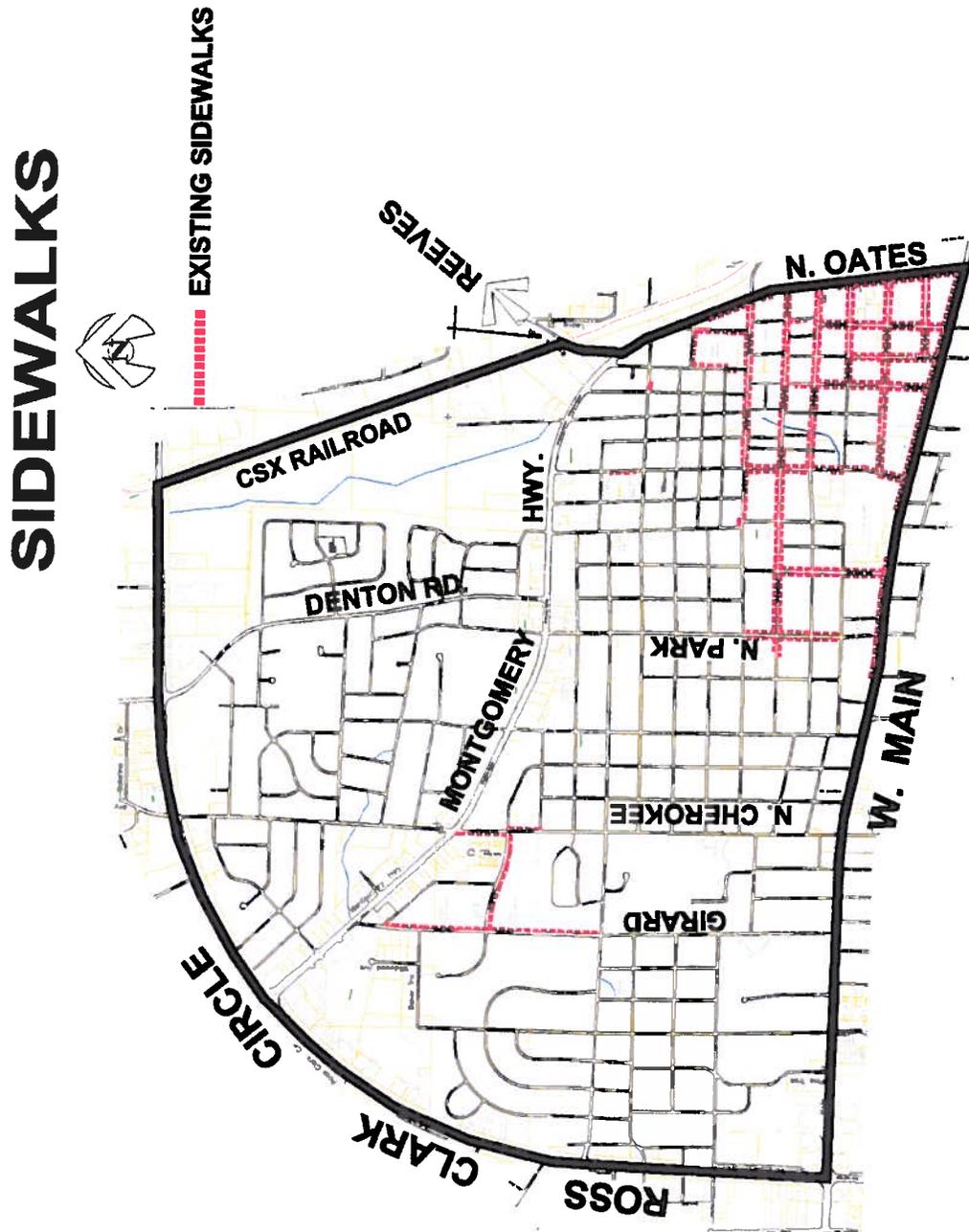
Most sidewalks are found in the extreme southeast corner of the area, with sidewalks along the east side of Girard Ave. from just south of Montgomery Hwy. to Choctaw Ave. and another along the south side of N. Pontiac Ave from Girard Ave. to N. Cherokee St.



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The area is in need of additional sidewalks if pedestrian movement within the urban areas is to be considered a viable mode of transportation. Yet simply constructing sidewalks for construction sake without the benefit of a strategy often times is a waste of dollars and opportunity. Sidewalks should be constructed to link areas of residences to destinations, such as shopping areas, schools, community centers, places of worship and medical assistance. Sidewalks could be replaced by paved trails which rather than parallel roadways follow natural or manmade drainage features, abandoned rail lines, overhead electrical line easements, or other such physical features dedicated as greenbelts.

A study needs to be conducted at the neighborhood level to determine the best routes and means to pave those routes to best serve the residential population. The study can be performed in-house or by an outside consultant. Either way it ought to be performed prior to any construction occurring.



**Figure 3-53**



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**Table 3-1 Sidewalks**

Roadway	From	To	Amt	From	To	Amt	From	To	Amt
W. Main	N. Oates	N. Park	2	N. Park	S. Orange	1	S. Orange	Ross Clark	0
N. Oates	W. Main	½ Blk N. of Burdeshaw	1	½ Blk N. of Burdeshaw	1/3 Blk N. of Powell	0	1/3 Blk N. of Powell	2/3 N. of Powell	1
N. Oates	2/3 N. of Powell	Chickasaw	1	Chickasaw	2/3 Blk N. of Chickasaw	1	2/3 N. of Chickasaw	Montgomery Hwy	0
N. Park	Burdeshaw	Chickasaw	2						
N. Herring	W. Main	Powell	2						
Montana	W. Main	West Adams	2	W. Adams	Burdeshaw	1	Burdeshaw	1/3 Blk N. of Burdeshaw	2
Montana	1/3 Blk N. of Burdeshaw	Newton	1	Newton	Chickasaw	2			
N. Bell	W. Main	Newton	2	Newton	¼ N. of Newton	1			
N. Alice	W. Main	Burdeshaw	2	½ Blk N. of Chickasaw	Stephens	1			
N. Lena	W. Main	Newton	2	1/3 Blk N. of Newton	Powell	1	Chickasaw	Stephens	1
Houston	½ Blk w. of N. Alice	N. Bell	1						
Stephens	N. Lena	N. Alice	1						
Chickasaw	N. Oates	Montana	2	Montana	Edgewood	1	Edgewood	Greentree	1
Powell	N. Oates	Blackshear	2	Blackshear	Adams	1	Adams	1/3 Blk W. of N. Park	1
Newton	N. Oates	Montana	2						
Burdeshaw	N. Oates	N. Bell	2						
W. Adams	N. Oates	Montana	2						
W. Troy	N. Oates	N. Alice	2						
N. Pontiac	Cherokee	Girard	1						
Girard	Mc Neil	Choctaw	1						

**3:1:3:5 Bicycle Lanes and Designated Paths:**

The presence of bicycle lanes and paths designated for bicycle use does not exist within NW Urban Sector Neighborhoods. With the exception of the internal residential neighborhood streets, using many of the existing roadways would prove problematic for bicyclists. Many of the main roadways are too narrow and heavy with vehicular traffic or are wide enough but do not link destinations such as work centers, community centers or retail/grocery stores to residential neighborhoods. The Ross Clark Circle, Main Street, the Montgomery Hwy., Girard, and Cherokee, however, do provide links to various centers of work, school and other activities. Yet it would be too dangerous to cycle along any one of these roads due to high traffic volumes.



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According to the ***Southeast Wiregrass Area MPO-2035 LTRP Update, 2010*** prepared by the Jacobs Engineering Group only Chickasaw Rd. between N. Cherokee Ave. and N. Oates St. has a Bicycle Suitability measurement of between 3.0 and 4.0 providing it with the best conditions for bicycling. Choctaw from N. Park Ave. to the Ross Clark Circle and N. Cherokee Ave. between the Montgomery Hwy. and the Ross Clark Circle are rated by Jacobs as having "medium conditions for bicycling". All the rest of the roads in the NWUSN rated by Jacobs carry a rating of either "difficult" or "very difficult" for bicycling.

**3:1:3:6 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 at two of them (Girard Elementary and Girard Middle Schools). There is no established safe school route for school aged children to walk or ride bicycles from the neighborhoods in which they live to their school.

One of the factors which make designating safe school routes difficult in this area is that the roadways 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.

**3:1:3:7 Turning Movement Counts at Gateways:**

Several intersections have been identified as gateways to the neighborhoods. The Long Range Planning Staff measured the traffic at these intersections that either entered or exited the neighborhoods to get an idea of traffic flow during evening peak hour time (4:30-5:30pm). Counts were taken between Tuesday and Thursday to obtain the most accurate estimation of normal flow. Monday and Friday counts would present a distorted measurement as people often use these days for extended weekend getaways from work. Following are diagrams which have been prepared to illustrate the traffic turning movement counts.

**3:1:3:7:a Denton Rd. @ Ross Clark Circle:**

Figure 3-54 on the following page examines the amount of traffic entering and exiting the NWUSN to and from Denton Rd. at the Ross Clark Circle. On that afternoon 267 motor vehicles exited the area while 255 entered. Specific numbers of vehicles entering and exiting along differing paths of origin and the numbers of vehicles can be seen by examining the figure.

**Count Taken:** The majority (152) of vehicles exiting the NWUSN traveled north along Denton Rd., with 76 turning left onto Ross Clark Circle and only 39 turning right. The majority of the 255 vehicles entering the NWUSN were southbound traffic from Denton Rd., 51 vehicles turned right off Ross Clark Circle onto Denton Rd., and only 43 turned left from the Circle onto southbound Denton Rd.



**Synopsis:** Clearly most of the Denton Rd. traffic at this intersection is generated by Denton Rd. vehicle movements with only a total of 94 of the entire 255 vehicles entering the NWUSN originating from the Ross Clark Circle. However, a larger percentage of the total traffic exiting the NWUSN (42%) than that exiting turned onto the Circle from northbound Denton Rd.

**Conclusion:** Therefore the conclusion from this specific count is that while more traffic exits the NWUSN at this intersection, less of that flow continues north onto Denton Rd. than does the amount of southbound Denton Rd. traffic entering the NWUSN.

### TURNING MOVEMENT COUNTS DENTON RD. @ ROSS CLARK CIR.

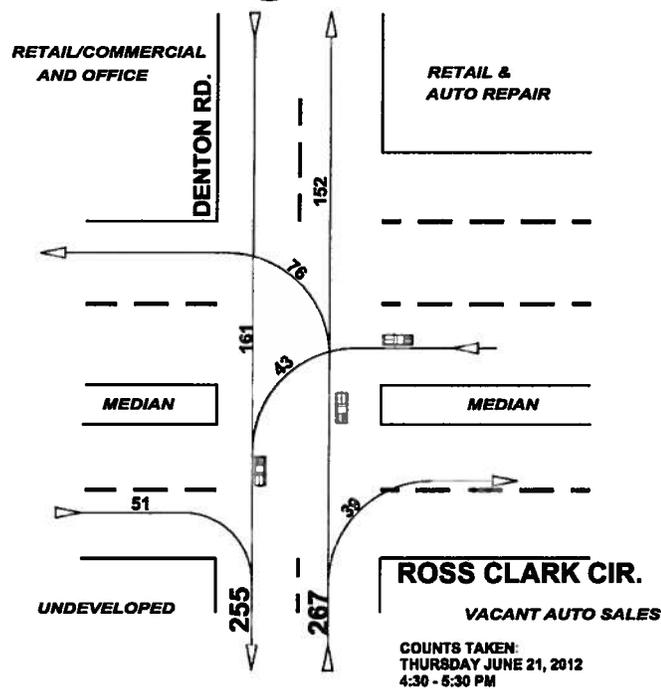


Figure 3-54

#### 3:1:3:7:b N. Park Ave. @ W. Main St.:

W. Main is the dividing point between S. Park Ave. south of W. Main and N. Park Ave. north of W. Main and part of the NWUSN. Figure 3-55 on the following page examines the amount of traffic entering and exiting the NWUSN to and from N. Park Ave @ W. Main St. On that afternoon 379 motor vehicles exited the area while 394 entered. Specific numbers of vehicles entering and exiting along



differing paths of origin and the numbers of vehicles can be seen by examining the figure.

**Count Taken:** The amount of vehicles exiting the NWUSN traveling south along N. Park Ave. (199) was essentially identical to those traveling north on S. Park Ave and continuing northbound on N. Park Ave. into the NWUSN (198). Only one vehicle separated the count. Only 63 vehicles turned into the NWUSN from W. Main and only 78 turning right onto W. Main from the NWUSN. The majority of the 394 vehicles entering the NWUSN were northbound traffic from S. Park Ave., with 133 vehicles turning left off W. Main onto N. Park Ave.

**Synopsis:** Clearly most of the Denton Rd. traffic at this intersection is generated by Denton Rd. vehicle movements with only a total of 94 of the entire 255 vehicles entering the NWUSN originating from the Ross Clark Circle. However, a larger percentage of the total traffic exiting the NWUSN (42%) than that exiting turned onto the Circle from northbound Denton Rd.

**Conclusion:** Therefore the conclusion from this specific count is that while more traffic enters the NWUSN at this intersection, less of that flow originates from the westbound W. Main traffic than does the amount of northbound S. Park Ave. traffic or eastbound W. Main traffic entering the NWUSN.

### TURNING MOVEMENT COUNTS N. PARK AVE. @ W. MAIN ST.

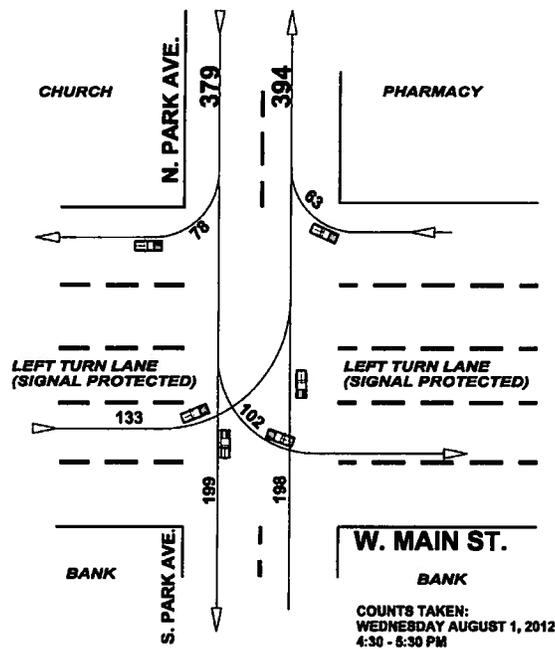


Figure 3-55



**3:1:3:7:c N. Cherokee @ W. Main:**

Figure 3-56 on the following page examines the amount of traffic entering and exiting the NWUSN to and from N. Cherokee @ W. Main. On that afternoon 233 motor vehicles exited the area while 180 entered. Specific numbers of vehicles entering and exiting along differing paths of origin and the numbers of vehicles can be seen by examining the figure.

**Count Taken:** The amount of vehicles exiting the NWUSN traveling south along S. Cherokee toward the Dothan Country Club (14) was essentially identical to those traveling north on S. Cherokee and continuing northbound on N. Cherokee into the NWUSN (10). Four vehicles separated the count. Only 77 vehicles turned into the NWUSN from W. Main however 105 turned right onto W. Main from the NWUSN. The majority of the 180 vehicles entering the NWUSN were eastbound traffic from W. Main, with 93 vehicles turning left off W. Main onto N. Cherokee. The largest single turning movement during the survey period was southbound N. Cherokee traffic turning left onto eastbound W. Main (114).

**Synopsis:** Why most of the southbound N. Cherokee traffic would turn toward the downtown at this hour is a small mystery. While the number of vehicles heading eastbound was only 9 vehicles above those heading westbound, it still poses the question of why? Possibly they are heading to destinations at neighborhoods east or south of the circle, or maybe even cities east of Dothan. Still the question begs, why would motorists be utilizing N. Cherokee instead of N. Park, Oates, or the Ross Clark Circle? From where is this traffic originating and to where is it going? An Origin-Destination Study might clear up this mystery.

**Conclusion:** Therefore the conclusion from this specific count is that more traffic exits the NWUSN at this intersection than enters; and more traffic exiting the NWUSN at this intersection travels eastbound onto W. Main than any other direction.



## TURNING MOVEMENT COUNTS N. CHEROKEE @ W. MAIN ST.

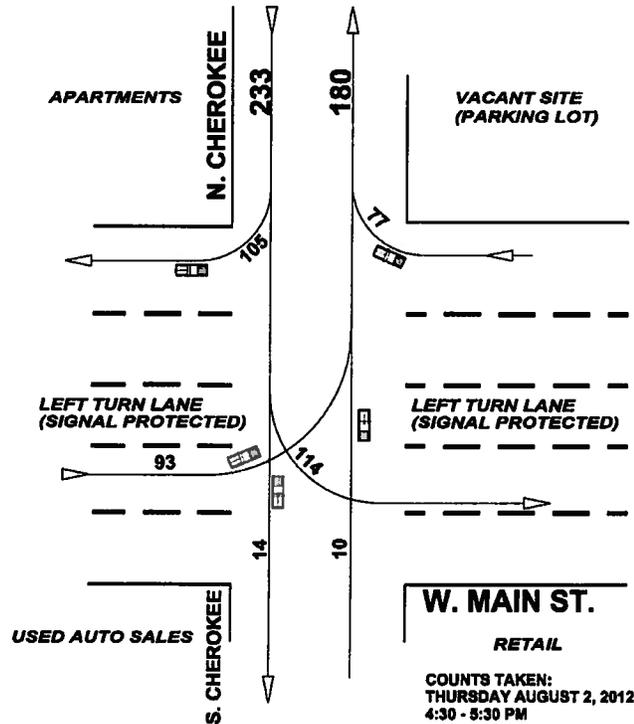


Figure 3-56

### 3:1:3:7:d Montgomery Hwy. @ Ross Clark Cir.:

Sixty-one vehicles separate the amount of cars leaving the NWUSN and vehicles entering the NWUSN at this intersection. During a count which was taken over two days due to the enormity of the task for a single person to undertake, and to assure as much accuracy as possible, 1,049 vehicles were counted departing the NWUSN and 988 vehicles were tallied entering the NWUSN. (See figure 3-57)

**Count Taken:** The majority of the vehicles counted began on Montgomery Hwy and continued along Montgomery Hwy. Only 84 vehicles traveling west on Montgomery Hwy turned right onto the Ross Clark Circle, and just 186 turned left onto the Circle. Of the 988 vehicles entering the NWUSN, just 133 turned right onto Montgomery Hwy and 137 turned left from the Circle to Montgomery Hwy.

**Synopsis:** The traffic entering and exiting NWUSN, while separated by 61 vehicles, was pretty much evenly balanced, perhaps an indication of the large percentage of Dothan's population living within the Ross Clark Circle. The turning movement at this intersection also illustrates the flow of traffic to be predominantly west along Montgomery Hwy. No counts were taken of the



vehicles on Ross Clark Circle unless they entered or exited the NWUSN, however, the flow was enormous and much larger than the flow on Montgomery Hwy that traveled northbound on the Circle and turned left to proceed westbound on Montgomery Hwy.

**Accidents:** According to the *Southeast Wiregrass Area MPO-2035 LTRP Update, 2010* prepared by Jacobs Engineering Group, this intersection was the site of 46 accidents, involving 94 vehicles, 11 injuries and 0 fatalities in 2008. Not much if anything has been done to the intersection physically that might remedy the high accident occurrence. This intersection was tied with Main and the Ross Clark Circle for the highest amount of accidents in the entire city of Dothan.

**Conclusion:** Clearly the movement along Montgomery Hwy is an important one and shows that Montgomery Hwy functions as a major arterial distributing traffic to other minor arterials and collectors within the NWUSN and providing an alternative route than the Ross Clark Circle to through traffic wishing to continue to destinations outside the Dothan city limits. The Montgomery Hwy also bears the designation of US 231 Business Route.

**TURNING MOVEMENT COUNTS  
MONTGOMERY HWY @ ROSS CLARK CIR**

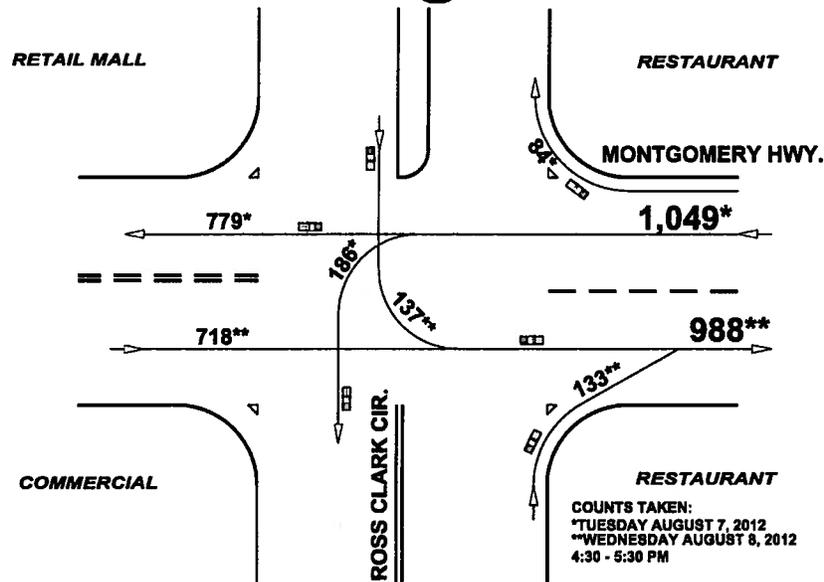


Figure 3-57

**3:1:3:7:e Montgomery Hwy. @ Reeves St.:**

This is the second most used gateway to and from the NWUSN, behind only Montgomery Hwy. @ The Ross Clark Circle. Counts were only taken of those vehicles entering or exiting the NWUSN and do not reflect the traffic flow on N.



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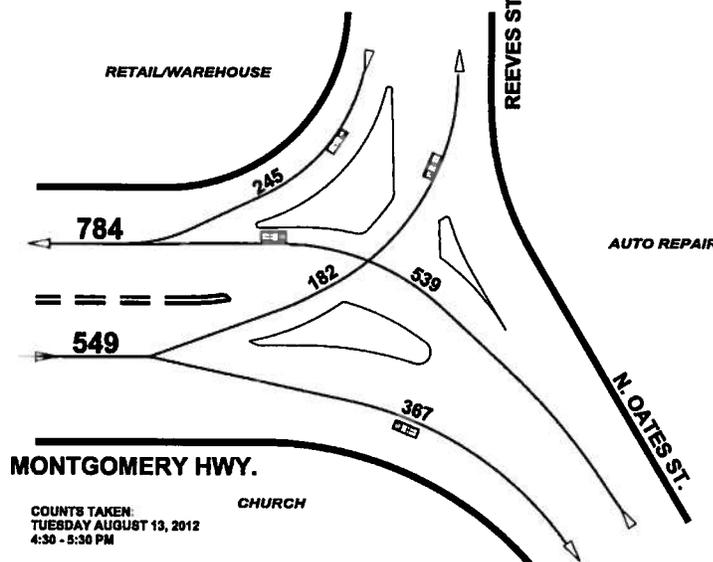
Oates or Reeves St. as a whole since they are boundaries of the NWUSN.  
(Figure 3-58)

**Count Taken:** On this evening more vehicles entered the NWUSN (784) than exited (549). Most traffic either entered the NWUSN or exited it via N. Oates leaving  $\pm 33\%$  of traffic doing the same via Reeves St.

**Synopsis:** The traffic entering and exiting NWUSN at this intersection was far less than those at the opposite end of Montgomery Hwy @ the Ross Clark Circle. There were 265 fewer vehicles traveling westbound on Montgomery Hwy here than the opposite one; and 439 fewer vehicles continuing southbound on N. Oates than entered at the Ross Clark Circle.

**Conclusion:** Perhaps this is an indication of the amount of vehicles staying in the NWUSN, or maybe they seek other routes through the NWUSN, such as Cherokee or Girard to continue to other destinations outside the NWUSN. Either way, those differences in counts do indicate that the NWUSN absorbs or conduits approximately 33% of the total evening peak hour traffic using Montgomery Hwy.

**TURNING MOVEMENT COUNTS  
MONTGOMERY HWY @ REEVES & N. OATES STS**



**Figure 3-58**

**3:1:3:7:f N. Cherokee Ave. @ the Ross Clark Cir.:**

The least used gateway of the NWUSN happens to be at this location. During a mid-week evening peak hour count a total of just 374 vehicles entered and exited the area. (Figure 3-59)



**Count Taken:** On this evening more vehicles entered the NWUSN (206) then exited (168). Most traffic exiting (79) turned left onto the Ross Clark Circle. Few vehicles entered the subdivision across the Circle from the NWUSN.

**Synopsis:** The traffic entering and exiting NWUSN at this intersection was far less than those at the opposite end of Montgomery Hwy @ the Ross Clark Circle. There were 265 fewer vehicles traveling westbound on Montgomery Hwy here than the opposite one; and 439 fewer vehicles continuing southbound on N. Oates than entered at the Ross Clark Circle.

**Conclusion:** While N. Cherokee St. is considered by some to be an important element of the connectivity in the NWUSN and the city, N. Cherokee, at least on the evening the counts were taken at its intersection with the Ross Clark Circle and with W. Main Street, does not seem play a large role in traffic conduction. Just 374 vehicles entered or exited the NWUSN at the Ross Clark Circle and only a little more (413) entered or exited at W. Main Street when we took the counts. The highest level of service (LOS) acceptable for in an urban setting is the LOS "C" (1,200 vehicles per lane per hour). The counts taken here indicate a LOS "A" (free flow). The need for the speed bumps along N. Cherokee is questionable based upon these findings.

### TURNING MOVEMENT COUNTS CHEROKEE DR. @ ROSS CLARK CIR.

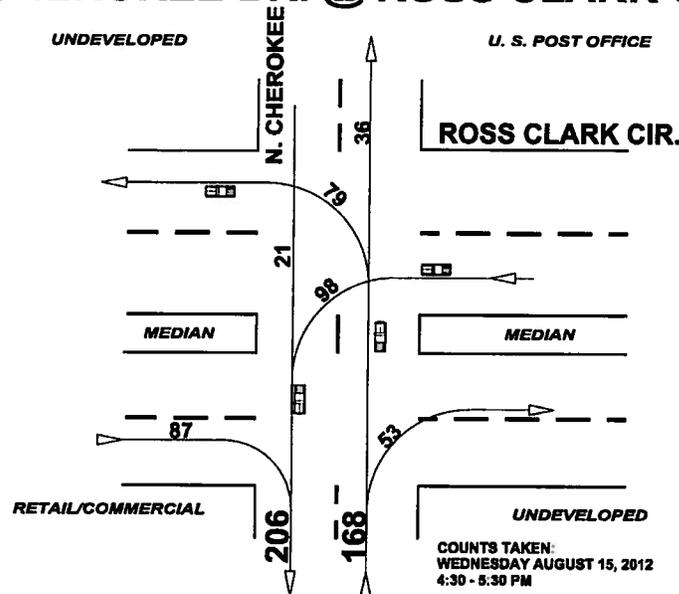


Figure 3-59



### **3:1:4 City Utilities:**

#### **3:1:4:1 Electric:**

The Long Range Planning Division contacted Dothan Utilities to obtain information from them regarding the electrical service in the NWUSN and any planned improvements to the system for the area, if any. Our request left an alternative for them to not respond if they had nothing to offer regarding issues or improvements. Since no response from Dothan Utilities' Electrical Department was received after several requests, it indicates to us that they have opted for the "no response" alternative. In Dothan Utilities' view, there are no electrical service issues within the NWUSN nor are there plans for any future improvements to any of the systems presently in place in the area.

#### **3:1:4:2 Water:**

**Red-water line** is the code name for existing cast iron water mains in the city. Two-nozzle hydrants are old and out-dated types of hydrants. Dothan Utilities is presently developing a plan to upgrade and replace all red-water lines and within the second phase of replacing two-nozzle hydrants where ever they occur. Upgrading will be accomplished on a level of need basis and as capital improvement funds become available.

Several sources for funding utility upgrades exist; not the least of which involves Community Development Block Grant (CDBG) funds made available through the Department of Housing and Urban Development (HUD) to qualifying areas in the city. The amount of money made available is based upon the population of the city as well as the number of families in poverty or economically challenged.

Section One of the NWUSN which contains the Baptist Bottoms Area is presently a candidate for CDBG funds; and is the only area in the NWUSN that is qualified. CDBG money is being utilized to partly fund the 2011 Fire Hydrant Replacement Project in Dothan. The project is divided into three phases. When completed, most of the sub-standard, two-nozzle fire hydrants will be upgraded to three-nozzle ones. Phase I is complete; Phase II is under contract; and Phase III is proposed as the FY2011-2012 project. There will still be some two nozzle hydrants left, even after implementation of all three planned phases.

For the land outside of the CDBG area, the Water Dept. is requesting \$50,000 per year from the city commission for red water line improvements and upgrading all remaining two-nozzle hydrants. The area eligible for CDBG funding (most of Section One) is highlighted on Figure 3-60. The two-nozzle hydrants in the remainder of the NWUSN are shown on Figure 3-61, and the location of all "red water" lines is depicted on Figure 3-62.



# N. W. URBAN SECTOR TWO NOZZLE HYDRANTS & RED WATER (CAST IRON) LINES IN THE CDBG AREA

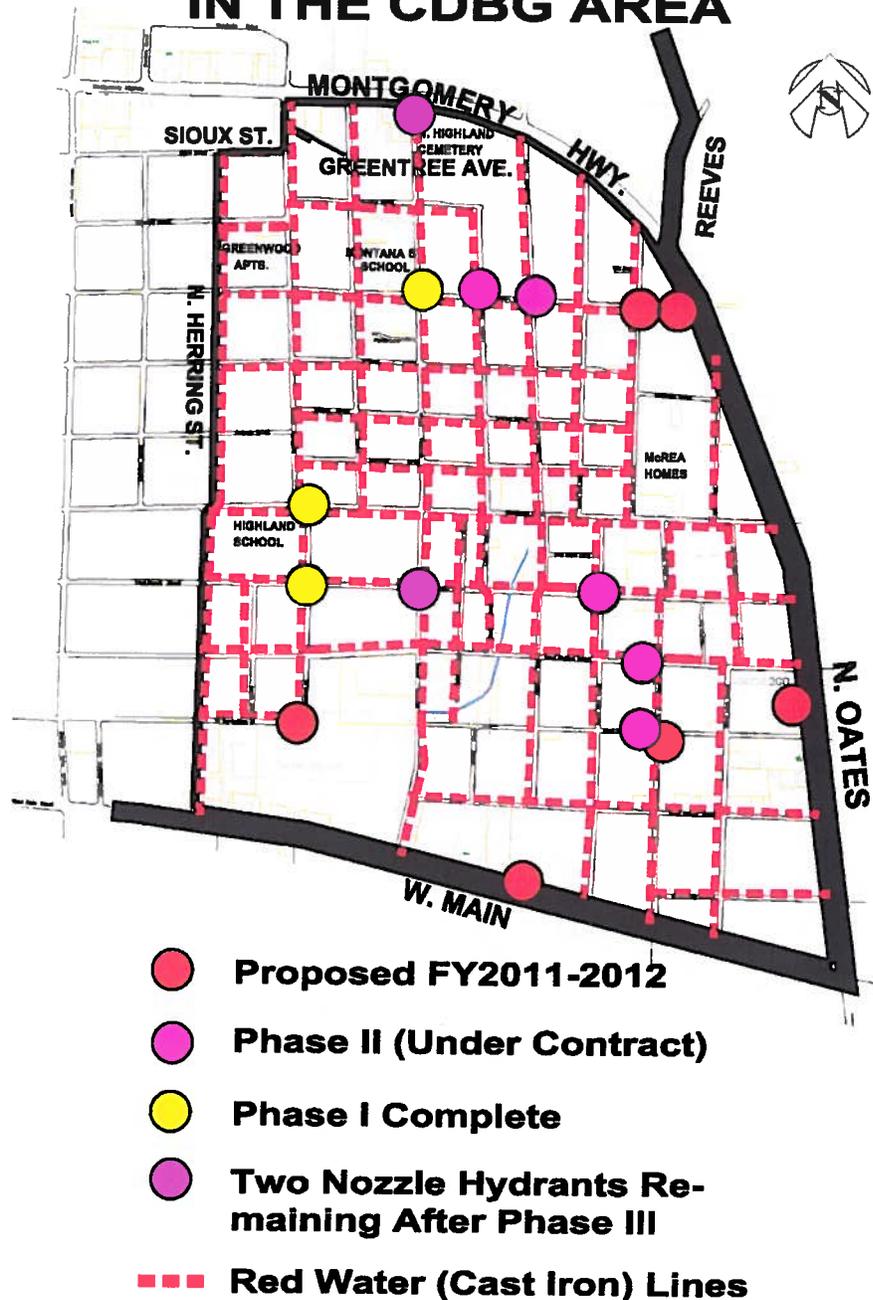
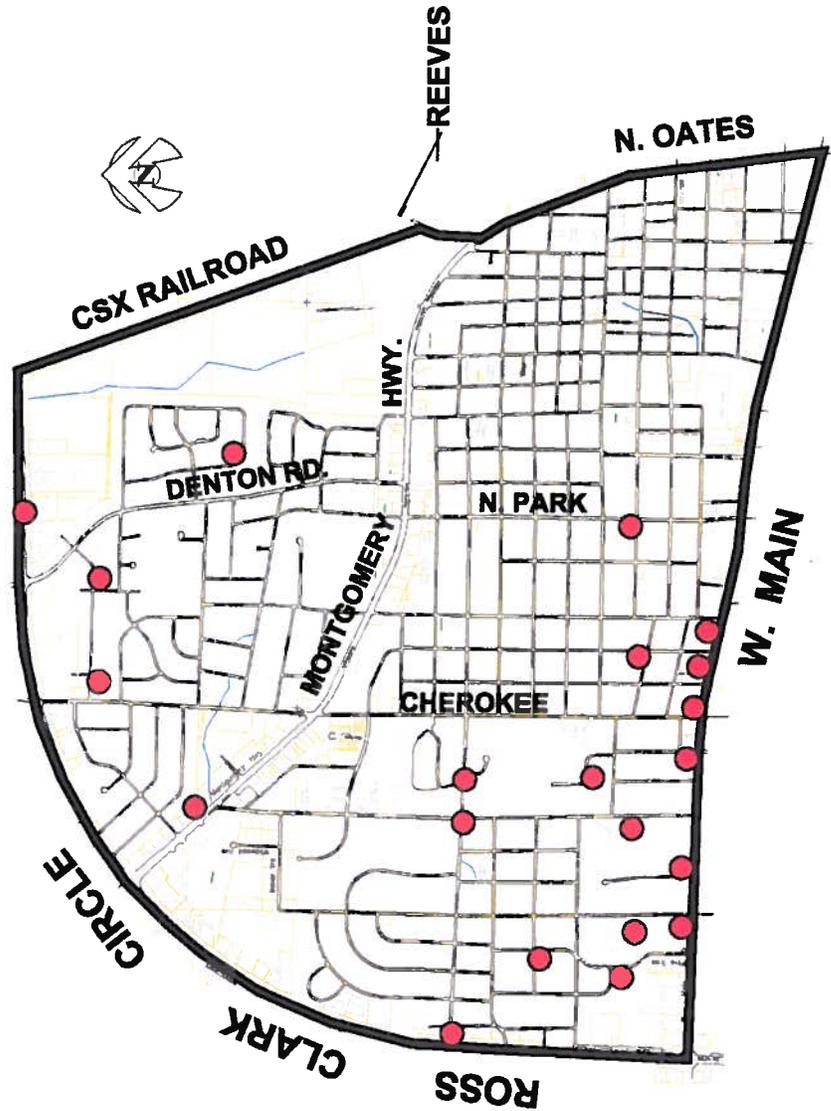


Figure 3-60



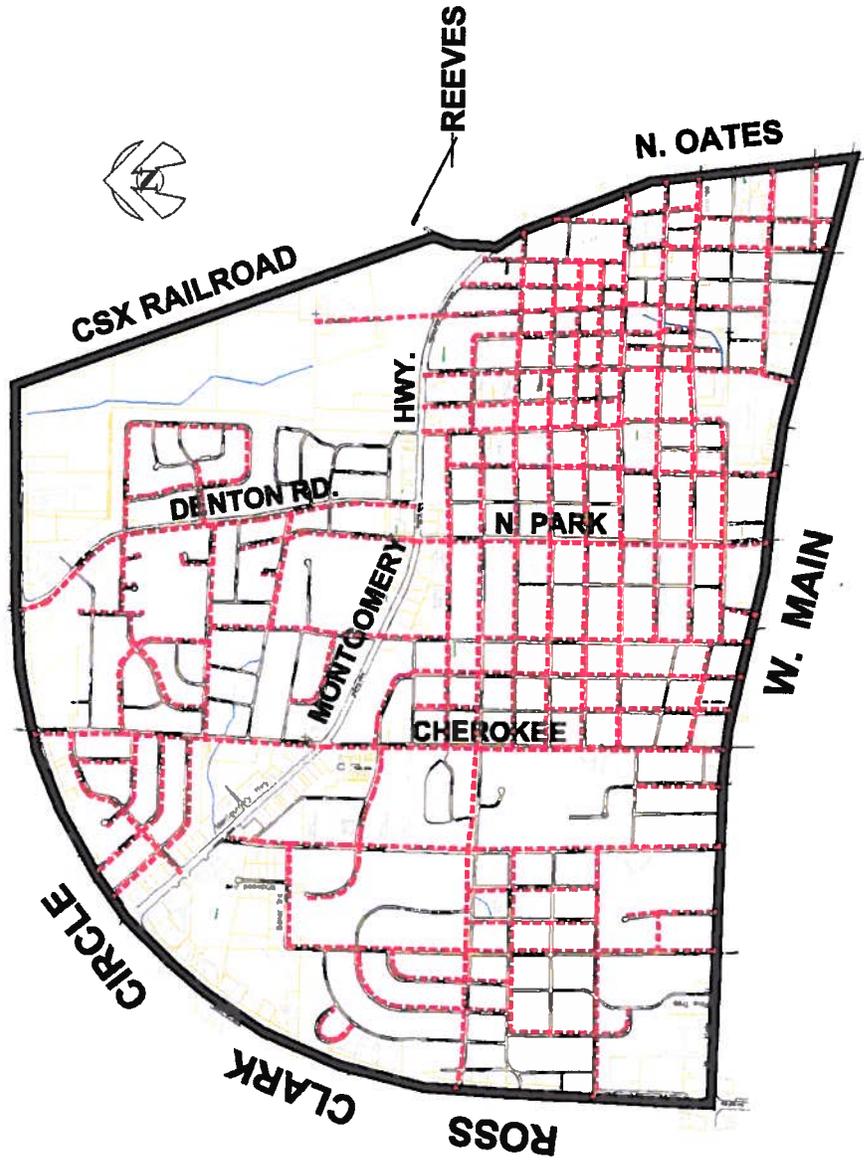
**N. W. URBAN SECTOR  
TWO-NOZZLED HYDRANT LOCATIONS  
OUTSIDE THE CDBG AREA**



**Figure 3-61**



**N. W. URBAN SECTOR  
RED WATER (CAST IRON PIPE) LOCATIONS**



**Figure 3-62**



According to the information provided us from the Water Department of Dothan Utilities, nearly all the water lines in the NWUSN are considered “red water” lines and are in need of replacement.

**3:1:4:3 Sanitary Sewer:**

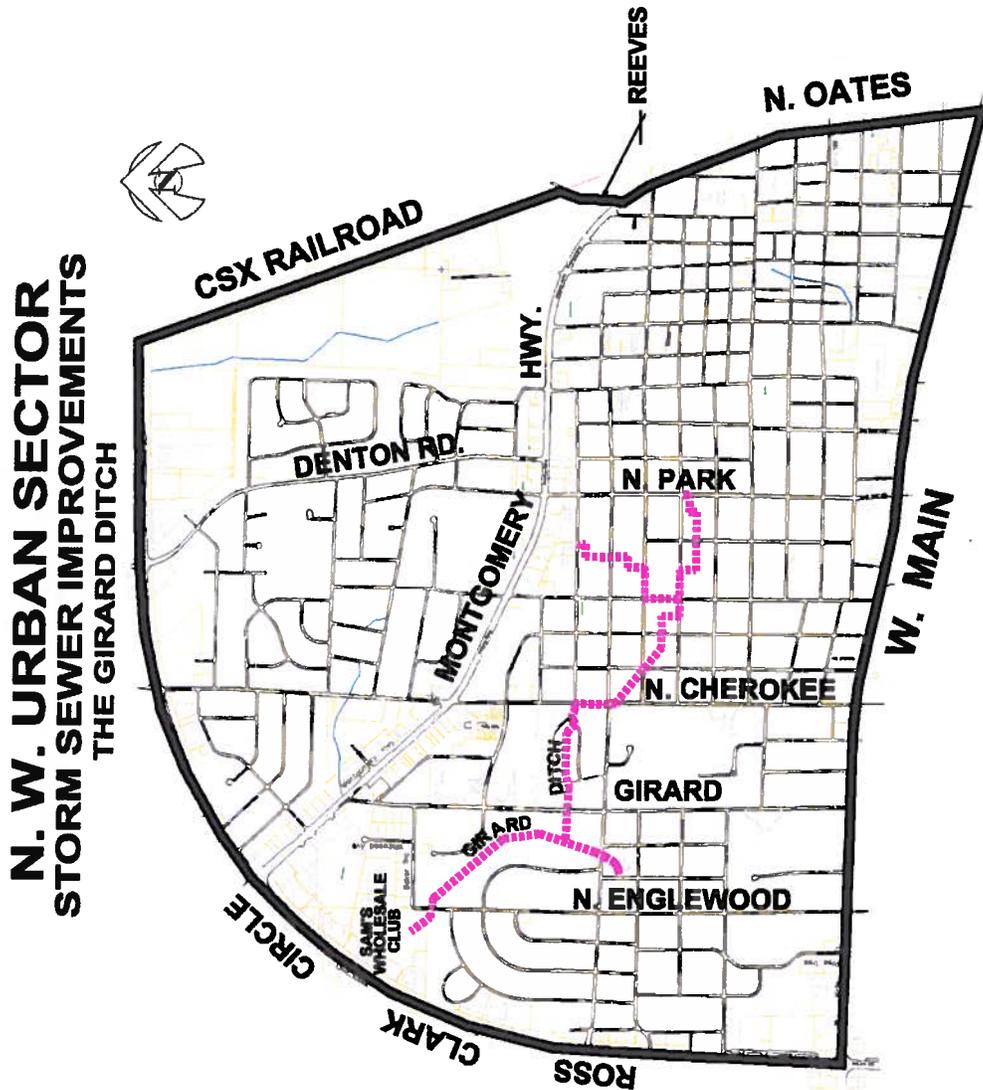
The City’s Engineering Services Division of the Public Works Department is responsible for design of the city’s sanitary sewer system. Indications from the Division were that all sanitary sewerage facilities in the NWUSN are operating as expected and that no new public sanitary sewer infrastructure improvement projects were planned. New developments must submit plans to the Division for their review and approval prior to construction. At that time proposed sanitary sewer flow is examined and determination made as to the capacity availability in the lines and treatment plant to handle the proposed development. Any and all designs must be approved by the Engineering Services Division.

**3:1:4:4 Storm Sewer:**

The City’s Engineering Services Division of the Public Works Department is responsible for the design of all public storm sewer facilities. Indications from the Division were that all storm sewer facilities in the NWUSN were operating as expected.

The city is constructing in stages and as funds allow a rather lengthy drainage ditch project named the Girard Ditch. This ditch, when completed will extend from the retention pond of the Sam’s Wholesale Club, traversing in a more-or-less southeasterly direction as it meanders through existing neighborhoods and connects with the existing ditch at Solomon Park. The ditch is then planned to cross Girard, Plaza Dr. and run behind the lots on Plaza Dr. and Oak Dr.. It will then run along Oak Dr. and Plaza Dr., then proceed east to North Cherokee Ave. where it follows North Cherokee south to Choctaw. From there it will run in a diagonal, southeasterly direction across Houston and North Iroquois Ave. to a point behind the lots facing Tacoma and Houston St.. Then run easterly across N. Pontiac Ave. to midway in the block formed by N. Pontiac, Tacoma, Houston and Montezuma. From there it runs along Tacoma to halfway between Montezuma and North Orange, turns south and runs behind the lots eastward to its termination in North Park Ave.

A second lateral ditch commences at Sioux St., meanders along lot lines across Choctaw St, to Houston, then runs along Houston westward to Montezuma Ave. turns south along Montezuma Ave. to its juncture with the main part of the Girard Ditch. See figure 3-63 for an visual alignment of the planned drainage ditch corridor.



**Figure 3-63**



Any new land development project must submit plans to the Engineering Services engineers indicating the manner in which the new development would handle storm water runoff on their development. No new development is allowed to drain across other property without consent of the other property owners. New land development projects must be designed to detain water on-site until the drainage structures into which their runoff flows subsides enough to handle the water they introduce to the storm water drainage network. Any outflow from the development must not tax the integrity of the drainage ditch into which they flow nor cause any unnecessary erosion to occur.

### **3:1:5 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 broadcasting over the air as well as through one of the cable or satellite service providers in the city.

#### **3:1:5:1 Television and Radio:**

Three television stations (CBS Affiliate WTVY, ABC Affiliate WDHN and FOX Affiliate WDFX-TV) and s radio stations (WTVY-FM – 95.5, WIZB – FM 94.3, WVOB – 91.3, WDYF – 90.3, WGTF – 89.5, and WTSU, WTSU-HD2, and WTSU-HD3-all three at 88.7), are located within the City of Dothan. Several other radio stations are based in surrounding communities such as Enterprise, Headland, Ozark, Abbeville, and Columbia that can be received in Dothan on most conventional radios.

#### **3:1:5:2 Newspapers:**

Printed newspaper media include the *Dothan Eagle*, *Southeast Alabama Gazette*, and the *Dothan Progress*.

#### **3:1:5:3 Magazines:**

Printed serial magazines published in Dothan include *Dothan Magazine* and *Wiregrass Living*, as well as a number of information newsletters such as *The Local*.



### 3:2 Socio-Economic Environment:

The Northwest Urban Sector Neighborhoods (NWUSN) contains portions of the United States Census Bureau's Census Tracts 403.01, 404, and 406. The figures and tables that follow illustrate the socio-economic environment present in the neighborhoods as of the 2010 Decennial Census. The general population count, population by age, population by sex, population by race, household size, and family type are available at a more minute detail, census block. Census blocks will be utilized when available to give a count exclusive to the planning area. Unfortunately due to limitations in the Census Bureau's American Community Survey, the replacement for the Decennial Census long form, some socio-economic indicators, such as employment, income, and education, are not available at the census block level. In these cases census tract data will be utilized to represent the planning area.

#### 3:2:1 Population:

The general population count for the Northwest Urban Sector Neighborhoods per the 2010 census was 5,872 or 9% of the total population of Dothan. The figure below illustrates the racial population distribution for neighborhoods within the planning area.

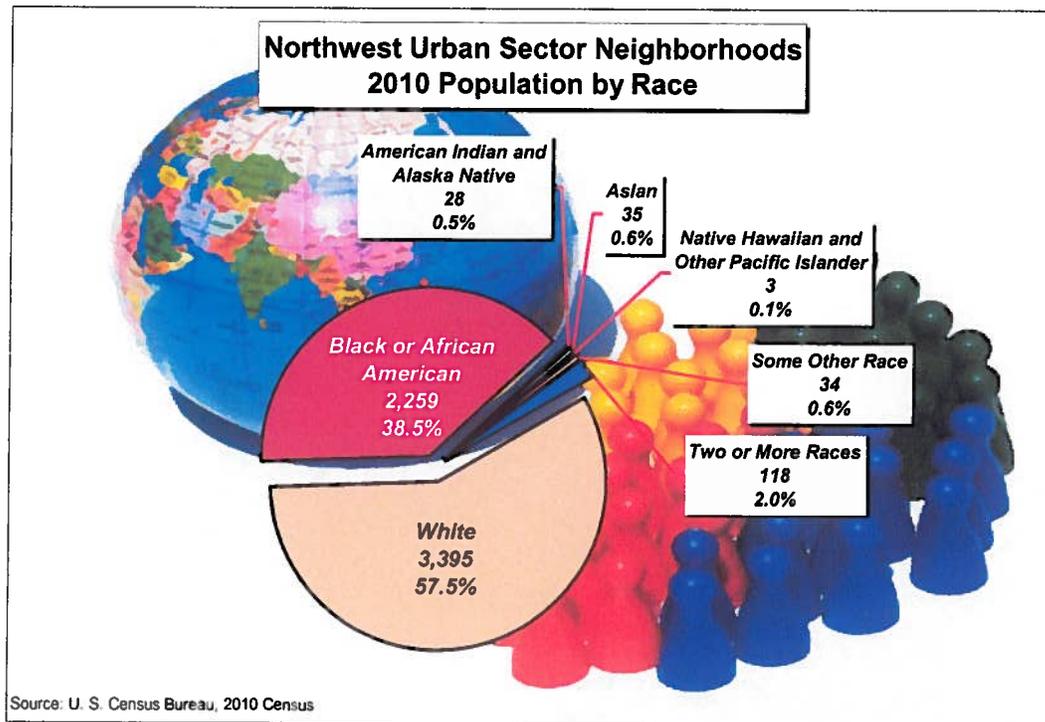


Figure 3-64



Super Neighborhood Plan for the  
NW Urban Sector Neighborhoods  
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The following table entitled "Population by Age and Sex" shows that the largest age group within the NWUSN is 18 years and over. The three most populous sub-groups within this category are those 50 to 54 years (412), 55 to 59 years (386), and 45 to 59 (385). It is worth noting that 20.4 % of the residents within the planning area fall into the 62 years and over category while in comparison, only 17.9% of the city's population fits into this age category. This same pattern holds true for the 65 years and over category as 16.6% of the residents with the planning area fall into the category while 14.7% of the city's residents fall within the same category. This means that there is a slightly larger concentration of neighborhood residents that are near or of retirement age, than in the rest of the city. The larger concentration of pre-retirement and retirement age residents means that there is a need for more age-related services. This could mean the addition of a senior center; medical care facilities, doctor offices or nursing homes; a retirement home; other housing options; and social services that target the ageing population.



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NW Urban Sector Neighborhoods  
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**TABLE 3-2**

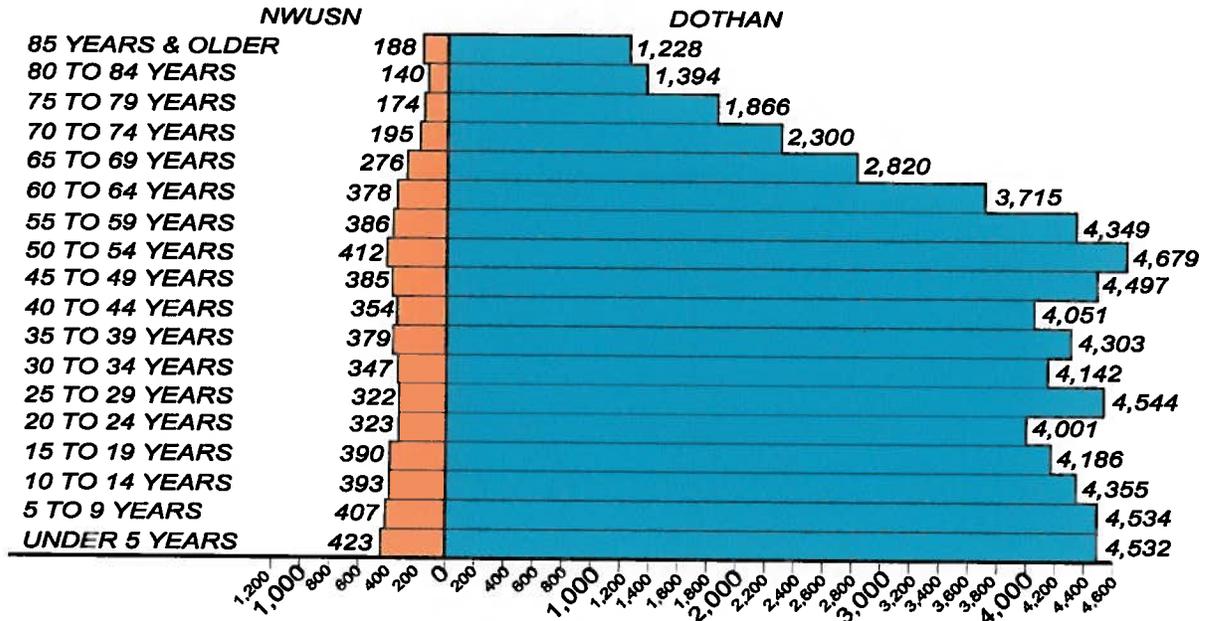
<b>Population by Age and Sex</b>	<b>NWUSN</b>		<b>Dothan</b>	
	Number	Percent	Number	Percent
Total Population	5,872	100.0%	65,496	100.0%
Male	2,792	47.5%	31,006	47.3%
Female	3,080	52.5%	34,490	52.7%
<b>Total Male &amp; Female</b>				
Under 5 years	423	7.2%	4,532	6.9%
5 to 9 years	407	6.9%	4,534	6.9%
10 to 14 years	393	6.7%	4,355	6.6%
15 to 19 years	390	6.6%	4,186	6.4%
20 to 24 years	323	5.5%	4,001	6.1%
25 to 29 years	322	5.5%	4,544	6.9%
30 to 34 years	347	5.9%	4,142	6.3%
35 to 39 years	379	6.5%	4,303	6.6%
40 to 44 years	354	6.0%	4,051	6.2%
45 to 49 years	385	6.6%	4,497	6.9%
50 to 54 years	412	7.0%	4,679	7.1%
55 to 59 years	386	6.6%	4,349	6.6%
60 to 64 years	378	6.4%	3,715	5.7%
65 to 69 years	276	4.7%	2,820	4.3%
70 to 74 years	195	3.3%	2,300	3.5%
75 to 79 years	174	3.0%	1,866	2.8%
80 to 84 years	140	2.4%	1,394	2.1%
85 years and over	188	3.2%	1,228	1.9%
<b>Population 18 years and over</b>				
Total Male & Female	4,409	75.1%	49,459	75.5%
Male	2,027	34.5%	22,808	34.8%
Female	2,382	40.6%	26,651	40.7%
21 years & over	4,198	71.5%	47,121	71.9%
62 years & over	1,195	20.4%	11,743	17.9%
<b>Population 65 years &amp; over</b>				
Total Male & Female	973	16.6%	9,608	14.7%
Male	397	6.8%	3,941	6.0%
Female	576	9.8%	5,667	8.7%

Source: U.S. Census Bureau, 2010 Census

The population pyramid shown on figure 3-65 provides a graphic view of the comparison in numbers for various age groups both in the NWUSN and Dothan as a whole. Figure 3-66 represents the numbers of individuals that are retirement age-eligible in the NWUSN and in Dothan. Just over 10 percent (1,195) of all Dothan seniors aged 62 or above (11,743) reside within the NWUSN. A total of 1,351 people, roughly 10% of the 13,323 persons aged 60 or over Dothan-wide, reside within the NWUSN.



## 2010 POPULATION PYRAMID COMPARISON OF NWUSN WITH DOTHAN

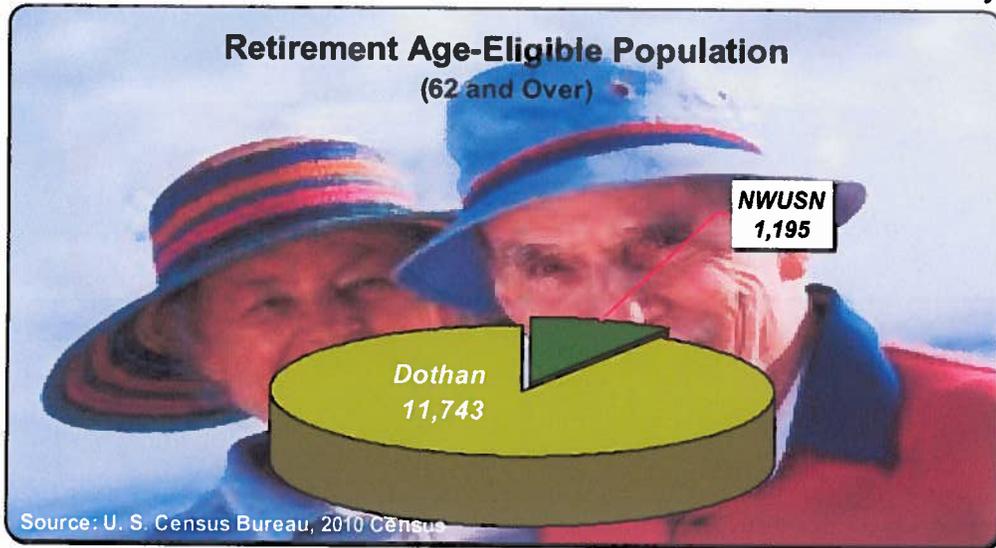


SOURCE: U. S. CENSUS BUREAU, 2010 CENSUS

**Figure 3-65**

Clearly the urban areas within the Ross Clark Circle seem to be the location for the highest concentration of the city's population. However, the NWUSN has a person to acre ratio of 2.8. This is a relatively low ratio and atypical of an urban area designation where traditionally people are clustered together in multi-storied, multi-family structures, or single family or two-family structures on small lots. The area with the highest density of people is the Baptist Bottoms area and the area with the lowest density is the Garden District where homes in the former are crowded together on small lots and homes in the latter are large, spacious structures on over-sized or traditional R-1 sized lots.

Sidewalks will continue to be a needed part of the city infrastructure as the city's population continues to age. Sidewalks and senior service centers or multi-purpose retail/service centers will be important particularly in the vicinity of the Baptist Bottoms.



**Figure 3-66**

### **3:2:2 Employment & Income:**

Employment figures from the 2010 Census are a measurement of the employment of the population 16 years or older. That measurement indicated that 3,116 persons in Census Tract 403.01 were of employable age, 16 years and over; Census Tract 404 had 1,916 persons of employable age; and Census Tract 406 had 2,113 that fell within this category. Table 3-3 shows the break down of the labor force between civilian and armed forces and employment status for the three census tracts in the planning area.

In Census Tract 403.01, 63% of the population 16 years or older was employed and Census Tract 404 had 55% of the same population category employed. These two Census Tracts were close to or exceeded the percentage of the population 16 or older employed in the entire City of Dothan. Census Tract 406 was well behind the two other Census Tracts and the City of Dothan where only 36% of the population 16 or older was employed.

Two of the Census Tracts, 403.01 and 406, within the planning area exceeded the percentage of unemployed in Dothan which was 4.2% during the 2010 Census. 5.5% of the population over 16 is unemployed in Census Tract 403.01 and 7.0% in Census Tract 406. In Census Tract 404, 2.8% of the population over 16 is unemployed which is approximately 1.5 percentage points below the unemployment found in Dothan.



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**TABLE 3-3**

<b>2010 Employment of Population 16 Years and Over</b>				
	Census Tract <u>403.01</u>	Census Tract <u>404</u>	Census Tract <u>406</u>	<u>Dothan</u>
Population 16 years and over	3,116	1,916	2,113	50,125
In Labor Force	2,144	1,111	908	30,681
Civilian Labor Force	2,134	1,102	908	30,509
Employed	1,964	1,049	761	28,396
Unemployed	170	53	147	2,113
Percent Unemployed	5.5%	2.8%	7.0%	4.2%
Armed Forces	10	9	0	172
Not in Labor Force	972	805	1,205	19,444

Source: U.S. Census Bureau, 2005-2009 American Community Survey

Table 3-4 on the next page indicates the income levels for full-time, year-round employed persons in the three census tracts that are part of the planning area. The predominant income tier in Census Tract 403.01 is \$15,000 to \$24,999 which accounts for 23% of the employed persons in that Census Tract. In Census Tract 404, 20.6% of the employed persons earn an income of \$35,000 to \$49,999. The predominant income tier in Census Tract 406 is \$15,000 to \$24,999 which accounts for 41.4% of the employed persons in that Census Tract. Census Tract 403.01 has a mean income of \$37,201 and Census Tract 406 has a mean income of \$24,728. Both of these Census Tracts are below the city's mean income of \$49,482. However, Census Tract 404 out paces the city with a mean income of \$71,414.



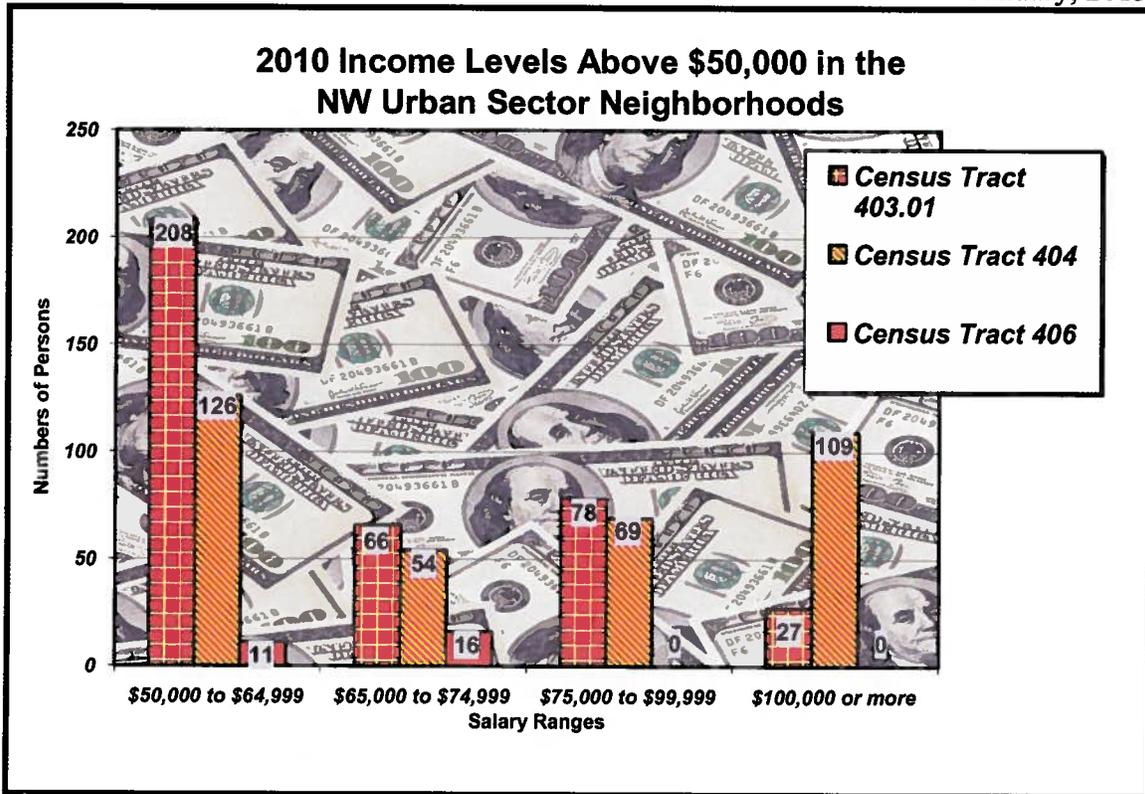
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**TABLE 3-4**

	Census Tract 403.01		Census Tract 404		Census Tract 406		Dothan	
	Number	Percent	Number	Percent	Number	Percent	Number	Percent
Full-time, year-round workers with earnings	1,362	100.0%	759	100.0%	413	100.0%	20,278	100.0%
\$1 to \$9,999 or less	79	5.8%	8	1.1%	24	5.8%	527	2.6%
\$10,000 to \$14,999	139	10.2%	27	3.6%	73	17.7%	1,257	6.2%
\$15,000 to \$24,999	313	23.0%	68	9.0%	171	41.4%	4,015	19.8%
\$25,000 to \$34,999	213	15.6%	142	18.7%	77	18.6%	3,914	19.3%
\$35,000 to \$49,999	239	17.5%	156	20.6%	41	9.9%	3,995	19.7%
\$50,000 to \$64,999	208	15.3%	126	16.6%	11	2.7%	2,575	12.7%
\$65,000 to \$74,999	66	4.8%	54	7.1%	16	3.9%	953	4.7%
\$75,000 to \$99,999	78	5.7%	69	9.1%	0	0.0%	1,440	7.1%
\$100,000 or more	27	2.0%	109	14.4%	0	0.0%	1,602	7.9%
Mean Income (2010 Dollars)	\$37,201		\$71,414		\$24,728		\$49,482	

Source: U.S. Census Bureau, 2005-2009 American Community Survey

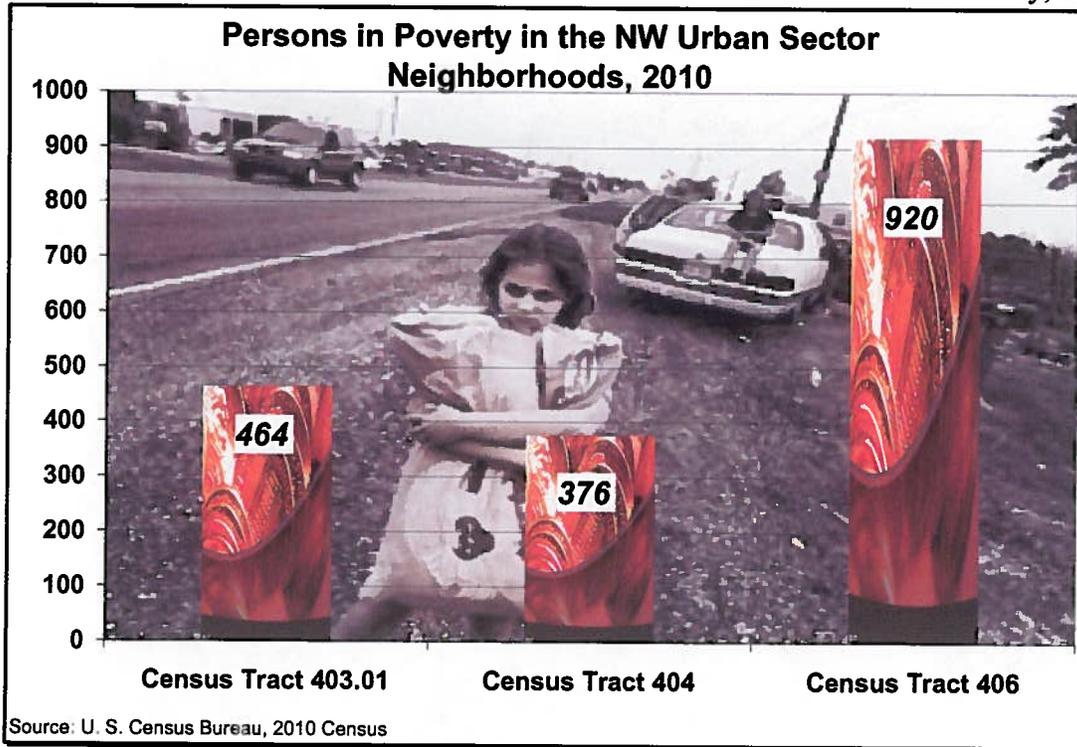
Figure 3-67 shows the four income tiers above \$50,000. The figure shows that the largest number of earners in three of the four categories is residents of Census Tract 403.1. Census Tract 404 has the most employed persons, 109, in the \$100,000 or more tier and that is almost quadruple the number of employed persons, 27, that reside in Census Tract 403.1.



**Figure 3-67**

In 2010, 11.6% of the total population of Census Tract 403.01 was considered to be in poverty. In Census Tract 404 that percentage was 14.9%; and 47.4% of the population in Census Tract 406 are considered to be in poverty. Compare those to the 17.5% of Dothan's residents are considered in poverty. Census Tracts 403.01 and 404 are 6 or more percentage points lower than the city but Census Tract 406 is 30 percentage points higher than the city. 920 persons are considered to be in poverty in Census Tract 406, this is more than Census Tracts 403.01 and 404 combined. Figure 3-68 shows this distribution.

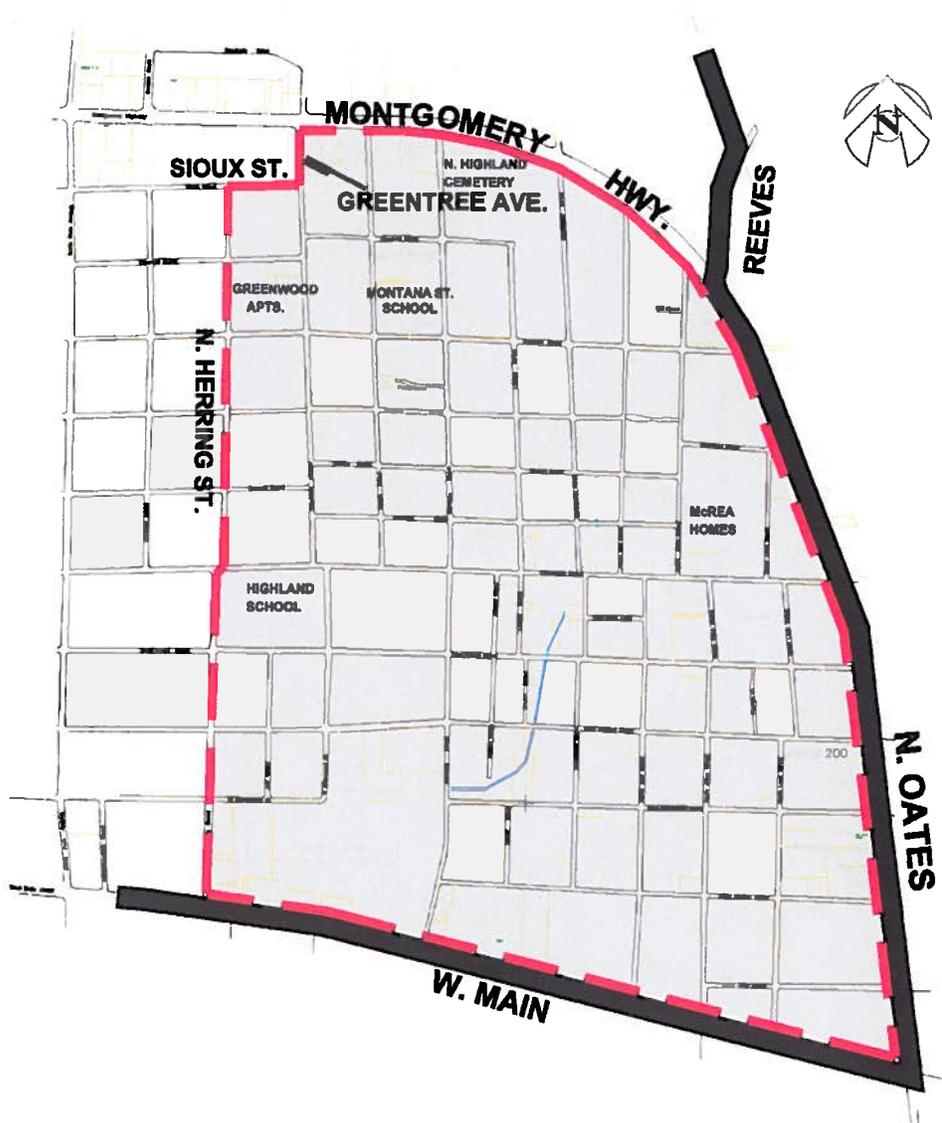
Approximately 375 acres (18% of the total  $\pm$ 2,118 acres) in the NWUSN, lies within an area of diminished income which qualifies it for federal Community Development Block Grant assistance. That area is bounded by N. Oates, W. Main, N. Herring, and Sioux Streets, N. Englewood Ave. and the Montgomery Hwy. Figure 3-69 delineates the CDBG Area.



**Figure 3-68**



# N. W. URBAN SECTOR CDBG BOUNDARY MAP BEING ±375 ACRES



**Figure 3-69**



**3:2:3 Households:**

The following table shows the total number of households in the planning area to be 2,123. Households within the planning area are predominantly 2-person households, with 738 households; 1-persons households are second, with 638 households; and 3-person households a distant third, with 323 households.

**TABLE 3-5**

	<u>NWUSN</u>		<u>Dothan</u>	
	Number	Percent	Number	Percent
Total	2,123	100.0%	26,845	100.0%
1-person household	638	36.4%	7,737	28.8%
2-person household	738	42.1%	9,359	34.9%
3-person household	323	18.4%	4,434	16.5%
4-person household	248	14.1%	3,264	12.2%
5-person household	121	6.9%	1,384	5.2%
6-person household	39	2.2%	439	1.6%
7-or-more person household	16	0.9%	228	0.8%

Source: U.S. Census Bureau, 2010 Census

Table 3-6 on the next page shows the breakdown of Household Family Types for the planning area and the City of Dothan. In this planning area 67.7% of the families are husband-wife led. This is almost identical to the distribution of husband-wife families in Dothan, which is 67.3%. The city's percentage of its families in the category of "female householder, no husband present, and with children under 18 years" stands at 18.6%, whereas the planning area's percentage of families for the same category is less (17.4%).



**TABLE 3-6**

2010 Household Family Types	NMUSN		Dothan	
	Number	Percent	Number	Percent
Families	1,388	100.0%	17,835	100.0%
With related children under 18 years	661	47.6%	8,627	48.4%
With own children under 18 years	594	42.8%	7,721	43.3%
Under 6 years only	148	10.7%	1,832	10.3%
Under 6 and 6 to 17 years	118	8.5%	1,597	9.0%
6 to 17 years only	328	23.6%	4,292	24.1%
Husband-wife families	939	67.7%	12,005	67.3%
With related children under 18 years	376	27.1%	4,710	26.4%
With own children under 18 years	355	25.6%	4,375	24.5%
Under 6 years only	88	6.3%	1,030	5.8%
Under 6 and 6 to 17 years	71	5.1%	909	5.1%
6 to 17 years only	196	14.1%	2,436	13.7%
Female householder, no husband present families	367	26.4%	4,740	26.6%
With related children under 18 years	242	17.4%	3,319	18.6%
With own children under 18 years	202	14.6%	2,828	15.9%
Under 6 years only	53	3.8%	657	3.7%
Under 6 and 6 to 17 years	39	2.8%	609	3.4%
6 to 17 years only	110	7.9%	1,562	8.8%

Source: U.S. Census Bureau, 2010 Census

### 3:2:4 Education:

The table on the following page shows educational attainment for the population 25 years and older by census tract for the planning area. In census tract 403.01, 863 or 34.11% of the residents have a high school education or equivalent which is the largest category of educational attainment for that census tract. High school or equivalent is also the largest category for Census Tract 406 with 360 residents having a high school diploma. In Census Tract 404, 506 or 28.9% of its residents hold a Bachelor's degree; this ratio to total population outpaces the City of Dothan where just 14.6% of its 42,533 residents 25 years or older hold a Bachelor's degree.



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**TABLE 3-7**

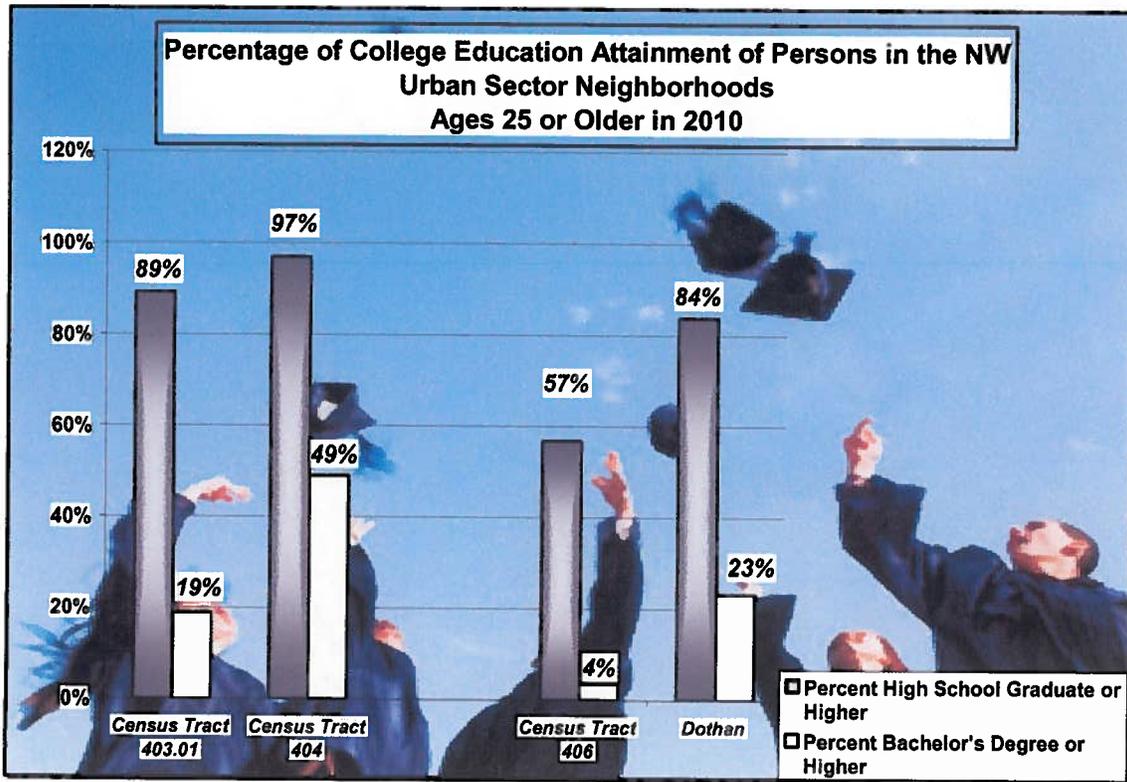
2010 Educational Attainment for Population 25 Years and Older In the NW Sector Neighborhoods								
Category	Census Tract 403.01		Census Tract 404		Census Tract 406		Dothan	
	Number	Percent	Number	Percent	Number	Percent	Number	Percent
<i>Population 25 years and older</i>	2,532	100%	1,753	100%	1,648	100%	42,533	100%
<i>Less than 9th grade</i>	83	3.3%	13	0.7%	189	11.5%	2,085	4.9%
<i>9th to 12th grade, no diploma</i>	193	7.6%	41	2.3%	524	31.8%	4,846	11.4%
<i>High school graduate (includes equivalency)</i>	863	34.1%	356	20.3%	630	38.2%	12,474	29.3%
<i>Some college, no degree</i>	660	26.1%	423	24.1%	184	11.2%	9,560	22.5%
<i>Associate degree</i>	254	10.0%	60	3.4%	61	3.7%	3,699	8.7%
<i>Bachelor's degree</i>	255	10.1%	506	28.9%	53	3.2%	6,205	14.6%
<i>Graduate or professional degree</i>	224	8.8%	354	20.2%	7	0.4%	3,664	8.6%

Source: U. S. Census Bureau, 2010 Census

Figure 3-70 shows only 56.7% of the persons 25 or older in Census Tract 406 hold a high school diploma or higher. In Census Tracts 403.01 and 404, 89.1% and 96.9% of the persons 25 or older hold a high school diploma or higher, respectively.



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Source: U. S. Census Bureau, 2010 Census

**Figure 3-70**