



**THE PLAN FOR  
OAK PARK & CENTENNIAL HILL**

Adopted December 8, 2011 by the Planning Commission



# THE PLAN FOR OAK PARK & CENTENNIAL HILL

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*and* **Hundreds of Montgomery Citizens**

*with a special thanks to long time  
neighborhood advocate, Donald Jenkins*



**OAK PARK & CENTENNIAL HILL  
CHARRETTE**

MONTGOMERY, ALABAMA

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# process 1

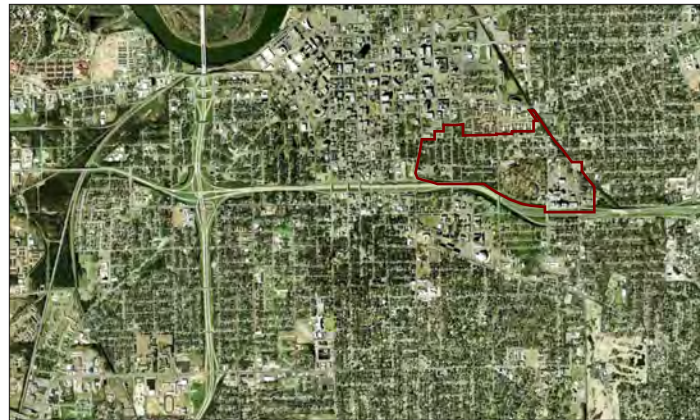


## INTRODUCTION

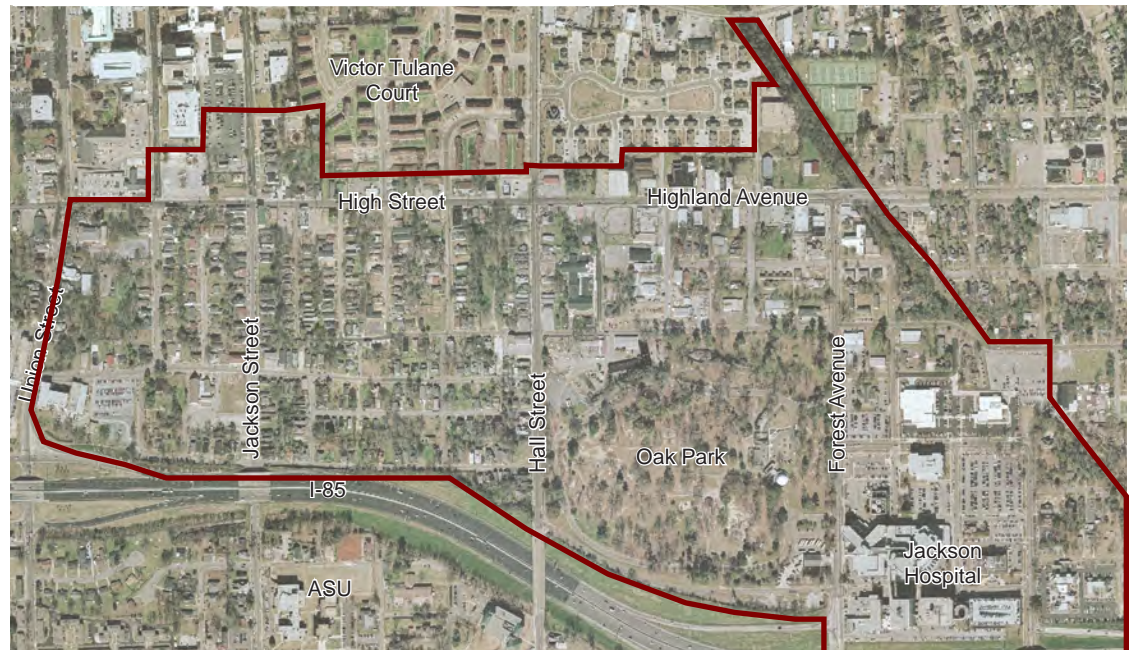
Following the Civil War, Centennial Hill grew into a proud, affluent, middle class, African American community whose residents played a key role in the national dialogue concerning segregation. Since the 1960s the neighborhood has experienced a period of decline and neglect. However, in recent years community groups have begun the process of turning the neighborhood around, fixing neglected homes, creating community gardens, and caring for the history of this neighborhood. Centennial Hill's proximity to downtown, Alabama State University (ASU), Jackson Hospital and Oak Park make the timing right for Centennial Hill to regain its stature as a successful mixed income neighborhood once again.

In order to bring all citizens together to plan their community, the Oak Park and Centennial Hill Charrette was held from November 28 through December 3, 2010. The charrette brought together City officials, representatives from Jackson Hospital and ASU, community leaders, residents, City staff, and planning experts to focus on a common goal of findings ways to improve the neighborhood and park while at the same time giving City leaders the chance to commit to enacting change and enabling citizen initiatives already in place. The City was assisted by town planners Dover, Kohl & Partners, economist Urban Advisors, and transportation planners Hall, Planning & Engineering to facilitate the public design process.

Over the course of the week over 100 interested residents, community leaders and stakeholders participated in the planning process. The visualizations, plans, and recommendations found in the Plan for Oak Park and Centennial Hill are the result of this public input.



Study area within the City



Aerial of existing conditions

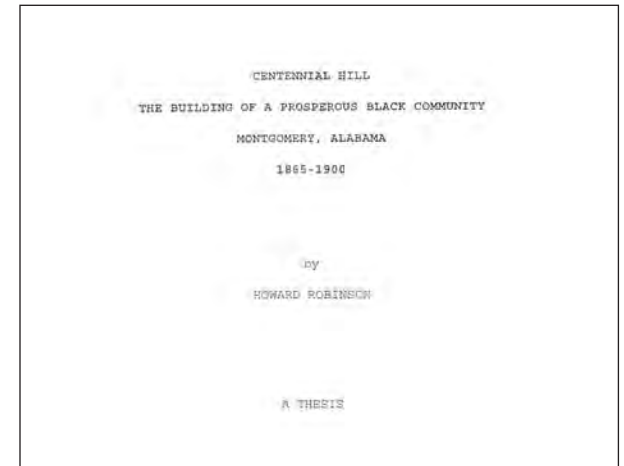
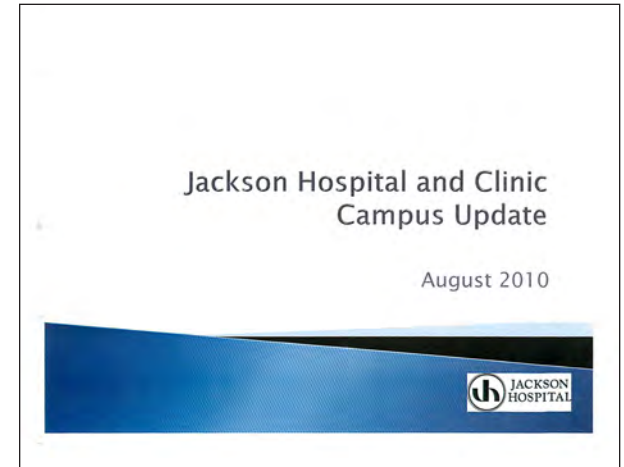




## PREVIOUS PLANS

Prior to the Charrette, City staff and the Dover-Kohl team analyzed base information and previous plans. The team also studied the existing physical fabric of the Oak Park and Centennial Hill area.

Some of the previous plans studied included reports, neighborhood plans and the thesis of Howard Robinson, a professor at Alabama State University, entitled Centennial Hill - The Building of a Prosperous Black Community, Montgomery Alabama, 1865 - 1900. This review also included the Centennial Hill Neighborhood Plan, Alabama State University Campus Master Plan, Jackson Hospital Campus Plan, Oak Park History and the proposed Plan for Victor Tulane Court. While there has been no lack of planning and thought concerning this area, this plan attempts to synthesize the many previous ideas into physical plans.





## Centennial Hill Neighborhood Plan

The Centennial Hill Neighborhood Plan was adopted by the City in June 2008. This document serves as the backbone to the Plan for Oak Park and Centennial Hill. The Plan for Oak Park and Centennial Hill builds from this document and does not repeat the information found within it. The Centennial Hill Neighborhood Plan and the Plan for Oak Park and Centennial Hill should work together as sister documents.

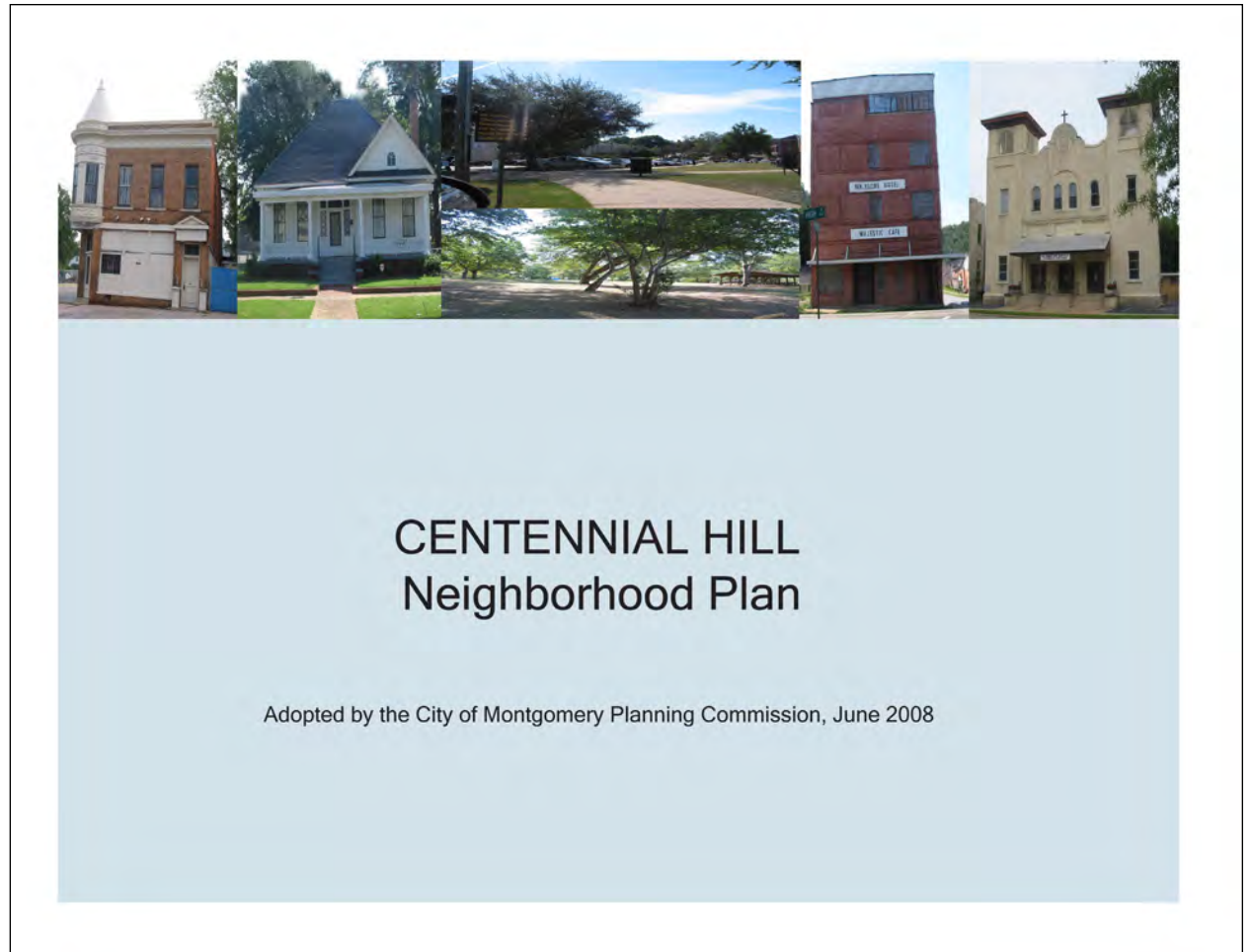
The document includes information on the history of the area, an assessment of existing conditions, a neighborhood plan and implementation goals. The document primarily addresses existing physical conditions with social and economic goals for implementation.

The neighborhood vision stated within the Centennial Neighborhood Plan are:

- *Restore the former safe and friendly place this area used to be;*
- *Rehabilitate the housing stock;*
- *Rebuild housing on vacant parcels;*
- *Restore former commercial areas to provide shops as well as employment;*
- *Beautification of landscape; and*
- *Preserve unique architecture of the area.*

The neighborhood plan and implementation sections are organized around eight areas:

- Community Organization;
- Housing;
- Economic Development;
- Education;
- Historical Preservation;
- Land Use and Zoning;
- Public Facilities; and
- Public Safety.



Central guiding document



## THE CHARRETTE

### Site Tour

On the first morning of the Charrette, November 29, 2010, the design team met with City staff to tour the Centennial Hill Neighborhood and its surrounding areas.

The tour began on the ASU campus and looked at the pedestrian and vehicular connections between the campus and the neighborhood, followed by a tour of Oak Park. In Oak Park it was noted that a new playground had recently been added and the former chain link fence had been replaced by a wrought-iron fence. A pedestrian entrance was added by the intersection of Hall Street and Glenn Palmer Avenue. Both of these initiatives were the result of a recent collaboration between the City and local community groups.

The tour then focused on Jackson Hospital, along High Street / Highland Avenue and throughout the Centennial Hill neighborhood. While exploring the neighborhood the team stopped by the Community Center on Watts Street and met with Donald Jenkins, the director of the Community Center. At this meeting the team heard about local initiatives underway such as the renovation of existing homes, infill housing opportunities, and community garden initiatives.

The tour enhanced the team's understanding of the existing area, where additional public support is needed to assist in redevelopment efforts already underway.





## Kick-Off Presentation & Hands-On Design Session

The five day charrette officially began with the Kick-off Presentation and Hands-on Design Session on the evening of November 29, 2010. Over 50 residents, City officials, volunteers, and interested citizens gathered at Forest Avenue Elementary School to participate at this public meeting.

The evening began with an introduction by Mayor Todd Strange who thanked everyone for coming. The Mayor recalled the previous community planning session led by Dover, Kohl & Partners less than a year before for West Fairview Avenue. He commented on how the City had nearly completed all initiatives promised to be completed by the end of the first year in the plan. This local and recent example of a community and the City coming together to accomplish common goals gives hope and credibility to the Plan for Oak Park and Centennial Hill and the achievements that can be accomplished when the City and community work together.

Participants then heard a brief presentation by Victor Dover, principal-in-charge of Dover-Kohl and Jason King, project director and Charrette leader for the project. The presentation outlined the challenges and opportunities facing the Centennial Hill neighborhood, established the goals for the table session, introduced participants to the base maps, and set ground rules for the evening.

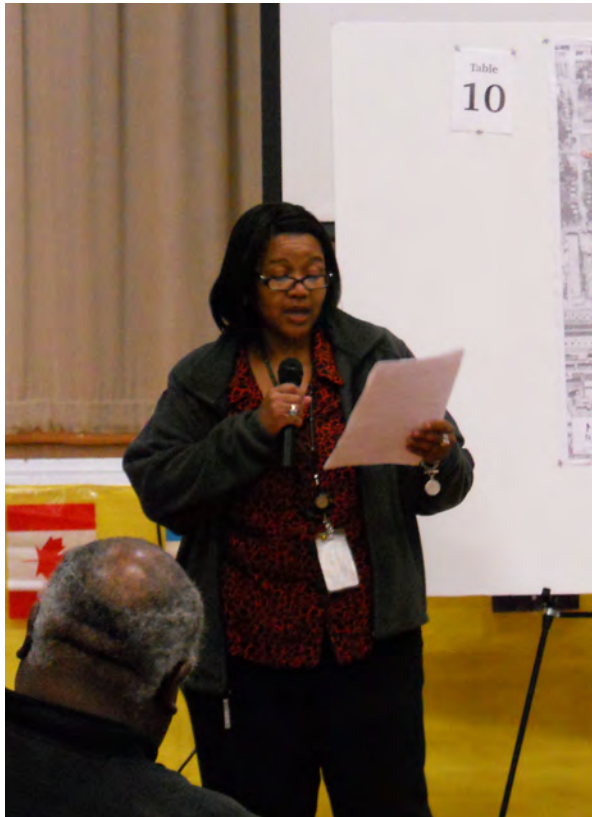




Working in small groups, participants gathered around tables to draw and share their ideas for the future of Oak Park and the Centennial Hill Neighborhood. Each table was equipped with markers, measuring tools, and a table facilitator from the Dover-Kohl team or City staff. Each table was given a base map of the area and a series of photographs of buildings and street sections in the area. During the table sessions, participants actively drew on the map and photographs of local buildings to describe and illustrate how they might like to see the area develop and evolve by describing the design and placement of buildings, preferred uses, the location of open spaces, street and, streetscape improvements, and transportation concerns for the area.



At the end of the session, a spokesperson from each table presented their table's map and ideas to the entire assembly so everyone would be able to hear the results of conversations happening around the room.



One of the big ideas heard throughout the evening was to keep interventions in the neighborhood small in order to preserve the essence of the community that remains in the area.



Some of the most widely shared ideas included:

*Strengthen Oak Park*

*Integrate Institutional & Neighborhood Life*

*Infill Housing within Neighborhood Blocks*

*Improve Streetscapes*

*Reestablish Community Retail*





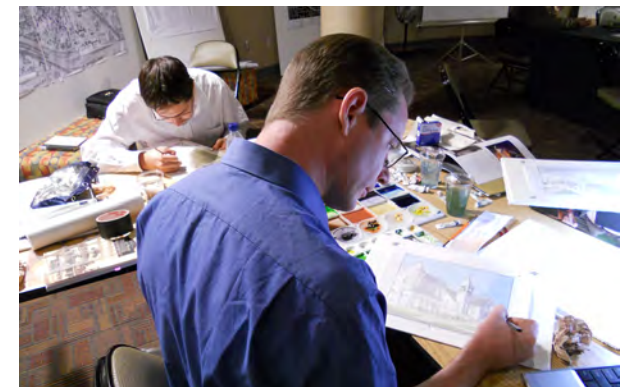
## Open Design Studio

From Tuesday, November 30 through Friday, December 3 the design team continued working alongside the community in an open design studio in Ralph D. Abernathy Hall on the ASU campus. The studio was open throughout the day, offering community members the flexibility to visit when available, to check the status of the plan, provide further input, and to make sure the plan was on the right track.

The table drawings from Monday night's Hands-on Design Session were placed around the room for easy review as new participants became involved and visited the studio. From the information provided during the public's presentations and recorded on their maps the design team began with creating a synthesis plan combining the ideas of all the table groups. The synthesis plan became the foundation for the vision developed throughout the charrette.

Ed Starkie of Urban Advisors worked throughout the week to analyze the economics of the area and look for opportunities for redevelopment. He examined the potential market for development and researched potential funding sources and mechanisms for implementation.

Rick Hall and DeWayne Carver of Hall, Planning & Engineering joined the team on Wednesday. They assessed the study area in terms of balancing all modes of transportation including walking, biking, motor vehicles and transit. They focused on enhancing pedestrian and bicycling facilities and connections from the University and Jackson Hospital to Oak Park and the Centennial Hill Neighborhood. They also looked at High Street / Highland Avenue and assessing ways to improve the street in order to enhance the potential business environment by including on-street parking and wider sidewalks.





## Technical Meetings

While in the open design studio, a series of technical meetings were held with community members, political leaders and institutional decision makers. Technical meetings included sessions with business owners, neighborhood associations, local ministers, historic preservationists, police, housing authority, traffic engineering, and parks and recreation department. The meetings were used to answer design questions, discuss the draft plan, and to further gather input in regards to details associated with the redevelopment of Oak Park and the Centennial Hill Neighborhood. The technical meetings helped to shape the concepts within the plan and to ensure that the ideas being processed were balanced by the awareness of many viewpoints and possible steps toward implementation and funding options were identified and discussed.

In addition, the team met with representatives of Jackson Hospital and ASU to discuss how they could benefit from a revitalized Oak Park and Centennial Hill neighborhood. Opportunities for their participation in partnering with the City and the community to help that bring that change about were discussed.

On the evening of Wednesday, December 1, 2010 a reception was held with the local development community, political leaders and advocates for development of the downtown at the Lofts at Alley Station. The proximity of Centennial Hill to the downtown creates an exciting opportunity for the area to become a great mixed-income neighborhood once again.





## Work-In-Progress Presentation

The charrette ended with an afternoon “Work-in-Progress” presentation on Friday, December 3<sup>rd</sup> at the John L. Buskey Life Science Building on the ASU campus. Many of the citizens, elected officials, and City staff that participated throughout the week were in attendance to see the draft plan and timeline for implementation developed throughout the Charrette. Chad Emerson, the Interim Assistant Planning Director, welcomed the attendees and thanked everyone for their participation.

Following Chad Emerson’s comments, Jason King, DeWayne Carver and Ed Starkie presented a summary of the week’s events, and presented drawings, sketches and computer visualizations illustrating the hypothetical build-out of area. Renderings showed “before and after” illustrations of different redevelopment scenarios. Transportation and streetscape improvements were illustrated, demonstrating how a balance can be reached to support multi-modal transportation options – walking, driving, cycling, and using transit. Implementation strategies were outlined including a list of community goals for the one year, five year, ten year, and within our lifetime time frames as developed with Mayor Todd Strange.

At the end of the presentation, keypad polling was used to determine if the ideas presented were on the right track. 82% felt that the plan was on the right track and 18% felt that the plan was maybe on the right track. No participants felt the plan was not on the right track.

Mayor Todd Strange closed the presentation by thanking everyone for their participation and reiterating his commitment to enabling change in the Oak Park and Centennial Hill area.



At the conclusion of the charrette, the design team departed Montgomery and returned home to their offices. Over the weeks that followed the illustrative master plan and ideas produced during the charrette were refined and they are presented in this report.







# planning principles 2





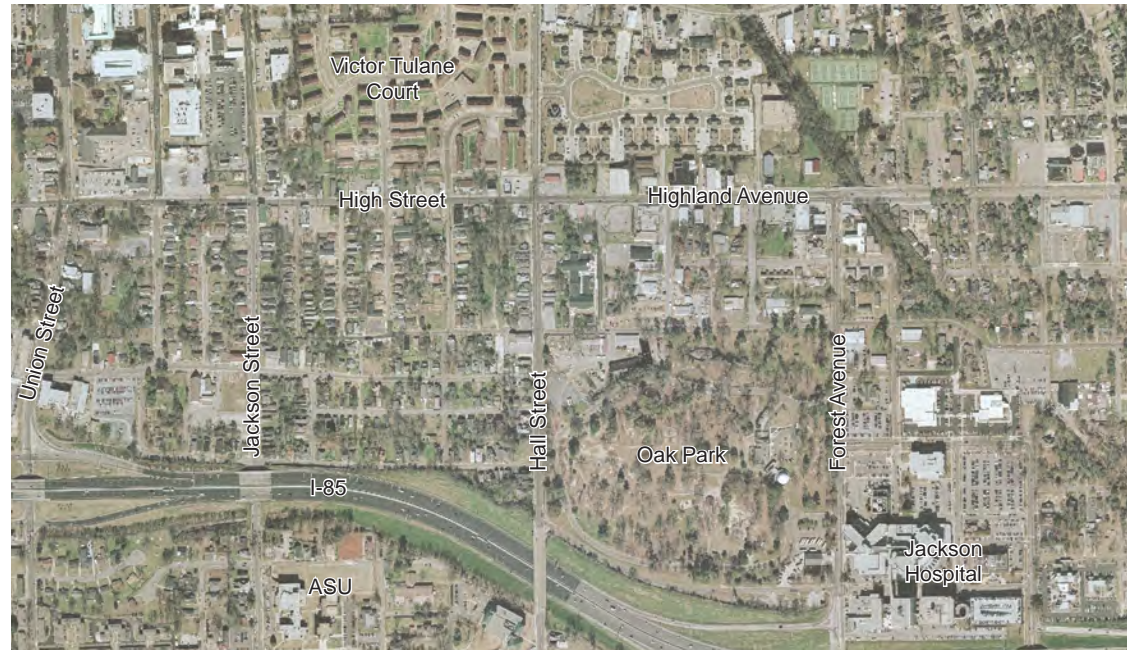
## EXISTING CONDITIONS

The Plan for Oak Park and Centennial Hill addresses the properties adjacent to High Street / Highland Avenue on the north, down to Interstate 85 on the south and from Union Street on the west and the old railroad right-of-way to the east. Oak Park and Centennial Hill are located to the east of downtown and abut the area addressed in the Downtown Montgomery Plan adopted in 2007. This area is surrounded by entities with larger master plans including Alabama State University (ASU) to the South, Jackson Hospital toward the east, and Victor Tulane Court to the North.

The plan utilizes perennial planning solutions, proposing walkable streets with sidewalks and street trees, a mix of uses with apartments and offices above shops in multi-story buildings, and workplaces and corner stores within walking distance of homes. The plan does not propose planning approaches that have been tried elsewhere in the City without success: there are no superblocks proposed, no buildings that are out of scale with the neighborhood, no vertical separation of cars and pedestrians.

The Centennial Hill Neighborhood Plan adopted in June 2008 addresses this general area and laid the foundation for the work produced in the Plan for Oak Park and Centennial Hill. The history, demographics, housing conditions, and initial social action items are found in this document.

The plan is in many ways a collection of smaller plans, most of them gathered from residents and community leaders with development programs proposed that can be implemented by several different developers in successive phases. The ultimate, unifying goal is to make the Oak Park and Centennial Hill area safer, denser, greener, more diverse and more lively.



Aerial of existing conditions



Refurbished home and community garden



Homes along Lake Street



Boarded-up home



Oak Park entrance





Oak Park, the first public park in Montgomery, is 40 acres in size making it one of the largest parks in the city. The park contains the Montgomery City Planetarium, City of Montgomery Parks and Recreation offices, picnic shelters, restrooms and a new playground. The remnants of the old zoo are being utilized as a botanical garden. The park is accessed by car off of Forest Avenue by Jackson Hospital. A fire station is located in the southeast corner of the park at the intersection of Forest Avenue and Glenn Palmer Avenue and has a parking lot adjacent to it that is used for school bus storage. The northwest corner of the park is occupied by the Montgomery Parks Maintenance facility and is fenced off from the adjacent neighborhood and the rest of the park. The lack of activities in the park leaves the park underutilized.

High Street / Highland Avenue was once the commercial hub of Centennial Hill and other surrounding neighborhoods. Over time businesses have left and boarded up buildings left behind. Some buildings along the corridor are being used for industrial purposes.

The plan aims to restore the historic housing fabric, network of pedestrian-friendly streets, and former main street environment, in tandem with planned growth at neighboring ASU, Jackson Hospital and by the Housing Authority. In addition, Oak Park and Centennial Hill are an asset to the City that should be incentivized in order to revitalize these historic assets while maintaining their charm and respecting their past.



Fence around maintenance facility in Oak Park



High Street at Jackson Street



Residential buildings along Highland Avenue



Oak Park picnic shelter and main building



Jackson Hospital

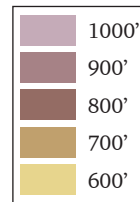




## SITE ANALYSIS

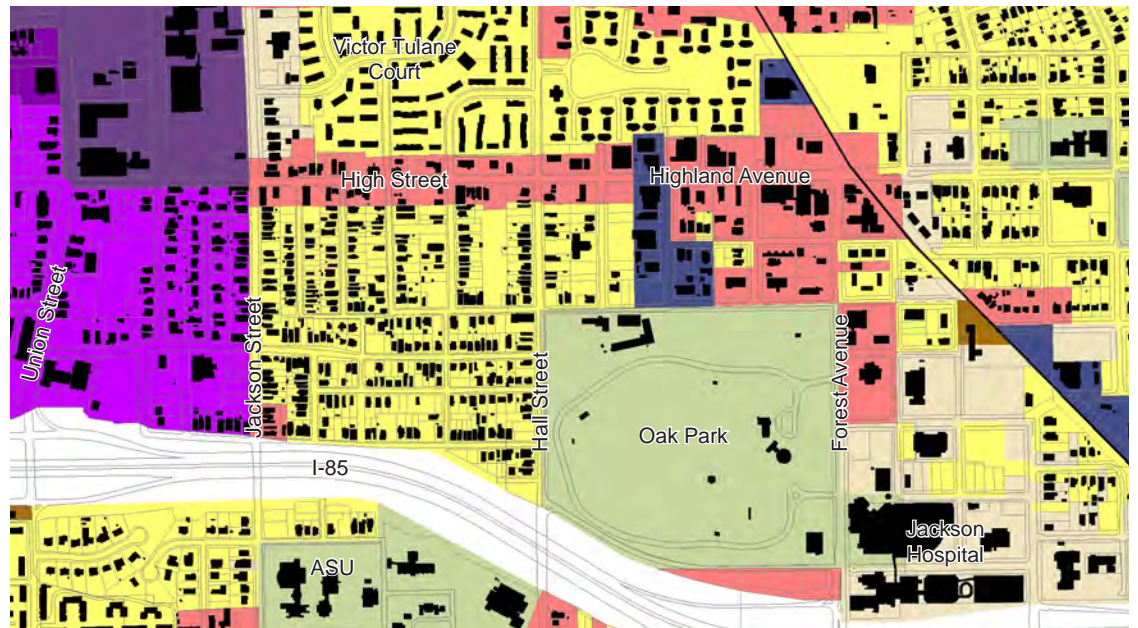
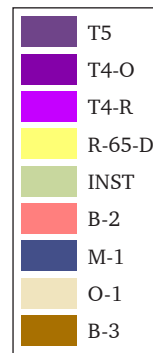
### Topography & Landform Analysis

Analysis of the existing topography and land forms shows a high point within Oak Park and a lower valley running through the Centennial Hill neighborhood. Much of the surrounding area naturally drains toward the low lying land within the neighborhood, occasionally causing drainage problems. The hill which gives Centennial Hill its name can be seen at the corner of High Street and Jackson Street.



### Current Zoning

The current zoning for this area consists of both conventional, euclidean zoning and transect zones, adopted as part of downtown's mandatory SmartCode zoning. Transect zones have been adopted from Jackson Street to the west. High Street is flanked by B-2, Business District (single stores) with a small amount of M-1, Light Industrial around Cedar Street. The neighborhood areas are zoned R-65-D, Single-Family and Duplex Residential and Oak Park is INST, Institutional. Jackson Hospital is zoned as O-1 Office District, with R-65-D residential zoning mixed in.



## PLANNING PRINCIPLES

At the table group presentations at the Hands-on Session, each of the table groups presented their plans to the rest of the assembly and consistent themes emerged. The following "Planning Principles" were refined from the big ideas identified by the public and are to guide development in the Oak Park and Centennial Hill area. Although specific details may change as the plan is implemented, the "Planning Principles" should remain intact and incorporated into the overall Oak Park and Centennial Hill area.

### **Planning Principles**

#### **Strengthen Oak Park**

*add programming, connectivity  
& improve physical design*

#### **Integrate Institutional & Neighborhood Life**

*mix uses, housing & building types;  
house institutional workers*

#### **Infill Housing within Neighborhood Blocks**

*rebuild homes, re-establish neighborhoods*

#### **Improve Streetscapes**

*street tree campaign, new squares and  
pedestrian amenities*

#### **Re-establish the Commercial Core**

*preserve & restore historic assets; add  
grocery store & daily needs*

### **Strengthen Oak Park**

The Olmsted Brothers are credited with the formal landscape design of Oak Park. It resembles the idealized natural landscape of rolling hills and tall inspiring trees for which the famous American landscape architects were known. The Olmsted Brothers introduced novel new uses to parks to attract users that included boating, ice skating, carousels and musical concerts.

Today, compact restaurants, splash parks, giant screens for outdoor movies, and grand functional buildings for special events are proposed. These approaches are recommended for Oak Park, yet it is important that the long views across scenic expanses designed by the Olmsted Brothers also be preserved.

The park's picturesqueness is decidedly by design and it is the park's greatest asset. Additions to the park are recommended primarily in the area currently housing the public parks maintenance facility which the City has expressed an interest in relocating to outside the park.

Additional pedestrian and vehicular connections into the park should be made. Pedestrian access to the park should be provided at the end of each street. An additional vehicular entrance can be added at the end of St. Janes Street. These additional connections will improve access to the park from the surrounding community and Centennial Hill residents.

### **Integrate Institutional & Neighborhood Life**

The expanding university and hospital present many opportunities for the Centennial Hill and Oak Park area. Both institutions are of state-wide importance yet they have their origins as small, neighborhood-serving facilities. Vacant commercial and residential buildings and lots in the Centennial Hill area offer room for the two institutions to expand in a context-sensitive way.

ASU currently hosts a venue for watching movies and multiple restaurants but it is easy to imagine the private-sector providing additional venues and wider variety off-campus on High and Highland. Even the best college campuses and hospital cafeterias can't offer the number of choices and range of experiences offered by revived historic main streets. Music stores, coffee shops, bookstores, and nightclubs often follow the first restaurants. Public investment typically precedes private – street trees and sidewalks capable of hosting cafes and street life would send a signal to investors that the area is ready for resurgence. The vibrancy and youth of a "college town" feel would be welcome by the residents that participated in the charrette.

Jackson Hospital staff range in position and income and while some local residents work at the hospital it is less than is to be expected and involve fewer employees of the higher pay grades. Yet, the opportunity to walk to work through Oak Park would be a significant draw for potential new residents if the park had more pedestrian thoroughways. In addition to the park a revitalized High Street / Highland Avenue main street environment would offer a place where people could literally live, work, and play without a car trip. Large historic homes could provide spaces for medical offices if a more-



flexible zoning system were adopted for the area. Live-work units would allow medical practitioners like dentists, optometrists, and physical therapy specialists the convenience of one mortgage for both home and office while enjoying the strategic location near the hospital.

Many universities and hospitals offer incentives to staff choosing to live in nearby neighborhoods to better integrate the facility within the surrounding community and “give-back” to the surrounding area.

The most successful large-scale urban plans are really a collection of little plans, created by a variety of users – public, private, institutional and commercial toward complimentary ends. The growth of the university and hospital and the revival of local neighborhoods and streets will benefit all area stakeholders symbiotically.

### **Infill Housing within Neighborhood Blocks**

Higher population densities enable cities to offer a greater variety of stores, services, parks, cultural institutions, and public transit. Densification can be achieved with infill housing units in compact formats like duplexes, row houses, townhomes and cottage courts in addition to the standard single-family detached unit. What is critical is that the new development compliment the area’s existing character. The surrounding context of the homes on a given block or street and the transect assigned by the master plan provide a reference for infill housing.

### **Improve Streetscapes**

The streets of Centennial Hill have more responsibilities than simply just moving automobile traffic: they are facilities for public transit, bicycles, and walking and provide venues for activities like discussions between neighbors, leisurely strolling,

and, at times, and in neighborhoods, the recreational play of children. To accomplish all of these aims, and additional ones envisioned by the plan like outdoor dining and window-shopping, many of the streets will need enhancements to make them safe, comfortable and interesting.

### **Re-establish the Commercial Core**

The largely vacant buildings along High Street / Highland Avenue are relics from the turn-of-the-last century when Centennial Hill was a showcase community of African American middle class affluence and success. These structures formed the main street of a successful, cohesive, cordial neighborhood that would, in time, be the birthplace and home of many of the leaders of the civil rights movement.

However, during the last 50 years national policies have encouraged the abandonment of urban neighborhoods: federally-backed mortgages were only available in the suburbs, the nation invested heavily in road projects and oil subsidies to make the suburbs more accessible, city neighborhoods were cleared of homes, and poverty has been congregated in inner-city housing projects. Yet, the multi-story main street buildings and shopfronts of more prosperous times still remain, in large part. The preservation of these structures combined with the infill of new buildings could create a place of variety and walkability unavailable in new shopping malls. Preservation is not just a tool for saving heritage, it is an economic development strategy that capitalizes on existing historic assets to build unique, varied and interesting places.

The revitalization of the Centennial Hill’s shopping area could begin with the addition of a grocery store for the existing residents, and the large numbers of newcomers that are expected with the

development of Tulane Court. Tax abatements, façade improvements and a public investment in a new streetscape could be leveraged to make the neighborhood investor-friendly. What is important is that the new store contribute urbanistically to the existing urban fabric and not detract, and that architecturally the store be in context with the surrounding area.

## **First Moves**

In working with the community, a series of first moves were established.

**Create a Community Land Bank**  
*acquire neglected properties & deed to residents who will rehab*

**Appraise Properties More Accurately**  
*appraisals make home loans impossible & unrewarding financially*

**Façade Improvements**  
*private & public enhancements to buildings*

**More Community Gardens**  
*small community spaces for healthier diets & social activities*

**Remove Incompatible Uses**  
*industrial uses not appropriate between homes*









# economics 3





The economic factors for the Oak Park and Centennial Hill study area are both daunting and hopeful. This area has seen steady decline over the years with dwindling population and income from its heyday as a center for African American families, both prosperous and working class families. At the same time two of the major institutions in the City of Montgomery, Alabama State University (ASU) and Jackson Hospital, are integral parts of the neighborhood. The renovation of Oak Park could be an added asset for the neighborhood and act as a catalyst for neighborhood revitalization. The study area is adjacent to downtown Montgomery and the restoration of their vitality is critical to ensuring the long-term health of the core of the city as a thriving metropolis.

During the charrette, interviews were conducted with local residents, business owners, non-profit leaders, city agency staff and representatives of ASU and Jackson Hospital. The need to use limited area resources wisely to preserve existing assets and character, repair both physical and social local infrastructure, replace missing urban fabric lost through years of change, and to build new in a manner that enhances rather than replaces what is best about the historic and fragile character of this area was heard.

Demographic and income trends for the area are shown in the tables to the right. These trends indicate a decline over time in area population and households, median incomes that are not keeping pace with inflation and a trend away from ownership housing to rental units. If there is no change in area characteristics, this trend of decline is expected to continue.

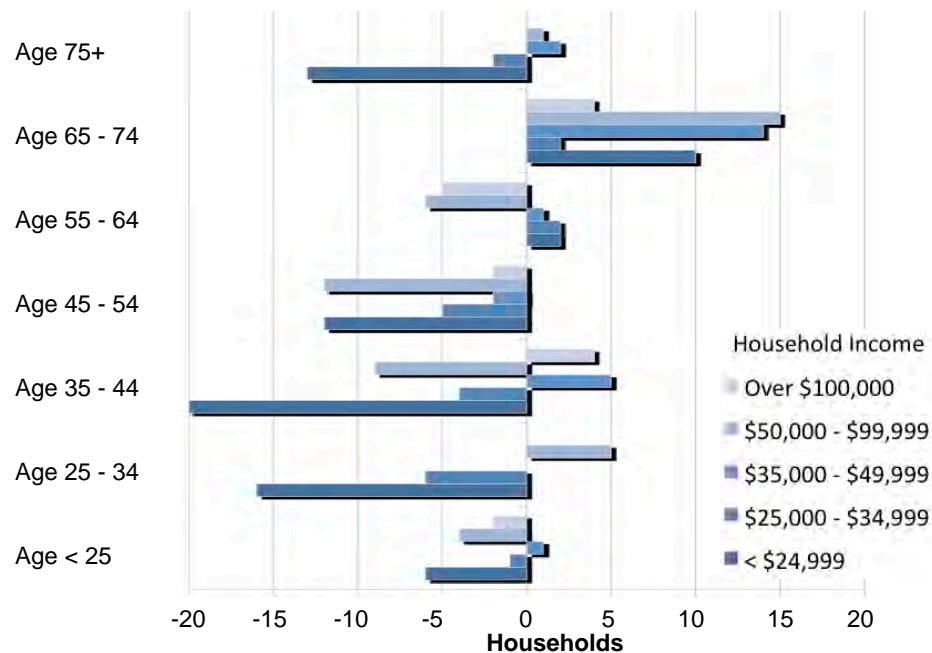
Area household change by age and income were also reviewed to understand these trends. They show an aging population that is not being offset by younger age neighbors moving into the area. On the positive side, households that are growing in the 25 to 44 year age groups are higher income that those leaving.

To mitigate these trends, the city and the local community worked together to form plans for a better future in which these trends could confidently be mitigated and reversed. The rest of this chapter outlines the means discussed and the actions that local residents and the city agreed upon to revitalize these historic and important neighborhoods.

The priorities identified by the public and that are discussed throughout this chapter include to preserve the historic character, create a framework for change for High Street / Highland Avenue, set goals to measure change, repair the local social fabric, create a lifecycle of housing in a range of income levels, and identify funding and organization for housing.

Oak Park and Centennial Hill Area	2000	2010	2015
Population	2,210	1,724	1,611
Households	798	636	598
Families	476	364	337
Non-Family Households	322	272	261
Percent Non-Family	40%	43%	44%
Average Household Size	2.74	2.67	2.65
Owner Occupied Housing Units	239	181	172
Renter Occupied Housing Units	559	455	426
Percent Renter Housing Units	70%	72%	71%
Median Age	27.1	27.1	26.9
Median Household Income	\$11,627	\$12,675	\$12,843
Average Household Income	\$17,913	\$20,859	\$21,533

Demographic Trends to 2015 Source: ESRI BIS



Area Household Change by Age and Income 2010 to 2015



## PRESERVE THE HISTORIC CHARACTER

Montgomery is a city filled with historic sites of local and national importance. The Centennial Hill study area has a claim to national significance in the value of its historic assets. This includes not only well-known assets such as the Martin Luther King Jr. house, or the Ben Moore Hotel, but also the fabric of the first African American neighborhoods after reformation and the site of the first college in Alabama dedicated to the teaching of Montgomery's African American community. Some community features that residents remember have been lost, such as the original pedestrian lighting or the comfortable crushed rock sidewalks that once lined the streets. These sidewalks were once easily maintained by local residents but later replaced by concrete sidewalks now in disrepair.

A number of measures were discussed to address historic preservation. First, it may be necessary to assist the owners of historic assets. A first step in accomplishing this is to survey, map and designate historic properties that are contributing, and also to note those that could be contributing if restored.

On a more basic level, American Recovery and Reinvestment Act funding for neighborhood stabilization and Community Development Block Grant (CDBG) funding can be used for housing repair, façade restoration of commercial properties, and simple paint and fix programs to clean up properties whose disrepair mars the appearance of these wonderful old neighborhoods.

Another initiative for preservation that can add vitality is training local area contractors in historic techniques in the repair of historic homes and commercial structures. The National Historic Trust



assists in these training programs. This would allow local people to be trained in restoring their own neighborhood and provide employment if coupled with American Recovery and Reinvestment Act and CDBG neighborhood stabilization funding.

One of the most important initiatives for the character and amenity of the area is the renovation of Oak Park. This park was once a center of activity for all of Montgomery. Restoring its past glory and

its position of pre-eminence in the city can have a profound impact for the area by drawing people to this part of the city and offering opportunities for increased local business as well as increasing the viability of the surrounding area as a desirable location for new or returning residents.





## HIGH STREET / HIGHLAND AVENUE FRAMEWORK FOR CHANGE

High Street / Highland Avenue was once the commercial center of the neighborhood with commercial nodes on High Street / Highland Avenue at Union Street, Jackson Street, Hall Street and Forest Avenue. Recreating a great urban street will provide the setting for change along the corridor. The long-term framework plan for the High Street / Highland Avenue corridor is built on affordable housing types, traditional urban principles, reinforcement of existing businesses, a range of housing opportunities, and walkable access to retail and services.

### Affordable Building Types

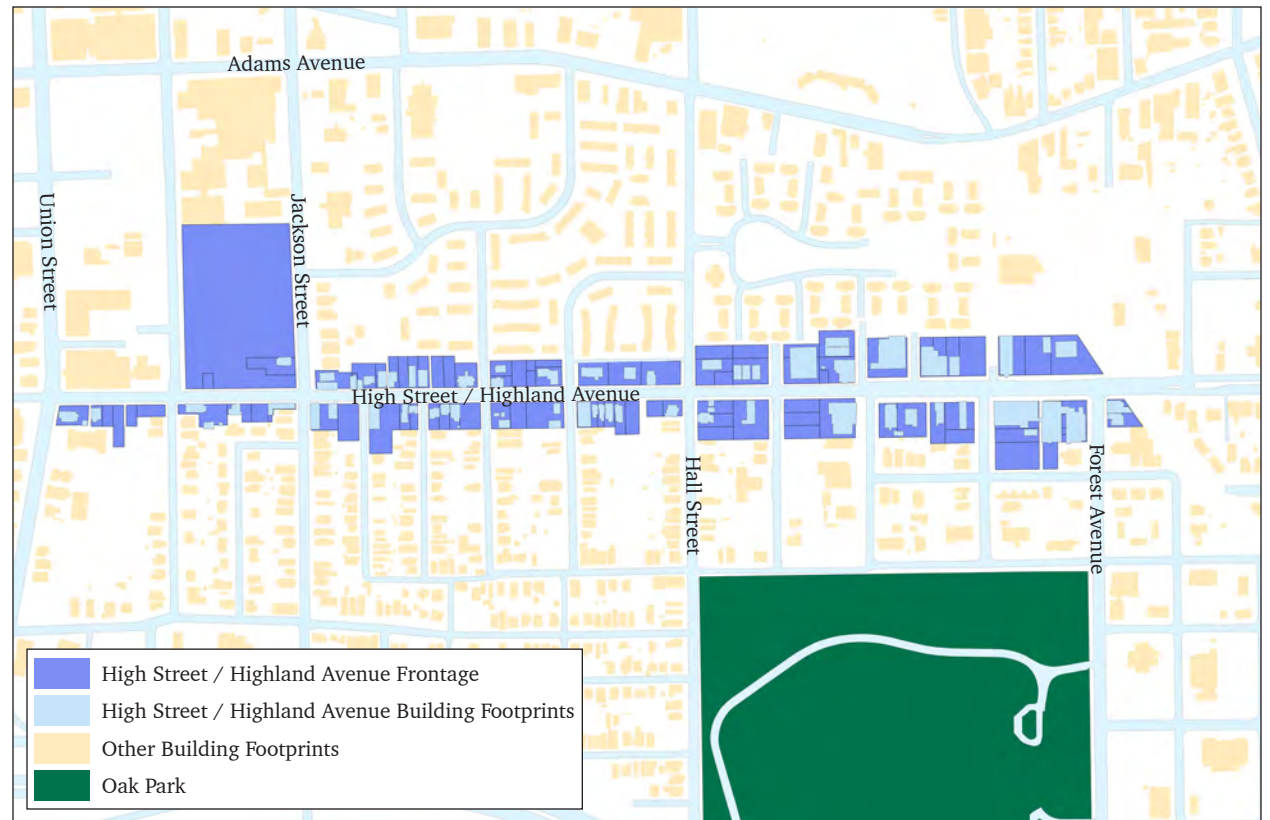
The Plan for Oak Park and Centennial Hill proposes new building types and building intensity to be in a similar scale to existing development. This eliminates the need for expensive parking structures outside of the means of current property owners. Rather it is the arrangement of the street and the buildings that creates the public realm.

### Traditional Urban Principles

The Plan is based upon traditional urban principles for making attractive, pedestrian friendly places as well as still allowing traffic to circulate. This helps in two ways. First, it makes a comfortable and safe public environment. Second, it adds pedestrians to the existing auto traffic as a source of customers for local business.

### Reinforcement of Existing Businesses

Infill development that fits within the existing urban framework will add to the existing business environment. In addition, the Plan calls for the City to work with local owners of existing businesses to assist in building and façade renovations. The redesign of the street to include on-street parking and wide sidewalks creates a much more attractive frontage than currently exists and helps to encourage investment.



### A Range of Housing Opportunities

As noted in the demographic trends, the study area has been losing households. The Plan proposes a mix and range of housing opportunities to be provided through renovation programs and potential re-use of underused residential land for new housing in affordable building types that match the historic character and scale of each neighborhood. The plan provides for higher intensity infill housing along High Street / Highland Avenue rather than in existing neighborhoods of single-family housing.

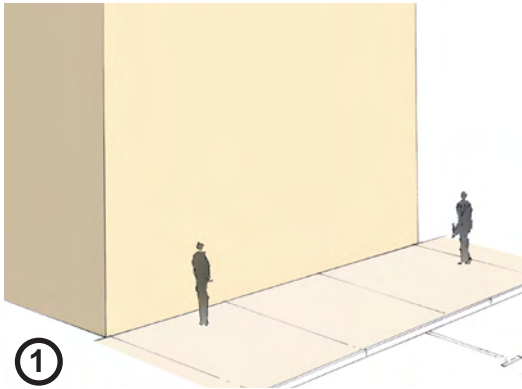
### Walkable Access to Retail & Services

Currently, the main corridor does not provide a welcome pedestrian environment. Part of the framework for change is to recreate the public realm on High Street / Highland Avenue, and to repair the pedestrian infrastructure in the neighborhood to create an attractive urban environment that encourages safe pedestrian travel.

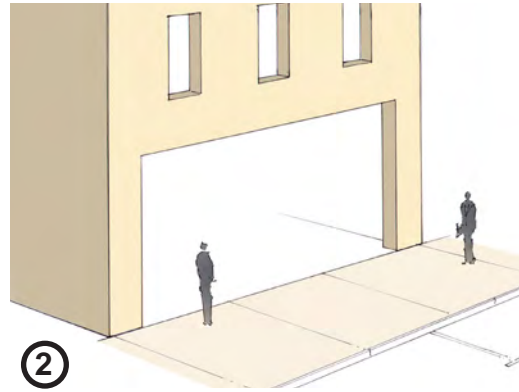


## The Anatomy of a Storefront

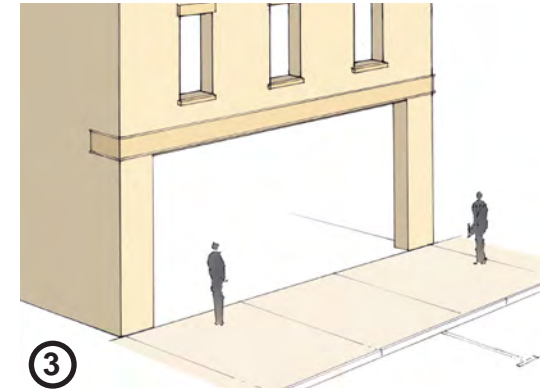
There is an economic advantage to creating unique one of a kind environments such as main streets. The anatomy of a main street storefront is as follows.



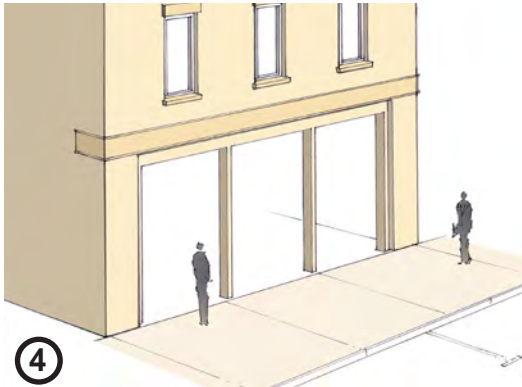
① The basic building mass - placed close to the street



② Generous shopfront with vertically-oriented windows above



③ Lintels and window sills provide a sense of structure



④ Columns sub-divide the shopfront opening



⑤ Transoms help achieve well-proportioned shopfront windows



⑥ Cased windows sit atop knee-height bulkheads



⑦ Pedestrian-oriented entrance, signage and lighting



⑧ Awnings provide shade and rain protection



⑨ A gallery provides a second floor terrace



## SET GOALS FOR CHANGE

To pursue change, the Plan sets goals to make a great place that can be measured to gauge local progress in revitalization. The long-term goals for change include adding up to 700 households off of High Street / Highland Avenue, adding 400 to 500 households on High Street / Highland Avenue, adding 60,000 square feet of retail and services to High Street / Highland Avenue, making land use on High Street / Highland Avenue of urban intensity and keeping neighborhoods at their current scale.

### **Adding Up to 700 Households Off of High Street / Highland Avenue**

There is an inventory of underused land in the study area. Analysis using Montgomery Geographic Information System (GIS) indicates that it may be reasonable to set a goal for adding 700 units in the neighborhoods surrounding the main corridor without altering the traditional character of the area. Approximately 400 of these units would be within the Tulane Court neighborhood while the remaining units would be located on underutilized parcels.

### **Adding 400 to 500 Households on High Street / Highland Avenue**

Potential infill sites on High Street / Highland Avenue could accommodate another 400 to 500 housing units along the corridor. As the corridor is today, these locations would not be as desirable as some others, but if the urban framework of a renovated right-of-way is accomplished, the quality of public space will enable such development to take place.

### **Adding 60,000 Square Feet of Retail & Services to High Street / Highland Avenue**

The two housing goals will allow the expansion of retail and services along the corridor. Creating a vital urban corridor aimed at serving local residents does not require large developments. The goal set here is for an additional 60,000 square feet of retail use. In part this is based upon the housing goals which will provide close-in customers and a higher capture rate of their spending than does purely auto-oriented business. The renovation of the corridor infrastructure and addition of more on-street parking will encourage slower traffic without reducing through traffic and this lower speed creates a more favorable environment for small businesses on walkable frontages.

### **Making Land Use on High Street / Highland Avenue of Urban Intensity**

By making the Montgomery SmartCode mandatory for this area, it will encourage urban intensity in scale with the neighborhood along this main street. Buildings along the corridor will be allowed to be of a larger scale than in the neighborhoods and must front the street placing parking to the side or rear of the lot. To accomplish this may require a district wide parking strategy. In addition, on-street parking is being reinforced in the redesign of the right-of-way to allow less on-site parking for individual buildings and developments.

### **Keeping Neighborhoods at their Current Scale**

It is critical to maintain and reinforce the scale of current housing areas off of the main corridor to reinforce the sense of community. Reinforcing the historic character is valuable for re-forging the sense of place and sense of community that this area once had for the families who lived here.

The result envisioned by these goals is that High Street / Highland Avenue, over time, will become a destination main street, not just for local residents, but also for the core of the City and those who come to visit the historical sites, entertainment venues and Oak Park. Reinforcing the existing neighborhoods with a mix of housing opportunities while maintaining their historic character will make them attractive for new residents.





## REPAIR THE LOCAL SOCIAL FABRIC

Among the information gained from interviews with both residents and institutional representatives was the desire to remake connections with ASU and to improve neighborhood connections with Jackson Hospital.

### **Partner with Jackson Hospital to Add Employee Housing**

One of the ways to reconnect Jackson Hospital with the neighborhoods surrounding it is for the city to partner with Jackson Hospital on employee workforce housing adjoining the hospital campus along Forest Avenue and Lake Street. This would strengthen the connection of the hospital to the area community, and at the same time would also add to the number of households available to support new community services that would benefit all residents.

### **Partner with ASU to Add Workforce, Student and Employee Housing**

Before the construction of I-85, ASU was physically connected to the surrounding neighborhoods and part of the local social fabric. While the presence of the highway imposes a physical barrier, one of the current potential means for remaking that older community relationship is for the city and the University to partner on workforce, student and employee housing in the Centennial Hill area. Connecting the University and the community would add a mix of housing sizes and price ranges while creating new vitality to the High Street / Highland Avenue corridor by adding market demand for cafes, restaurants and other retail services.

### **Partner with Churches for Senior Housing**

The age and income change in the study area shows an increasing need for senior housing. Local churches are significant landowners in this area and there is funding at the federal level for churches to create or participate in senior housing projects. To assist in this effort, the City could help churches find appropriate developers with the expertise to assemble the funding sources, accomplish the construction and manage the property created.

### **Make Tulane Court a Neighborhood, Not a Project**

Current plans for the remaking of Tulane Court show a new neighborhood that will add workforce housing and reinforce the character and stability of the surrounding neighborhoods. New pedestrian connections are being formed and the development offers new neighborhood park-like amenities. Funding is currently being sought to implement this plan. If this funding is not obtained, the city should nevertheless strive to retain the quality and character of the vision that is demonstrated by this planning effort.

### **Institute a Rental Safety Certification Program**

A number of cities have rental safety certification programs. A certification program offers rental property owners an opportunity to work with the City to provide rentals that are free from crime and free from code violations. Typically, police and owners would cooperate, with police providing background checks to owners and owners agreeing to standards of safety and oversight for their units.

These programs offer several benefits. They can help to lower crime in a neighborhood without intrusive action by the police. They help property owners preserve the integrity and value of their units by forestalling maintenance and repair problems seen with rentals occupied by irresponsible tenants such as repeat offenders. The owners would also be allowed to advertise their certification and thus have a competitive advantage renting to responsible families seeking housing. Prospective tenants would also be reassured that their neighborhood will indeed be safe for themselves and their children.

### **Identify a Location & Partners for an Events Center for the Community**

A repeated request in interviews with residents was the desire for an events center for weddings and other community social events. This could be located on the top floor of a renovated Ben Moore Hotel, part of the community building that faces a new green as planned for Tulane Court, within Oak Park or at another location in the Centennial Hill neighborhood.



## CREATE A LIFECYCLE OF HOUSING AT A RANGE OF INCOME LEVELS

The Plan for Oak Park and Centennial Hill proposes a variety of housing types for infill in the neighborhood. The opportunity for accomplishing this can be seen on the map of area values on page 3.8. The map shows land values per square foot which includes the buildings as well as the land. A majority of the area is valued at less than \$3 per square foot which is similar to open land values elsewhere in the City.

There is a need for housing attractive to first-time buyers, young families, single young people, families at mid-life, households whose children have become independent, and for seniors who need to downsize or need assistance.

The availability of land to accomplish this is not in question. To address this issue, a variety of housing types to address affordability and housing preference has been proposed. Renovation of existing units should be a first priority as many of these units are fine but in need of maintenance.

But there is a need for infill housing, both in the neighborhoods and along the High Street / Highland Avenue corridor. The housing types suggested throughout the Plan include new urban housing along the High Street / Highland Avenue corridor, small lot housing and courtyard housing, and new senior housing.

### **New Urban Housing along the High Street / Highland Avenue Corridor**

This would include apartments and eventually loft-type units of three stories. Three story construction allows a lower construction cost while retaining the neighborhood scale.

### **Small-Lot Housing and Courtyard Housing**

Many models exist for small lot housing that would match existing neighborhood traditional styles



Example of Courtyard and Small Lot Housing

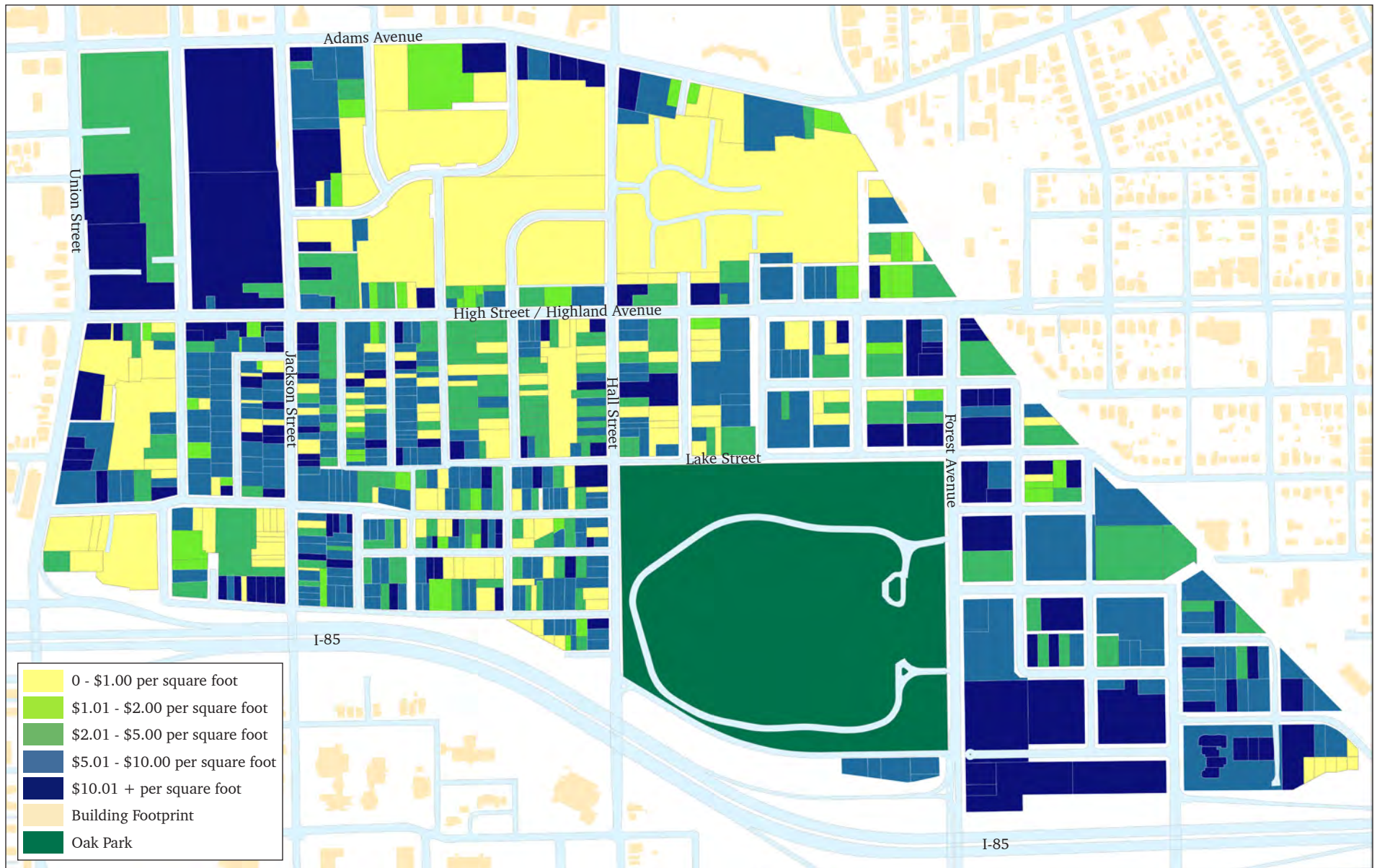
and not result in costs high enough to produce gentrification. A courtyard housing model consists of a diversity of small house models collected together and placed on one large lot. The design and placement of the homes fits in with the neighborhood but is of a density that approaches apartment densities. This is a solution that can bridge the gap between ownership and rental pricing and allow low-income residents an ownership opportunity. Additional detail on this type of housing can be found in the *West Fairview Avenue Master Plan*.

### **New Senior Housing**

New senior housing would allow current residents an opportunity to remain in the neighborhood when they have reached an age or condition where they no longer have the ability to maintain their property or live independently. This would also allow younger families to move into and renovate older units sold by senior residents.







Oak Park and Centennial Hill Area Property Values





## FUNDING AND ORGANIZATION FOR HOUSING

### Montgomery as Down Payment Assistance

Montgomery has a down payment assistance program that can be used to help qualified renters become property owners. The use of this assistance in the Centennial Hill area could increase the potential demand for units here by adding to the number of people able to gain funding for unit ownership.

### State/City Owned Tax Parcels Could be Used

The State of Alabama and the City of Montgomery own tax parcels in the area that could be offered to local community development corporations at nominal cost for renovation or redevelopment opportunities.

### ASU has Formed a CDC for Housing

ASU has formed a community development corporation that could partner with the City on the revitalization of this neighborhood and make the potential for local workforce, student, and employee housing a reality.

### Housing can be Eligible for Federal Funding

There is funding for producing new housing in this neighborhood. There is the traditional set of grants under CDBG funding from HUD, but there may also be funding available through the American Recovery and Reinvestment Act neighborhood stabilization funding.

## Actions to Rebuild the Neighborhood

The following are basic implementation tools that the city can use to enable change over time.

### ***Change Appraisal Statistics with Pilot Projects***

*eliminates the problem of comparable properties forestalling renovation or replacement*

### ***Down Payment Assistance for Infill***

*allows a greater pool of prospective owners at a variety of incomes*

### ***Design/Project Assistance for Land Owners***

*enables owners who are not developers to take advantage of the flexibility offered in the plan*

### ***New Market Tax Credits for Project Builders***

*allows funding assistance to for-profit commercial and residential development*

### ***HUD Loan Guarantee Programs***

*eases the difficulty of achieving financing for both single and multi-family housing*

### ***First-Time Buyer Assistance***

*attracts ownership by younger families of limited income who will add to the community*







# transportation 4



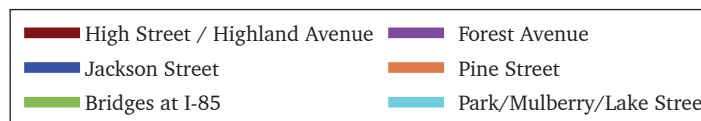
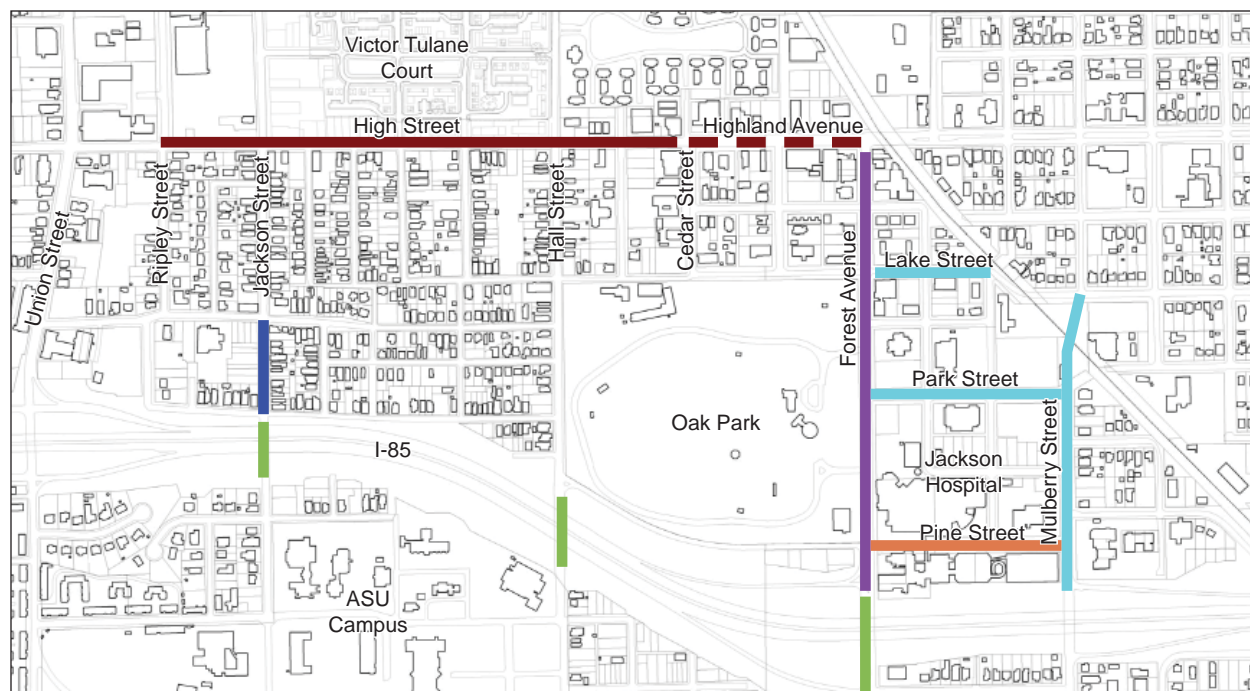


During the charrette the functionality and design of the streets throughout the Oak Park and Centennial Hill area were assessed. As part of this assessment the team met with representatives from the Centennial Hill neighborhood, City staff and officials, and representatives from ASU and conducted an extensive site review of the neighborhood, noting major thoroughfares, typical travel speeds, thoroughfare geometry, and the current levels of connectivity. Based on the existing use and conditions of the streets and the desired use of the street in accordance with the Plan for Oak Park and Centennial Hill, recommendations have been made for several of the streets in the area to become more pedestrian and bicycle friendly. The recommendations are presented throughout this chapter and include the following areas:

- High Street / Highland Avenue
- Jackson Street
- The bridges across I-85
- Forest Avenue
- Pine Street
- Park/Mulberry/Lake Street connectivity

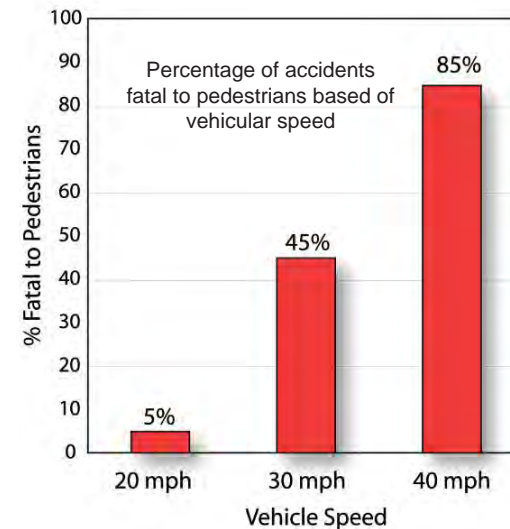
A bike plan for bicycle circulation throughout the Oak Park and Centennial Hill area with connections to a larger city wide bike network is also included within this chapter.

One of the main factors that is reviewed for pedestrian and bicycle safety is vehicular travel speed. Vehicle travel speeds are crucial to the success of walkable places. However, designing for optimal motor vehicle mobility generally results in degradation of the pedestrian environment. The likelihood of pedestrian fatalities increases when speeds increase from 20 mph to 30 mph. Therefore,



the top speeds associated with a street (as opposed to the average speeds or 85<sup>th</sup> percentile speeds) need to be lower than 30 mph, and preferably no more than 25 mph in designated walkable areas such as main streets and crucial pedestrian connections. During the planning process, a balance between vehicle mobility (including through movement of regional traffic) with the need for traffic speed management has been considered.

A detailed, 10-step plan for achieving walkable and bikeable streets is outlined in the following pages.



## 10 Steps for Making Walkable and Bikeable Streets

### 1. Design for pedestrians first.

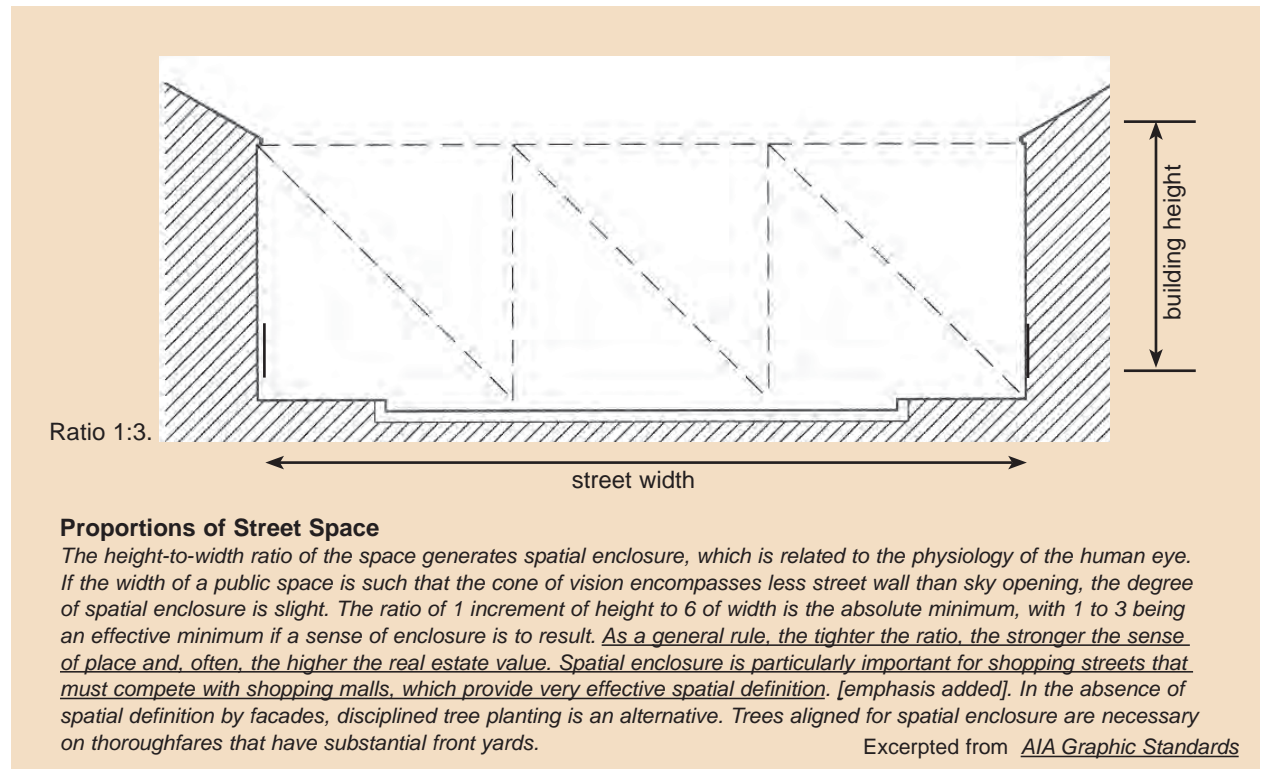
Great streets are designed to provide a high-caliber experience for pedestrians foremost; once this is accomplished, great streets generally accommodate a wide range of other modes of travel.

### 2. Proportions matter.

A street should function as an outdoor room, surrounding its occupants in a space that is welcoming and usable. A 1:3 ratio for building height to street width is often cited as a minimum section for a sense of enclosure. Creating this sense of enclosure involves more than just narrow street width, however. There are well-defined eight-lane roads just as there are two-lane roads that seem to be impassable. Streets must be sized properly for their use and should be defined with appropriate building sizes. Street trees and features such as lighting also play a critical role in defining the space of the street.

### 3. Design the street as a unified whole.

An essential distinction of great streets is that the entire space is designed as an ensemble, from the travel lanes, trees and sidewalks, to the very buildings that line the roadway. Building form and character is particularly important in shaping a sense of place. The best streets invariably have buildings fronting them, with a particular height and massing that creates an appropriate sense of enclosure. The random setbacks generated by conventional zoning rarely produce this effect; form-based regulations must be put in place to control building form and placement. Furthermore, urban buildings must front the street with features such as doors, windows, balconies, and porches. These features promote a lively streetscape, and ultimately provide passive security for pedestrians by focusing “eyes on the street.”



### 4. Include sidewalks.

Appropriately designed sidewalks are essential for active pedestrian life. Pedestrians will be more willing to utilize sidewalks if they are protected from automobile traffic. One of the simplest ways to buffer the pedestrian is to place street trees between the street and the sidewalk. Other street furniture such as streetlights, bus shelters, and benches occupy wider sidewalks and provide additional separation between pedestrians and automobile traffic. The width of the sidewalk will vary according to the location. On most single-family residential streets, five or six feet is an appropriate width, but streets

with townhouses and multi-family buildings require a more generous sidewalk. On Main Streets, fourteen feet is an ideal minimum sidewalk width, which must never fall below an absolute minimum of eight feet.

### 5. Provide shade.

Motorists, pedestrians, and cyclists typically prefer shady streets. Shade provides protection from heat and sun and contributes to the spatial definition of a street. Shade can be provided with canopy trees or architectural encroachments over the sidewalk. Canopy trees should be planted in a planting zone





between the sidewalk and the street in order to provide continuous definition and shade for both the street and the sidewalk. Architectural encroachments over the sidewalk such as awnings, arcades, and cantilevered balconies are another way to protect pedestrians from the elements and shield storefronts from glare.

#### **6. Make medians sufficiently wide.**

Where divided thoroughfares are unavoidable, medians must be generous enough to serve as a pedestrian amenity. A minimum median width of 8' will accommodate a row of street trees and will provide adequate refuge for pedestrians crossing a wide roadway.

#### **7. Plant the street trees in an orderly manner.**

Great streets are typically planted with rows of regularly-spaced trees, using consistent species. This formal tree alignment has a powerful effect; it at once shapes the space and reflects conscious design. More importantly, the shade produced by the trees will be continuous enough to make walking viable. Furthermore, the spatial impression of aligned trees also has a traffic calming effect.



Charleston, SC

#### **8. Use smart lighting.**

Streets should be appropriately lit for automobile and pedestrian safety. Pedestrians naturally avoid streets where they feel unsafe. Widely-spaced, highway-scaled “cobra head” light fixtures do not provide appropriate light intensity and consistency for pedestrian well-being. More frequently-spaced, shorter fixtures are more appropriate, and provide light beneath the tree canopy as street trees mature.

#### **9. Allow on-street parking in suitable locations.**

On-street parking buffers pedestrians from moving cars and calms traffic by forcing drivers to stay alert. Parallel parking is the ideal arrangement, because it keeps streets as narrow as possible. Diagonal parking is acceptable on some shopping streets, as long as the extra curb-to-curb width is not achieved at the expense of sidewalk width. Parking located in front of a street-front business encourages people to get out of their cars and walk, and is essential to leasing street-oriented retail space.



Savannah, GA

#### **10. Avoid parking lots in front of buildings.**

The bulk of a building’s parking supply should occur behind the building. The conventional practice of placing surface parking lots in front of buildings results in a disconnected pedestrian environment. If current zoning regulations are reformed to provide “build-to” lines rather than mandatory front setbacks for commercial buildings, parking can be accommodated in the interior of the block. As a result, the pedestrian realm of the sidewalk will be defined by shop fronts and building entrances rather than parking lots.

*It is not surprising that, given their multiple roles in urban life, streets require and use vast amounts of land. In the United States, from 25 to 35 percent of a city's developed land is likely to be in public right-of-way, mostly streets. If we can develop and design streets so that they are wonderful, fulfilling places to be, community building places, attractive public places for all people of cities and neighborhoods, then we will have successfully designed about 1/3 of the city directly and will have an immense impact on the rest.*

- Allan Jacobs, *Great Streets*



Alexandria, VA



## High Street / Highland Avenue

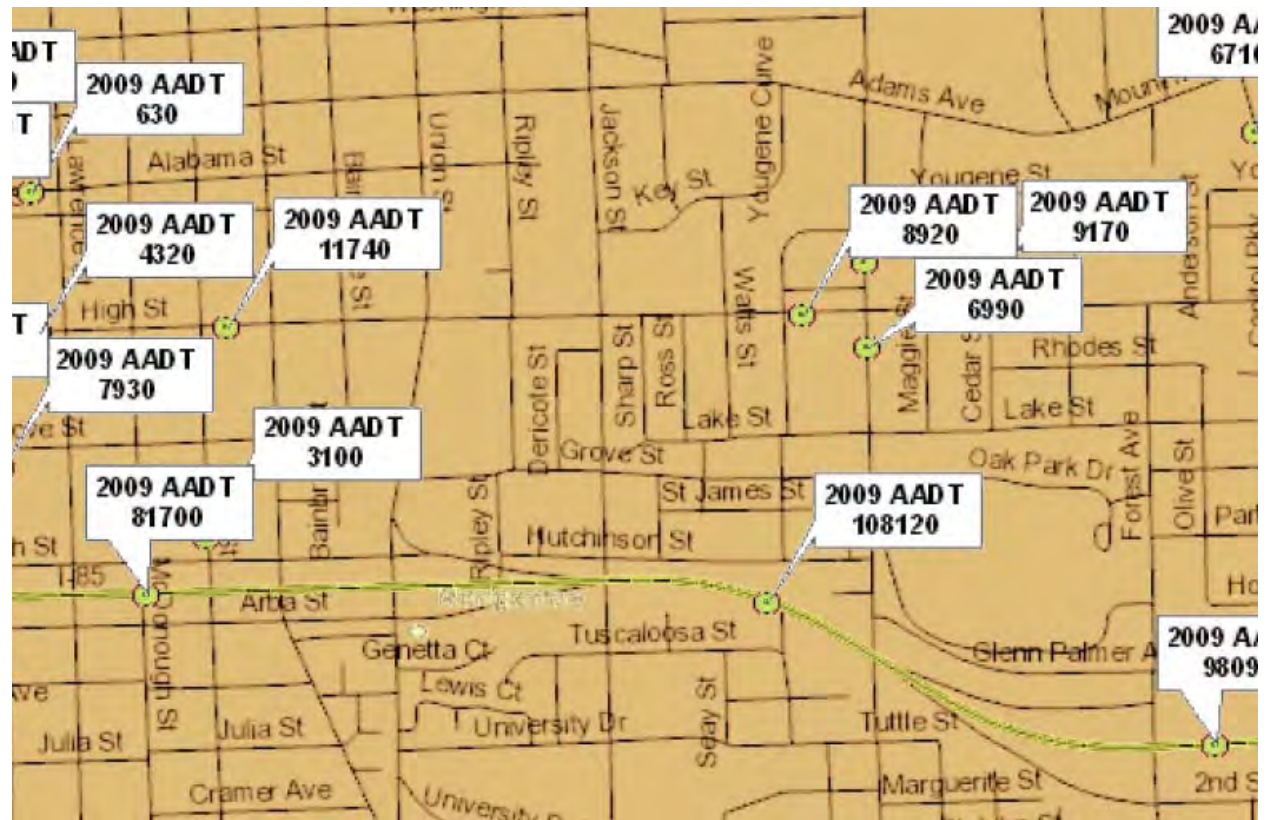
### Ripley Street to Cedar Street

High Street between Ripley Street to the west and Cedar Street to the east has a design speed of 35 mph with four 10' wide lanes (2 in each direction) and no on-street parking.

The intersection of Jackson Street and High Street formerly served as an important neighborhood center that extended down High Street and served as the main street for the Centennial Hill neighborhood. Today, the area reflects the predominantly automobile-oriented four lane street design, with very limited pedestrian usage, frayed main street development, and a predominance of vacant and/or automobile-oriented uses.

The land use vision for this area revitalizes the main street with mixed use buildings and residential buildings to serve the Centennial Hill neighborhood. In order to support this vision High Street / Highland Avenue will need to be revised to accommodate traffic speeds in the 20-25 mph range, include on-street parking, and accommodations for cyclists.

High Street / Highland Avenue should be reconfigured to use one lane in each direction for on-street parking, with the remaining lane used for vehicle travel, including both motor vehicles and bicycles. The average annual daily traffic counts recorded in this area supports the reduction in the number of travel lanes, as does the land use vision. Cyclists will be accommodated in the travel lane along with the motor vehicles through the use of shared lane markings known as sharrows.



2009 Average Annual Daily Traffic (source: Alabama DOT)

### Cedar Street to Forest Avenue

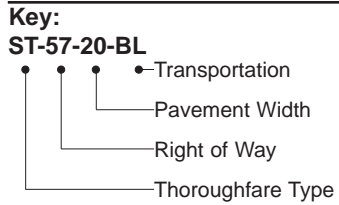
Highland Avenue from Cedar Street to the west and Forest Avenue to the east has a wider right-of-way and pavement width than the previous section. This area is envisioned to have more intensive mixed-use development around the Forest Avenue intersection. This section of road is wide enough to accommodate angled parking. Angled parking will provide more parking than parallel parking would. The additional

parking will help support new uses and mixed-use buildings while reducing the number of needed on-site spaces. It is suggested that reverse angle parking, rather than traditional angled parking be used in this location. *Additional information on reverse angled parking can be found on page 4.6*



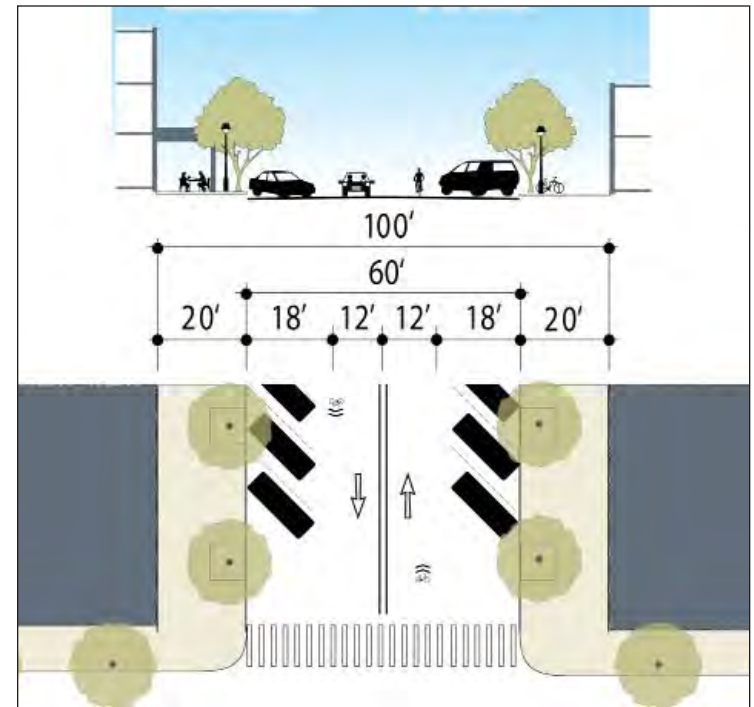
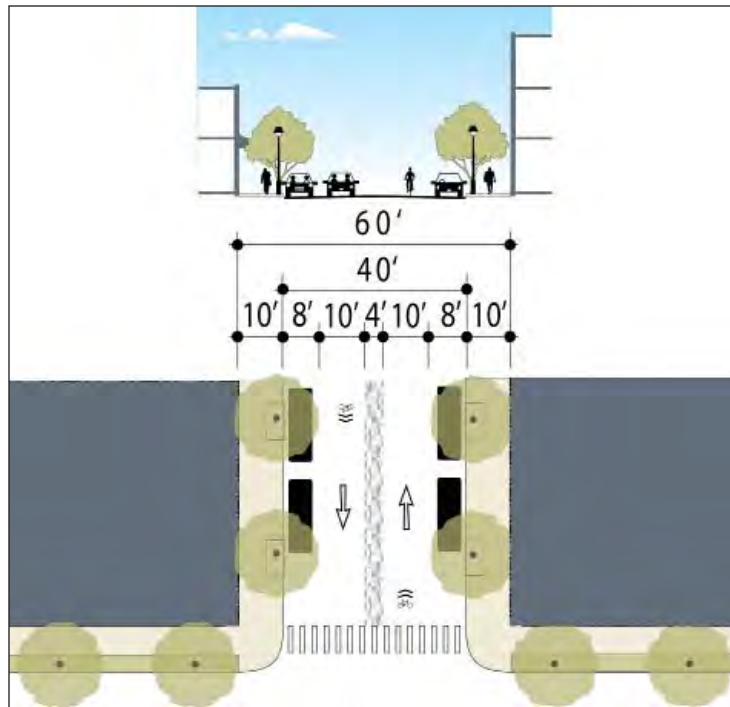
High Street / Highland Avenue (Ripley Street to Cedar Street)

Highland Avenue (Cedar Street to Forest Avenue)



THOROUGHFARE TYPES

- BV: Boulevard
- AV: Avenue
- CS: Commercial Street
- ST: Street
- RD: Road
- RA: Rear Alley
- RL: Rear Lane
- BT: Bicycle Trail
- BR: Bicycle Route
- PT: Pedestrian Path
- TR: Transit Route
- SH: Sharrow



Name	ST 60-40-8/10/4/10/8
Thoroughfare Type	Street
Transect Zone	T5
R.O.W. Width	60'
*Pavement Width	40'
Movement	Free
Vehicular Design Speed	25 mph
Pedestrian Crossing Time	13 seconds
Traffic Lanes	2
Parking Lanes	2 - parallel
Curb Radius	10'
Walkway Type	Sidewalk - 10'
Planter Type	Tree Wells
Curb Type	Vertical
Landscape Type	Trees 30' o.c.
Transportation Provision	BR, TR, SH
Public Frontage Type	Commercial Street or Avenue

Name	ST 100-60 18/12/12/18
Thoroughfare Type	Street
Transect Zone	T5
R.O.W. Width	100'
*Pavement Width	60'
Movement	Free
Vehicular Design Speed	25 mph
Pedestrian Crossing Time	20 seconds
Traffic Lanes	2
Parking Lanes	2 - reverse angle
Curb Radius	10'
Walkway Type	Sidewalk - 20'
Planter Type	Tree Wells
Curb Type	vertical
Landscape Type	Trees 30' o.c.
Transportation Provision	TR, BR, SH
Public Frontage Type	Commercial Street or Avenue

\* Pavement width is measured from face of curb to face of curb.





## What is reverse angle parking?

Reverse angle parking is similar to head in angled parking except that you back into the space from the travel lane rather than backing out of the space.

Reverse angle parking has several advantages over conventional head-in parking, all related to safety and provides the same parking benefits. When exiting from a reverse-angle parking space, the driver is able to view and respond to oncoming traffic, including cyclists. Cars parked in reverse-angle spaces can be trunk-loaded from the sidewalk, as opposed the street and opened car doors direct children toward the sidewalk, rather than toward traffic lanes. Reverse angle parking is safer for cyclists as well, because cyclists and motorists can see and respond to one another. Under conventional head-in parking, cyclists have no warning that a car is backing out until the back-up maneuver has begun. Likewise, there is no way for backing driver to tell if a cyclist is approaching.

Entering a reverse-angle parking space is achieved like the first, and easiest, part of a parallel parking maneuver. Motorists identify an open parking space, slow down and pull forward of the space, stop, and back into the space. Traffic behind the motorist is able to see and respond to the slowing vehicle in front. In conventional head-in parking, motorists in the travel lane have no warning that a car is backing up until the car actually enters the travel lane.



El Paso, Texas



Chattanooga, Tennessee



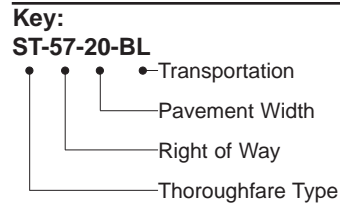
## Jackson Street

### Grove Street to Hutchinson Street

Jackson Street from Grove Street to Hutchinson Street is two lanes with no on-street parking but has 35' of pavement. Due to the wide lanes this section of roadway displays higher vehicle speeds than are desirable for good walkability. Vehicular speeds were measured averaging 33 mph here, with top speed of 42 mph even though the speed is posted at 30 mph.

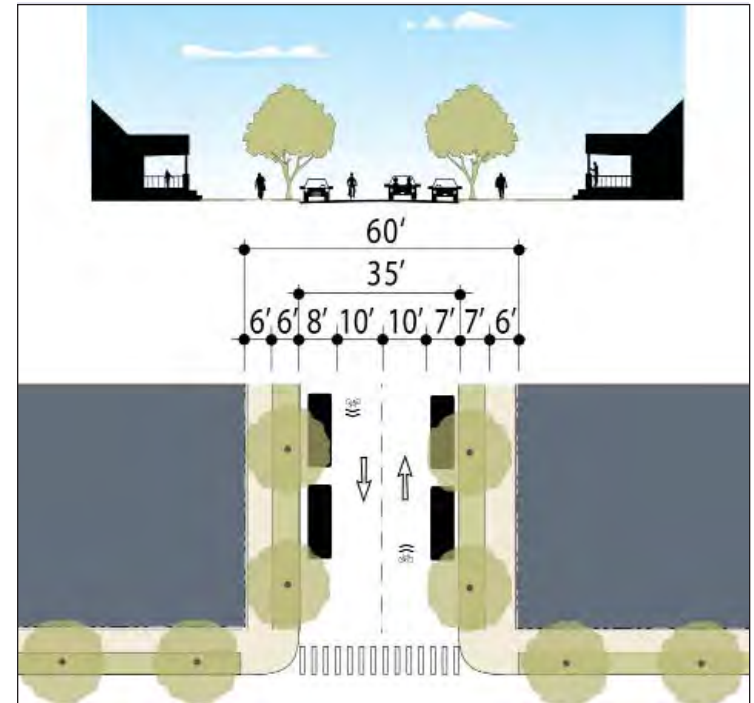
The proposed section adds on-street parking identical to the blocks of Jackson Street north of Grove Street, where travel speeds were measured at an average of 30 mph and with a top speed of only 35 mph. The addition of on-street parking can be accommodated within the existing curb to curb dimension. The parking should remain unmarked and is shown in the section as 7' wide on one side and 8' on the other, due to the 35' total dimension of the street.

The addition of on-street parking will benefit the surrounding commercial and church uses by providing additional parking that does not need to be provided on site.



#### THOROUGHFARE TYPES

- BV: Boulevard
- AV: Avenue
- CS: Commercial Street
- ST: Street
- RD: Road
- RA: Rear Alley
- RL: Rear Lane
- BT: Bicycle Trail
- BR: Bicycle Route
- PT: Pedestrian Path
- TR: Transit Route
- SH: Sharrow



Name	ST 60-35 8/10/10/7
Thoroughfare Type	Street
Transect Zone	T4
R.O.W. Width	60'
*Pavement Width	35'
Movement	Slow
Vehicular Design Speed	20 mph
Pedestrian Crossing Time	12 sec
Traffic Lanes	2
Parking Lanes	2 - parallel
Curb Radius	10'
Walkway Type	6'
Planter Type	Planting strip
Curb Type	vertical
Landscape Type	trees 30' o.c.
Transportation Provision	BR, TR, SH
Public Frontage Type	Standard Street or Avenue

\* Pavement width is measured from face of curb to face of curb.



## Bridges at I-85

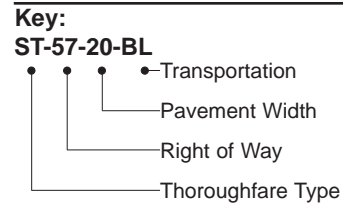
The neighborhood thoroughfare network crosses I-85 onto the ASU campus at three locations: Jackson Street (underpass); Hall Street (overpass); and Forest Avenue (interchange). Recommendations for each of these crossings have been made in order to improve the pedestrian network across the interstate from the ASU campus to Oak Park and the Centennial Hill neighborhood.

### Jackson Street Underpass

The Jackson Street underpass currently has a 36' width of pavement with a 5' sidewalk on each side, and a 5' wide planting strip on the east side and a 3' planting strip on the west side. However, the planting strips have insufficient light to support any growth so they remain dirt. The proposed section recommends paving the planting strip to provide 10' and 8' sidewalks beneath the bridge. Given the extensive use of on-street parking in this location, the additional sidewalk will facilitate entering and exiting parked vehicles on the passenger's side.

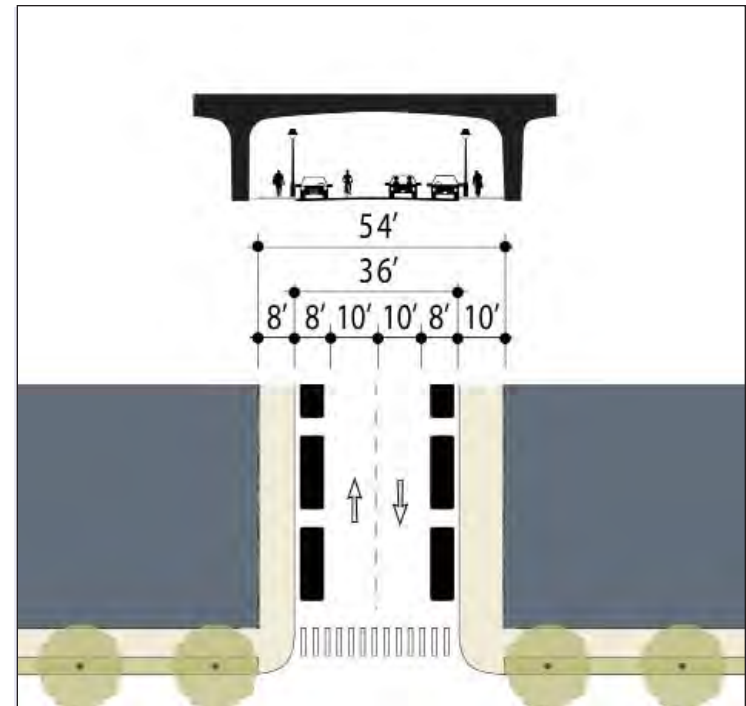


Unplanted turf strip between the curb and sidewalk at the Jackson Street Underpass.



#### THOROUGHFARE TYPES

- BV: Boulevard
- AV: Avenue
- CS: Commercial Street
- ST: Street
- RD: Road
- RA: Rear Alley
- RL: Rear Lane
- BT: Bicycle Trail
- BR: Bicycle Route
- PT: Pedestrian Path
- TR: Transit Route
- SH: Sharrow



Name	BR 54-36 8/10/10/8
Thoroughfare Type	Bridge/Underpass
Transect Zone	T4
R.O.W. Width	54'
*Pavement Width	36'
Movement	Free
Vehicular Design Speed	25 mph
Pedestrian Crossing Time	12 sec
Traffic Lanes	2
Parking Lanes	2 - Parallel
Curb Radius	NA
Walkway Type	Sidewalks
Planter Type	none
Curb Type	vertical
Landscape Type	none
Transportation Provision	TR, BR, SH
Public Frontage Type	Standard Street or Avenue

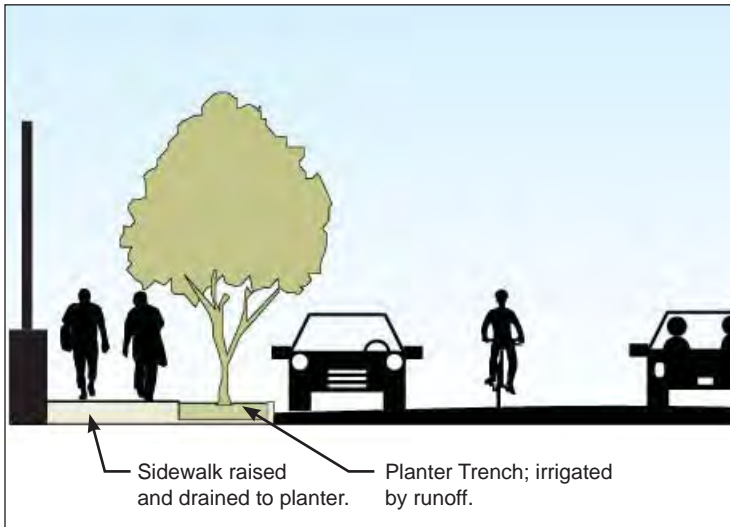
\* Pavement width is measured from face of curb to face of curb.



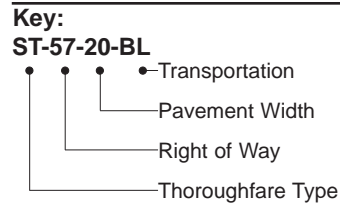
### Hall Street Overpass

The Hall Street overpass consists of a 50' wide concrete bridge deck for vehicles with a 5' wide sidewalk raised 1' above the road on either side. Hall Street has recently been reduced from four lanes to two lanes, and the bridge deck currently reflects the transition zone from the previous four lane section of Hall Street in the neighborhood to the existing two lane section on the ASU campus. Because the additional roadway width is no longer needed for vehicular travel, the space can be utilized to widen sidewalks and add on-street parking providing greater pedestrian connectivity to the neighborhood.

The proposed street section consists of 7' parallel parking spaces, and two 11' travel lanes, leaving 12' for sidewalks and a planting strip or tree wells on either side. The addition of planter strips or tree wells are to accommodate shallow-root small trees, with irrigation supplemented by recaptured stormwater. If 4' by 4' tree wells are used, the sidewalk could be 12' wide on each side. Otherwise a 7' sidewalk with a 5' planting strip could be used.

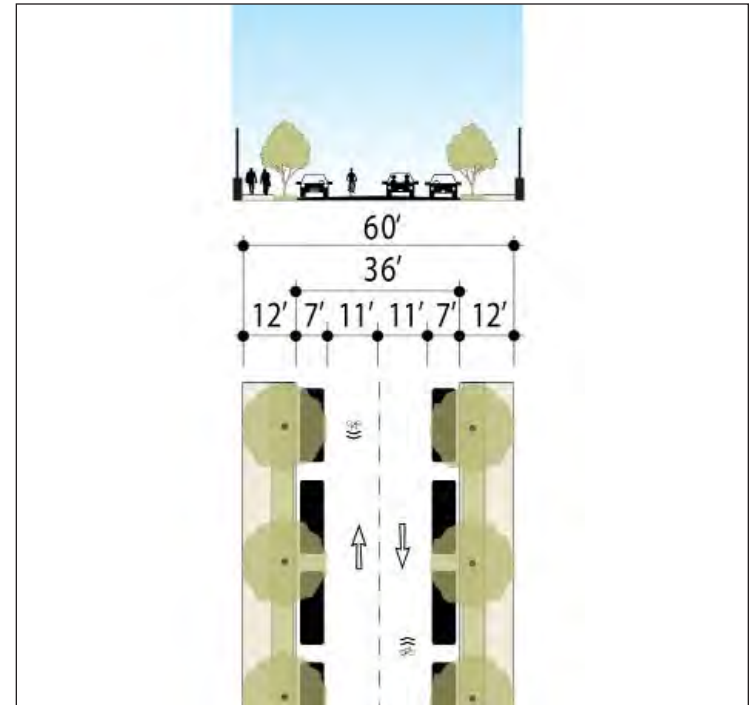


Detail of Hall Street Bridge Planter



#### THOROUGHFARE TYPES

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- RL: Rear Lane
- BT: Bicycle Trail
- BR: Bicycle Route
- PT: Pedestrian Path
- TR: Transit Route
- SH: Sharrow



Name	BR 60-36 7/11/11/7
Thoroughfare Type	Bridge/Overpass
Transect Zone	T4
R.O.W. Width	60'
*Pavement Width	36'
Movement	Slow
Vehicular Design Speed	20 mph
Pedestrian Crossing Time	12 sec
Traffic Lanes	2
Parking Lanes	2 - parallel
Curb Radius	NA
Walkway Type	Sidewalk - 12'
Planter Type	Treewells or experimental strip
Curb Type	vertical - 12"
Landscape Type	Trees 30' o.c.
Transportation Provision	BR, TR, SH
Public Frontage Type	Standard Street or Avenue

Name	BR 60-36 7/11/11/7
Thoroughfare Type	Bridge/Overpass
Transect Zone	T4
R.O.W. Width	60'
*Pavement Width	36'
Movement	Slow
Vehicular Design Speed	20 mph
Pedestrian Crossing Time	12 sec
Traffic Lanes	2
Parking Lanes	2 - parallel
Curb Radius	NA
Walkway Type	Sidewalk - 12'
Planter Type	Treewells or experimental strip
Curb Type	vertical - 12"
Landscape Type	Trees 30' o.c.
Transportation Provision	BR, TR, SH
Public Frontage Type	Standard Street or Avenue

\* Pavement width is measured from face of curb to face of curb.

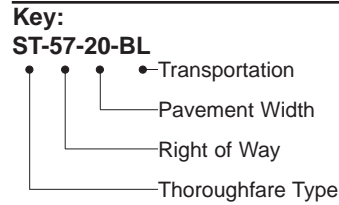


**Forest Avenue Interchange**

At Forest Avenue, the overpass bridge is part of an interchange with I-85. The requirement for interchange operations limits the ability to modify the design of the bridge as substantially as proposed at Hall Street. Because this bridge is part of an interchange, actual lane widths and alignments would need to be determined through an operations study in conjunction with Alabama Department of Transportation (ALDOT).

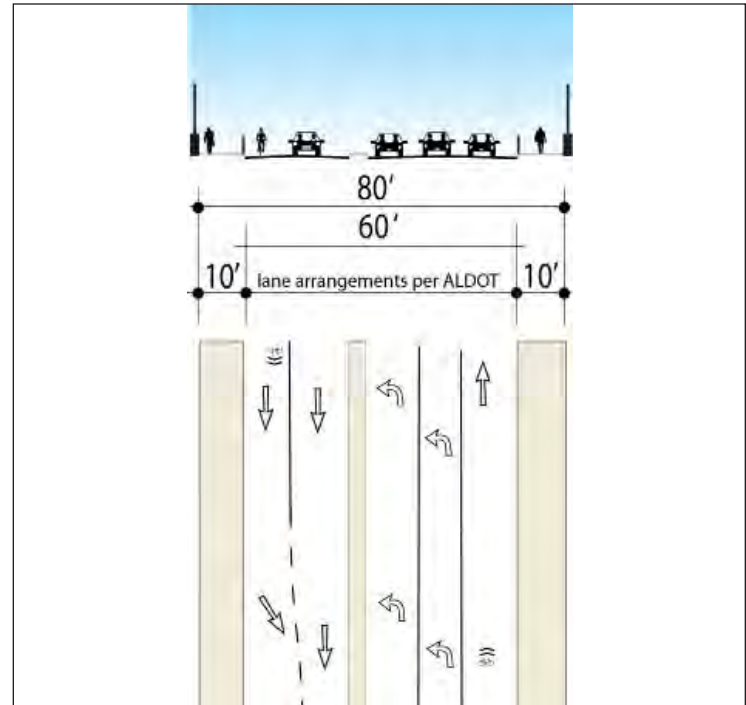
The bridge currently has 70' of pavement and a 5' wide sidewalk on each side. It is recommended to widen the sidewalks to 10' on each side by narrowing of the travel lanes from 13' each to 11' each with a 5' dividing median.

No conversations have currently occurred concerning this proposed reduction of lane width to accommodate wider sidewalks. Although lane dimensions have been suggested they are not illustrated as they would need to be approved by ALDOT. The important aspect is to try and create wider sidewalks for better access and safety by pedestrians.



**THOROUGHFARE TYPES**

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- ST: Street
- RD: Road
- RA: Rear Alley
- RL: Rear Lane
- BT: Bicycle Trail
- BR: Bicycle Route
- PT: Pedestrian Path
- TR: Transit Route
- SH: Sharrow



Name	BR 80-60
Thoroughfare Type	Bridge/Overpass
Transect Zone	T3
R.O.W. Width	80'
*Pavement Width	60'
Movement	Speed
Vehicular Design Speed	30 mph
Pedestrian Crossing Time	20 sec
Traffic Lanes	5
Parking Lanes	none
Curb Radius	20'
Walkway Type	sidewalk - 10'
Planter Type	none
Curb Type	vertical - 12"
Landscape Type	none
Transportation Provision	BR, TR, SH
Public Frontage Type	Standard Street or Avenue

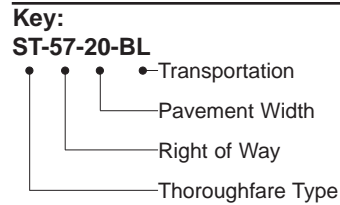
\* Pavement width is measured from face of curb to face of curb.



## Forest Avenue

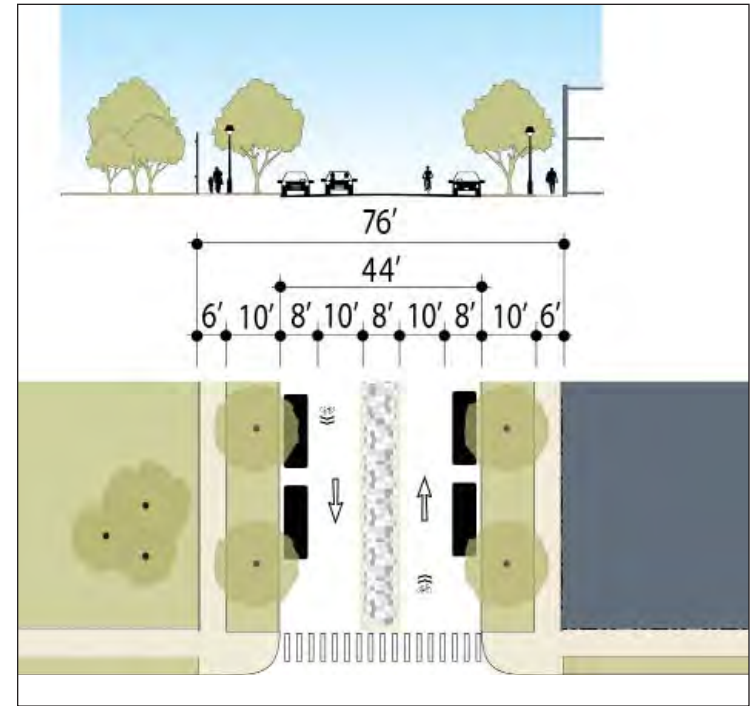
North of the interchange, Forest Avenue has a 76' Right-of-Way and 44' pavement width. The Jackson Hospital complex is located on the east side of the street and Oak Park is on the west side. The vision for this corridor calls for more mixed-use development, including housing and/or medical offices, on the hospital side of the street that would front toward Oak Park in areas currently used as parking lots.

During the charrette, the measured speed of vehicles on Forest Avenue through this area averaged 34 mph, with a top speed of 42 mph. To manage the speed of vehicles the addition of a center safety strip, per the City of Montgomery Thoroughfare Standards, is recommended. This can be accomplished by narrowing the travel lanes from 14' to 10', accommodating parallel parking on both sides of the street instead of only on the west side, and limiting the length of turn lanes that would fall within the safety strip dimension.



### THOROUGHFARE TYPES

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- ST: Street
- RD: Road
- RA: Rear Alley
- RL: Rear Lane
- BT: Bicycle Trail
- BR: Bicycle Route
- PT: Pedestrian Path
- TR: Transit Route
- SH: Sharrow



Name	ST 76-44 8/10/8/10/8
Thoroughfare Type	Street
Transect Zone	T4
R.O.W. Width	76'
*Pavement Width	44'
Movement	Free
Vehicular Design Speed	25 mph
Pedestrian Crossing Time	14 sec
Traffic Lanes	2
Parking Lanes	2 - parallel
Curb Radius	10'
Walkway Type	Sidewalk - 6'
Planter Type	Planting strip - 10'
Curb Type	vertical
Landscape Type	Trees 30' o.c.
Transportation Provision	TR, BR, SH
Public Frontage Type	Standard Street or Avenue

\* Pavement width is measured from face of curb to face of curb.





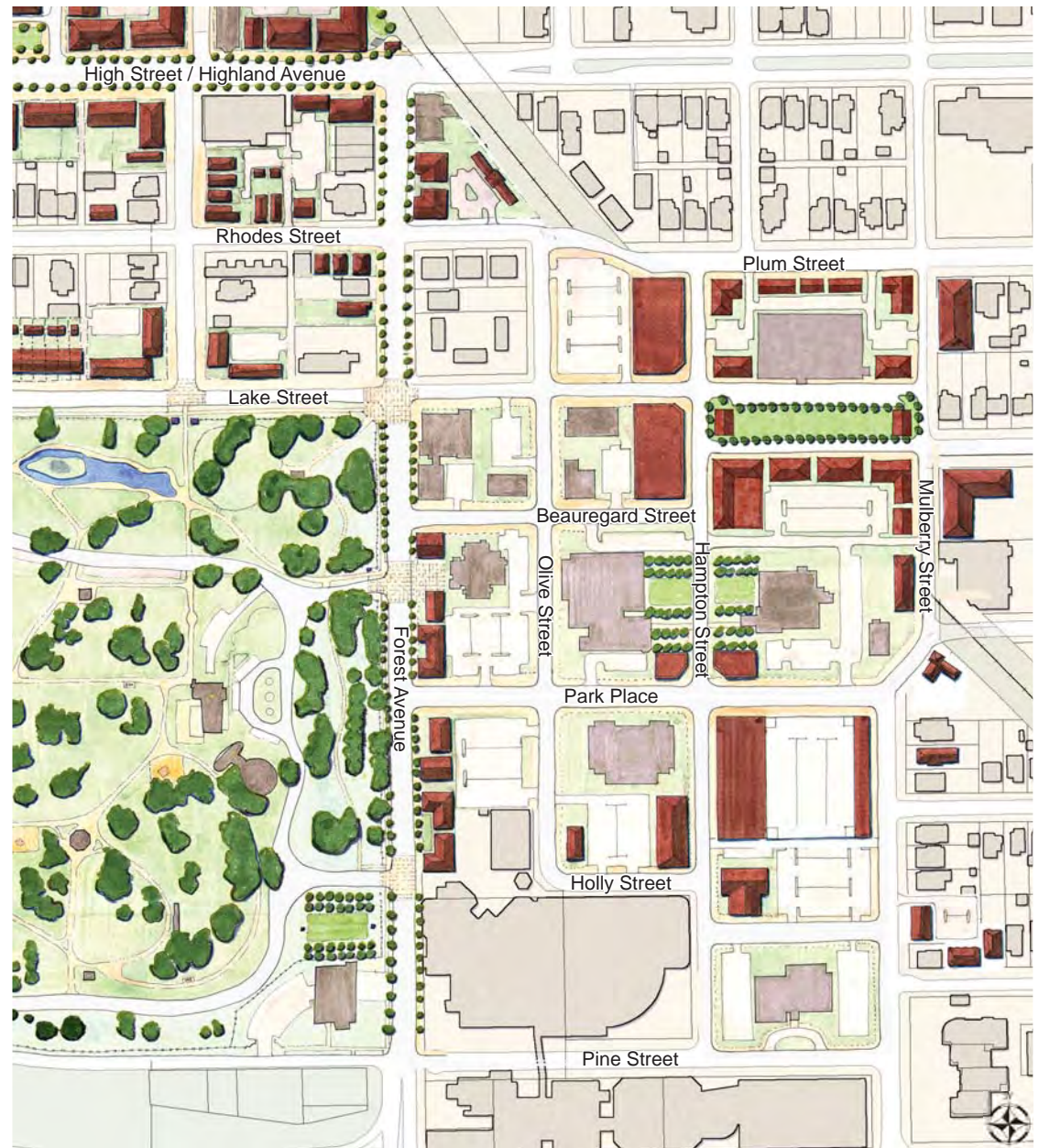
### **Park, Mulberry, & Lake Street**

Lake Street, which formerly provided east-west connectivity south of Highland Avenue, has been recently interrupted at Hampton Street redirecting traffic to Park Street. Park Street intersects Mulberry Street just east of the hospital, and Mulberry Street has been extended north to connect to Putnum Street. So, eastbound travel on Lake Street now requires a detour of two blocks south to Park Street, east to Mulberry Street, and north to Cherry Street, with westbound travel taking the opposite route. Lake Street should be reconnected to Cherry Street to resume the prior level of connectivity.

In addition, it is recommended that a roundabout be considered to replace the T-intersection of Park Street and Mulberry Street, which is currently a stop-controlled intersection.

### **Pine Street**

Pine Street is currently used as an access road for Jackson Hospital. It currently terminates with a turn around just before it would connect to Forest Avenue. For improved connectivity and circulation, around the interstate, the hospital, and throughout the Oak Park area, it is recommended that Pine Street be reopened to Forest Avenue as a signal controlled intersection. This connection along with the use of Glenn Palmer Avenue will increase the east-west connections throughout the area.



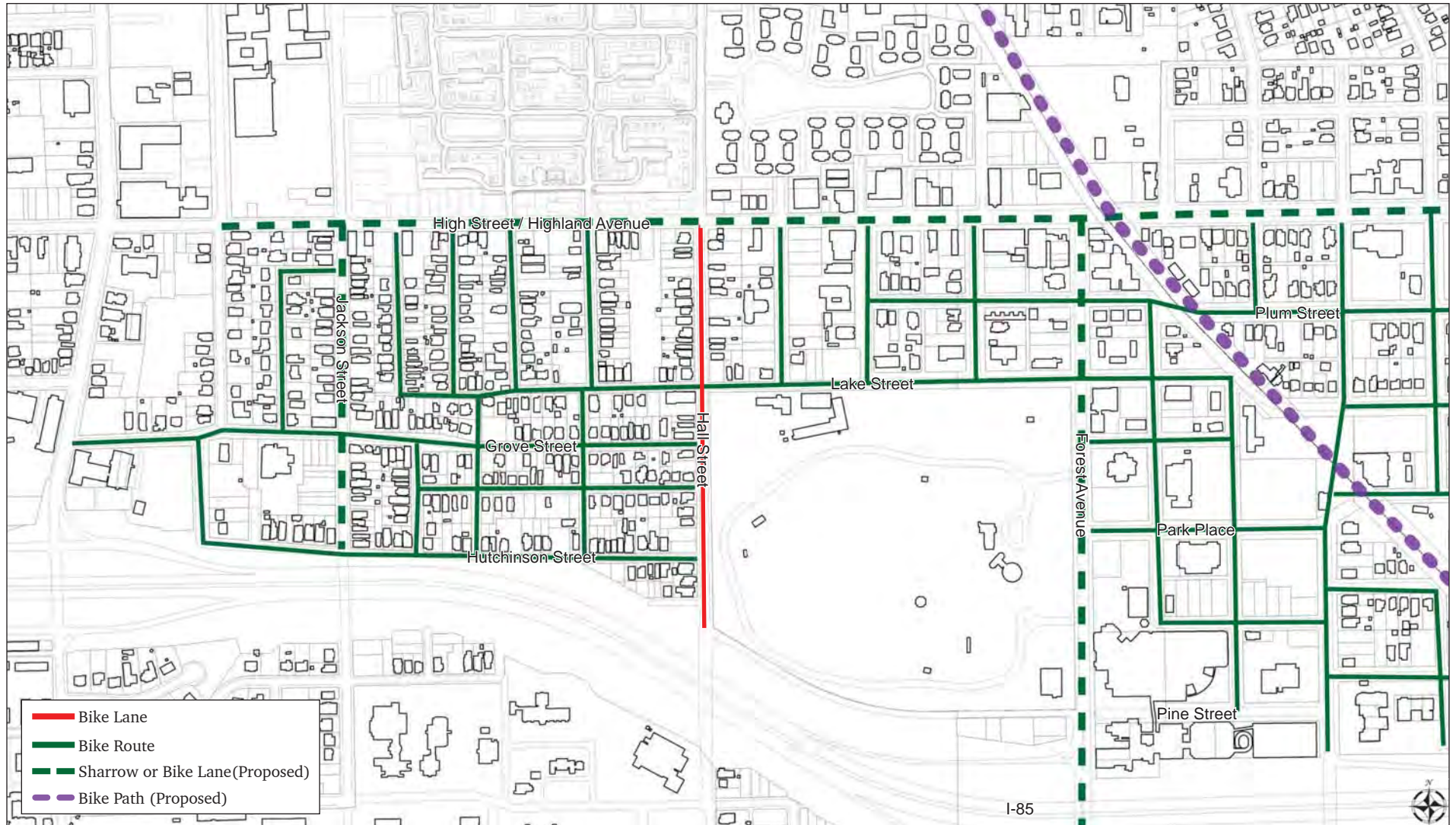


## Bicycle Network

The bicycle network is comprised of bike routes, shared use markings (sharrows), bike lanes (which are on-street facilities,) and bike paths (which are off-road facilities.)

Most of the streets in Centennial Hill are excellent for bicycling in their current condition. Motor vehicle travel speeds are near or below 30 mph, and traffic volumes are light. No additional modifications are

needed for bicycle travel, and any of these streets can be considered as a bicycle route, as-is.



In locations where higher traffic volumes are expected, such as the I-85 crossings, Highland Avenue, and Forest Avenue, shared lane markings, or “sharrows”, in the travel lane are recommended. Sharrows are used where automobile speed management is critical for walkability, as they do not increase the width of the traveled way. The narrower travel way manages travel speeds, keeping them in the walkable context of 25-30 mph.

In addition, sharrows are preferred to bike lanes where on-street parking is present. Bike lanes placed adjacent to on-street parking put cyclists at risk of a “dooring” collision. A dooring collision is when a bicyclist is hit by the door opening on a parked car. Sharrows are also placed to avoid the “door zone” to avoid this risk. To avoid the dooring risk, bike lanes next to on-street parking need to be wider than normal, in the 6’ to 7’ range, which increases the width of the perceived vehicular travel way substantially and increases travel speeds to be in excess of the 30 mph or less range for highly walkable areas.

If at some point in the future, the neighborhood desires either more parking in the Hall Street area or slower traffic speeds on Hall Street there is room on Hall Street to replace the bike lanes with sharrows and add on-street parking.

It was observed that several drainage grates on Hall Street do not meet the current design standards for bicycle facilities. The City of Montgomery Traffic Engineering Department has been apprised of these findings.

The Bicycle Network also shows a proposed bicycle path along the old rail corridor on the east side of the neighborhood.



Shared Lane Marking or “Sharrow”



Non-standard drainage grate in the bike lane on Hall Street







# details of the plan 5



## ILLUSTRATIVE MASTER PLAN

The Illustrative Master Plan depicts proposed buildings, parking locations, additional street and pedestrian connections, and open spaces for the Oak Park and Centennial Hill area. The plan

proposes to revive High Street / Highland Avenue as the main street for the surrounding community. Lots within the neighborhood are infilled with new housing, strengthening the existing fabric. Change

will not occur over night and the details of the plan may change over time. The big ideas and main concepts within the illustrative plan should guide redevelopment efforts.





## STREET CONNECTIVITY

### Existing Streets

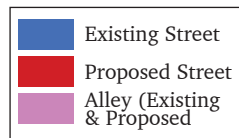
The existing street network within the Centennial Hill neighborhood offers a cohesive block and street network. I-85 creates a barrier to the south of the neighborhood. Connections across or under I-85 are at Jackson Street, Hall Street, and Forest Avenue. Oak Park has a single one way road through it with access in and out of the park from Forest Avenue. Tulane Gardens has only one street that connects out of the neighborhood at Hall Street. Future phases of Tulane Court are currently planned to reconnect the street grid improving connectivity through the neighborhood.



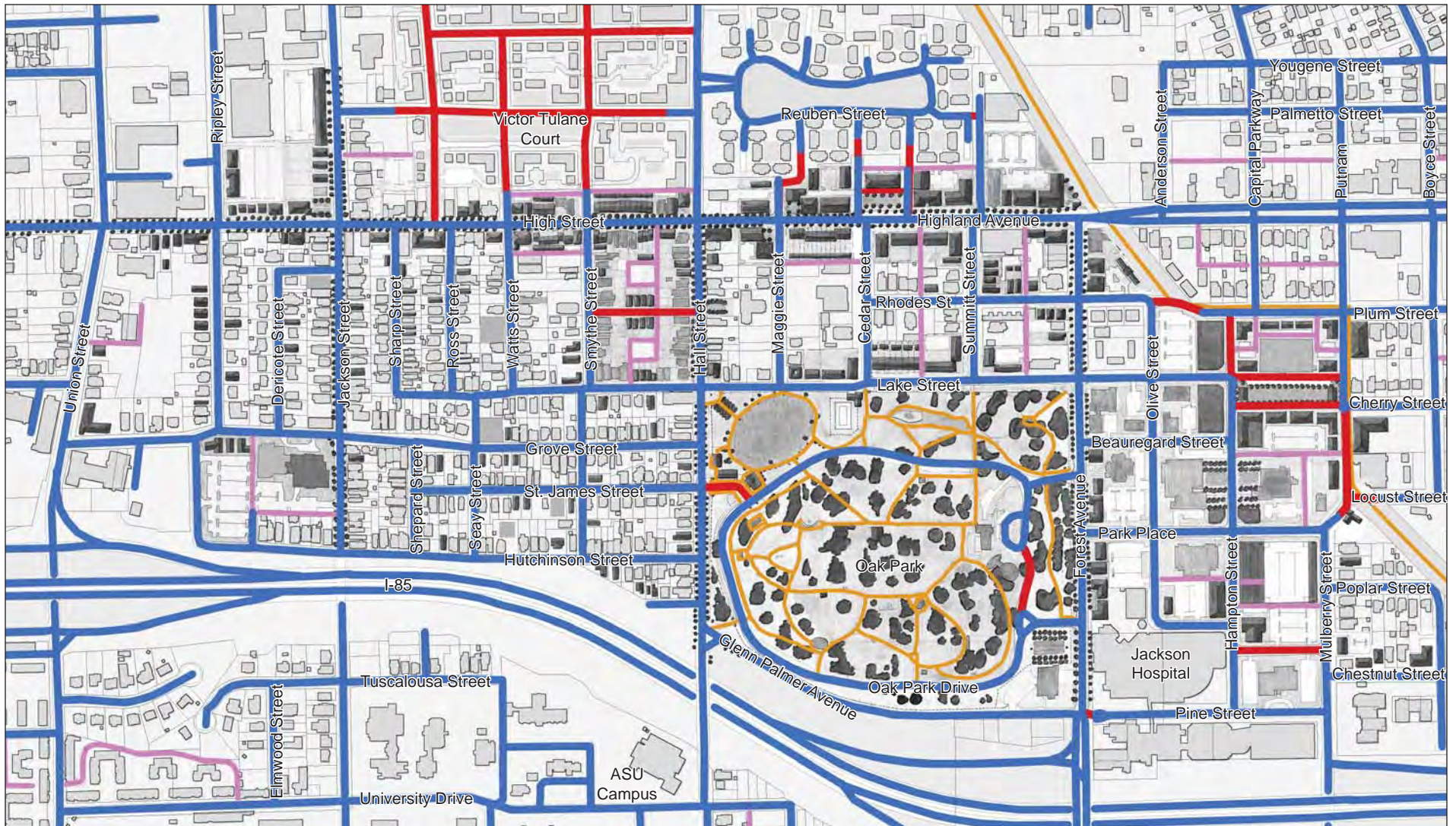
### Proposed Street & Alley Network

Although the existing connectivity in the Oak Park and Centennial Hill area functions fairly well, some additional street connections could increase access to the area. Some of these connections include a vehicular connection to Oak Park from Hall Street, connecting Pine Street to Forest Avenue and linking Tulane Gardens to Highland Avenue.

In addition, it would benefit the area to improve the alley network just off High Street / Highland Avenue to allow buildings to front the street and provide access to parking at the rear of the lot through the alleys.



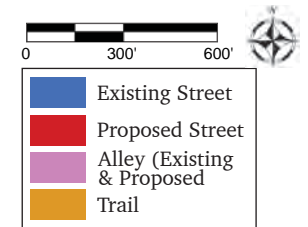




### Proposed Pedestrian Network

The pedestrian network is composed of the streets, alleys and trail system. The main trails in this area are throughout Oak Park and along the old railway line to the east of the study area.

Multiple connections through Oak Park allow the park to once again link all of the different areas instead of acting as a wall between them.

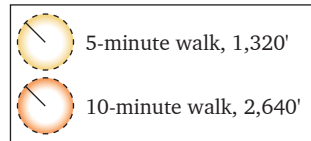




## PLAN DIAGRAMS

### 5 and 10 Minute Walks Analysis

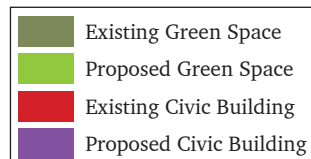
The primary commercial intersections within the study area are along High Street / Highland Avenue at Jackson Street, Hall Street, and Forest Avenue. Five minute walk circles have been super-imposed on these intersections and a ten minute walk circles has been placed at Hall Street. As a general rule, most people are willing to walk five minutes or approximately 1320' or 1/4 of a mile before turning back or opting to drive or ride a bike rather than walk. In a good pedestrian environment and with a destination at the end of the walk that distance can typically be lengthened to ten minutes. Much of the Centennial Hill neighborhood is within these walking distances from the primary commercial intersections along High Street / Highland Avenue.



### Proposed Green & Civic Buildings Network

This diagram illustrates the network of existing and proposed neighborhood parks, greens and open space along with existing and proposed civic buildings. The parks and greens can provide the community with access to parks, trail systems, and recreation opportunities and are numerous enough to be in close proximity to the entire neighborhood.

There are many churches in and around the Centennial Hill neighborhood. Some are more active than others but they provide a community asset and can be instrumental in bringing back the neighborhood.

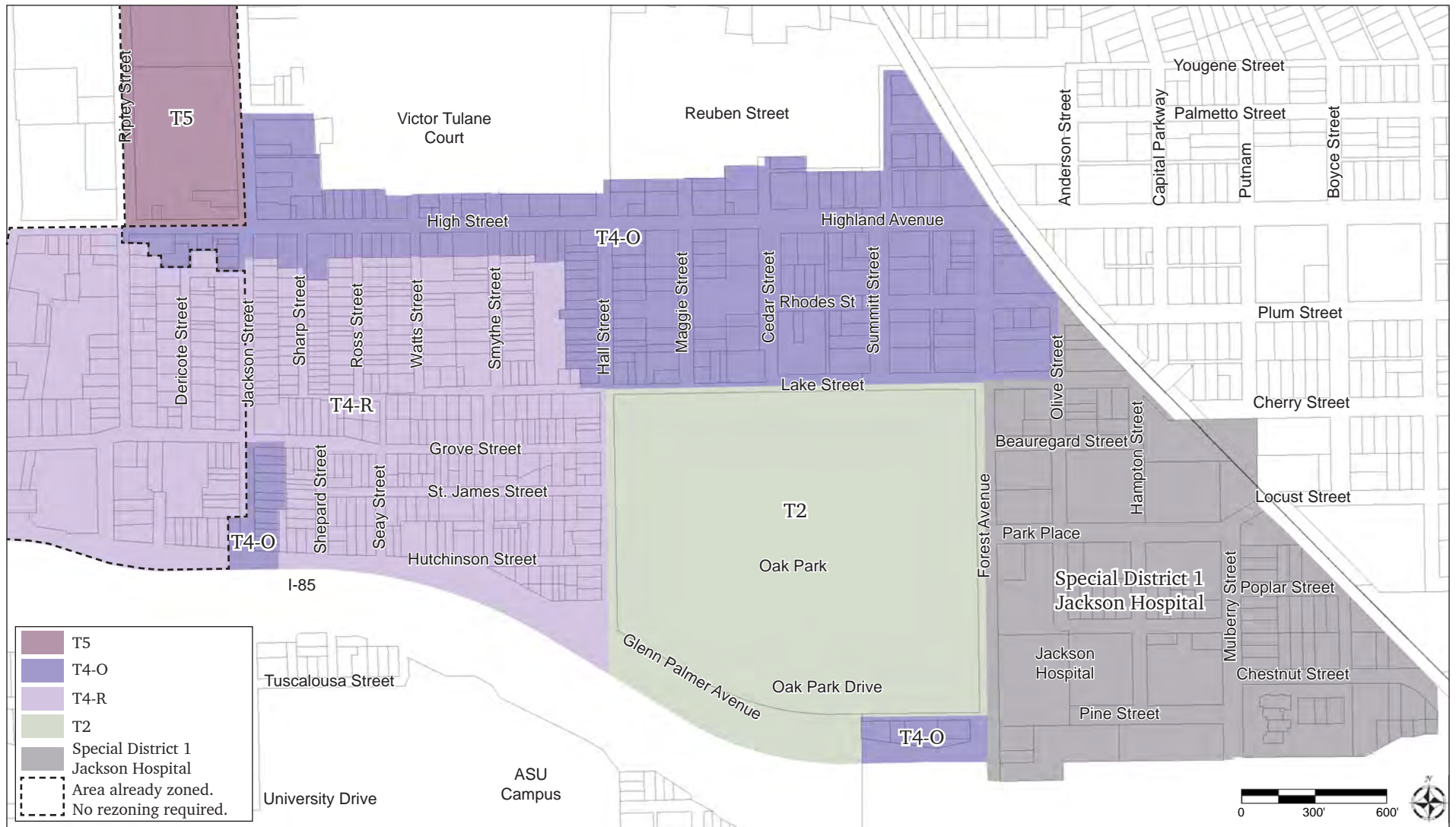




# PROPOSED TRANSECT MAP HAS BEEN REVISED

\*\*\* SEE NEXT PAGE \*\*\*

Proposed Transect Map



Although portions of the study area are zoned with transects similar to the downtown, much of the area is not. Rezoning the area with transects under the SmartCode will help foster the desired urban form in this area. Rezoning the main street areas as T4-O and the neighborhood as T4-R will permit the types

of main street buildings with proper setbacks needed to make a main street environment while allowing residential infill in the Centennial Hill neighborhood.

Jackson Hospital and its surrounding area is to become a Special District that allows the growth

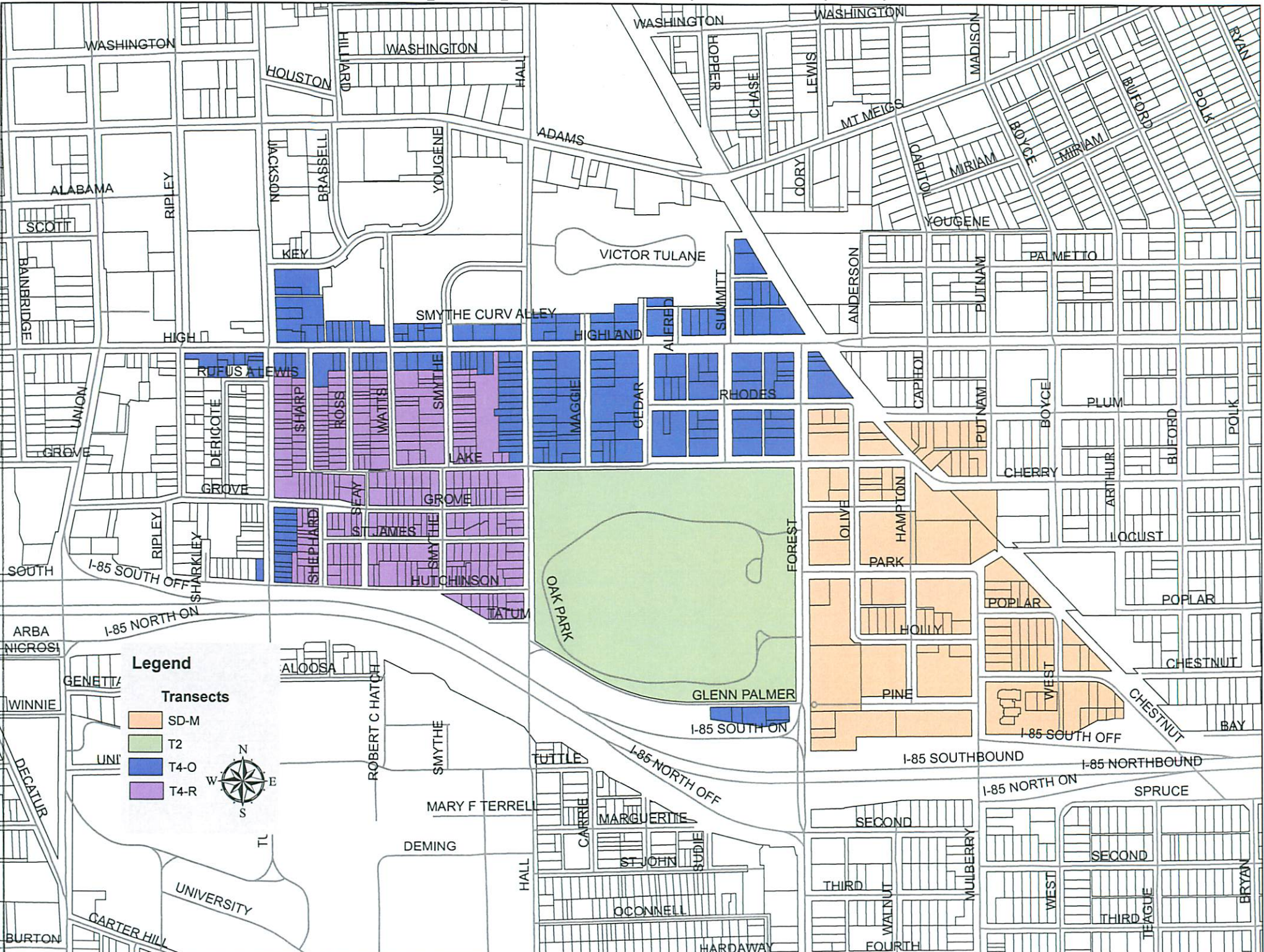
and enhancement of the Hospital in a compatible way with the surrounding neighborhood and park.

Oak Park should be zoned as T2 detailing it as a park, similar to the waterfront downtown to preserve this valuable open space for the city.





# Transect Map Adopted on February 3, 2012 by City Council







## Proposed Special Requirements Map



The Special Requirements Map designates the Primary Grid from the Secondary Grid. It also locates recommended shopfront, Gallery or Arcade Frontage at focal intersections and required terminated vistas.



## Change Over Time

Many of the recommendations for change in the Oak Park and Centennial Hill neighborhood are subtle, and it will take time for all the changes and infill to occur. Change will occur incrementally with each project adding to the whole. The following sequence details a possible sequence of projects which will build confidence that the vision can be achieved through public, non-profit, and private sector support.



## Phase 1

Phase 1 would include the renovations and construction of new main street buildings at the primary intersections along High Street / Highland Avenue. In addition the city should begin making renovations to Oak Park so the public feels more welcome to the park and so that every area in this part of the City can enjoy the benefit of the park. Improvements should include a new vehicular entrance along Hall Street at St. James Street and pedestrian entrances at the termination of all surrounding streets. In addition, the Montgomery Parks Maintenance Facility should be relocated and replaced with a grand lawn welcoming the Centennial Hill residents into the park.





## Phase 2

New development along Hall Street, Lake Street, and Forest Avenue should front toward the park. Building can be single-family, senior living, apartments or office buildings.

The block on the southwest corner of Highland Avenue and Hall Street can be subdivided into two blocks to create a segment of idealized street frontage. This will create two sides of a "great street" and help to stimulate further infill within the neighborhood.



## Phase 3

The energy created by initial investments will help to facilitate additional infill housing and development of the main street along High Street / Highland Avenue.

Jackson Hospital continues to grow in a manner that compliments the surrounding neighborhoods and creates great streets within the hospital campus.





**SPECIAL PLACES**

**Oak Park Redevelopment**



A grand lawn replaces the Maintenance Facility and storage yard.

Picturesque new park pavilions enhance the park's postcard views.

A café with outdoor seating reinforces the park as a vibrant public place.

A new vehicular entrance at the end of St. James Street is added.

A civic gateway frames the new entrance to the park.

A new splash park for children.

A new lodge at the highest point in the park allows views of the downtown.

The bandstand is restored.

New senior housing.

Tennis Court.

A pedestrian entrance at the end of each street enhances connectivity and access to the park.

Dog Park.

Botanical Gardens.

Textured Intersections slow vehicular traffic at key intersections.

Office/Residential buildings replace parking lots and front toward the park.

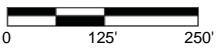
The existing planetarium is updated to incorporate new technologies.

A new street segment completes the one-way loop road through the park.

The bus storage lot is replaced with a grand lawn.

Exercise stations.

Pine Street connects through to Forest Avenue.





## Oak Park Entrance at St. James and Hall Street



In the original plan, Oak Park was historically well connected with the Centennial Hill neighborhood. Over time, many of these original vehicular and pedestrian entrances into the park were closed resulting in both a physical and psychological separation between Centennial Hill and its signature open space.

Reestablishing connectivity between Centennial Hill and Oak Park is a priority. This will both enliven the park, and add greatly to the attractiveness and value of the neighborhood.

Numerous locations exist for reestablishment of pedestrian entrances to the park, and several locations exist for new vehicular entrances such as the intersection of St James Street and Hall Street. A new vehicular entrance at this location could also be an attractive site for a new café catering to park visitors. The café could overlook other new features such as a splash park so that parents can enjoy coffee or refreshments while watching their children play.



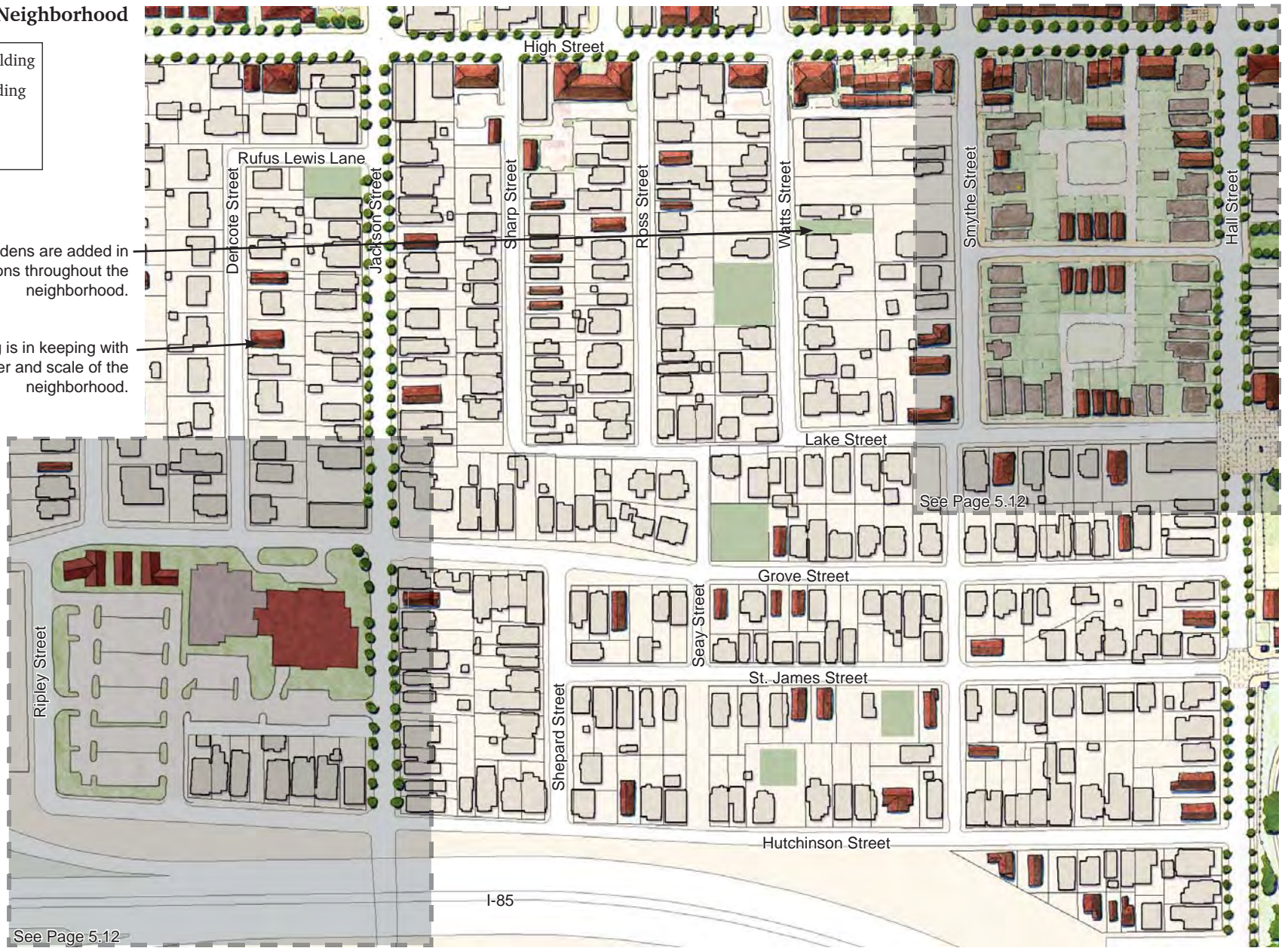


# Centennial Hill Neighborhood

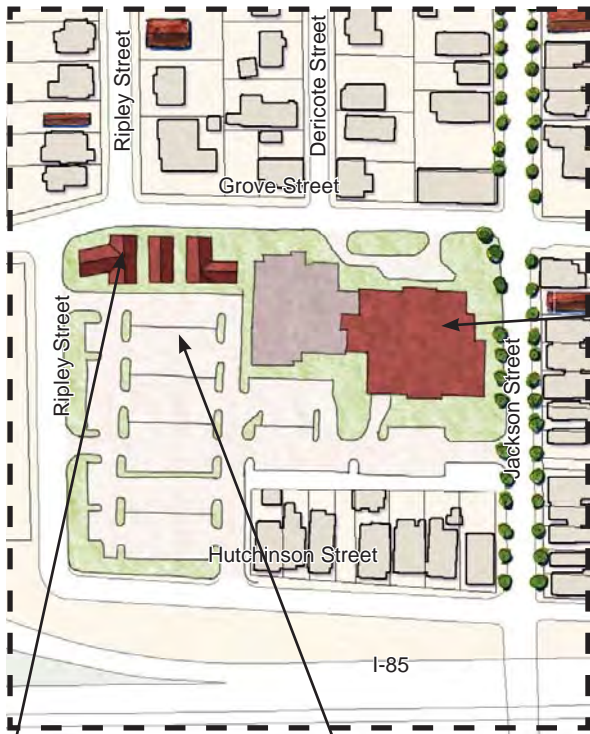
-  Proposed Building
-  Existing Building
-  Park Space
-  Street Trees

Community gardens are added in several locations throughout the neighborhood.

Infill housing is in keeping with the character and scale of the neighborhood.







A planned community center fronts toward the public streets.

Shallow residential lots shield the church parking from the neighborhood and provide a termination for Ripley Street.

Additional parking for the church is located mid-block behind a row of buildings.



Important corners are redeveloped with mixed-use buildings

Over time, underused and vacant properties are redeveloped to provide new attached housing opportunities along Highland Avenue.

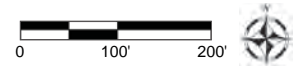
A new, high-quality street with new homes fronting on both sides of the street breaks up a large block, with the opportunity to provide a showcase for appropriate development in the neighborhood.

A small green at the terminus of the new street gives Maggie Street Baptist Church a civic presence on Hall Street.

Mid-block greens can provide stormwater retention and green space for adjacent properties.

Empty lots are in-filled with new houses in keeping with the character of the neighborhood. Neglected and abandoned homes are renovated and with the character of the reinhabited.

	Proposed Building
	Existing Building
	Park Space
	Street Trees





## Residential Infill



Proposed



Existing

While many beautiful buildings have been lost over the years, Centennial Hill still demonstrates a tradition of great buildings. Homes display proud upright proportions, graceful rooflines and elegant porches facing the sidewalk. Every effort should be taken to preserve and refurbish these remaining historic structures. Additionally, new structures should be added as infill buildings repair the urban fabric and neighborhood. New infill structures should take their design cues from the historic building grammar found throughout the neighborhood.





# High Street / Highland Avenue



Lots are infilled with mixed-use or residential buildings.

An additional street connection is added between Tulane Court and High Street.

New residential townhomes or live/work buildings.

New residential townhomes or live/work buildings.

Additional connections to Tulane Gardens improve access and connectivity in the area.

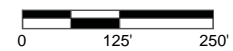
A new neighborhood green serves as an anchor for attached residential development along Highland Avenue.

Additional parking for businesses along High Street / Highland Avenue.

Mixed-use buildings act as a gateway to Centennial Hill and serves as a trail head for a new bike trail along the former rail bed.



-  Proposed Building
-  Existing Building
-  Park Space
-  Street Trees





## Victor Tulane Building



Proposed



Existing

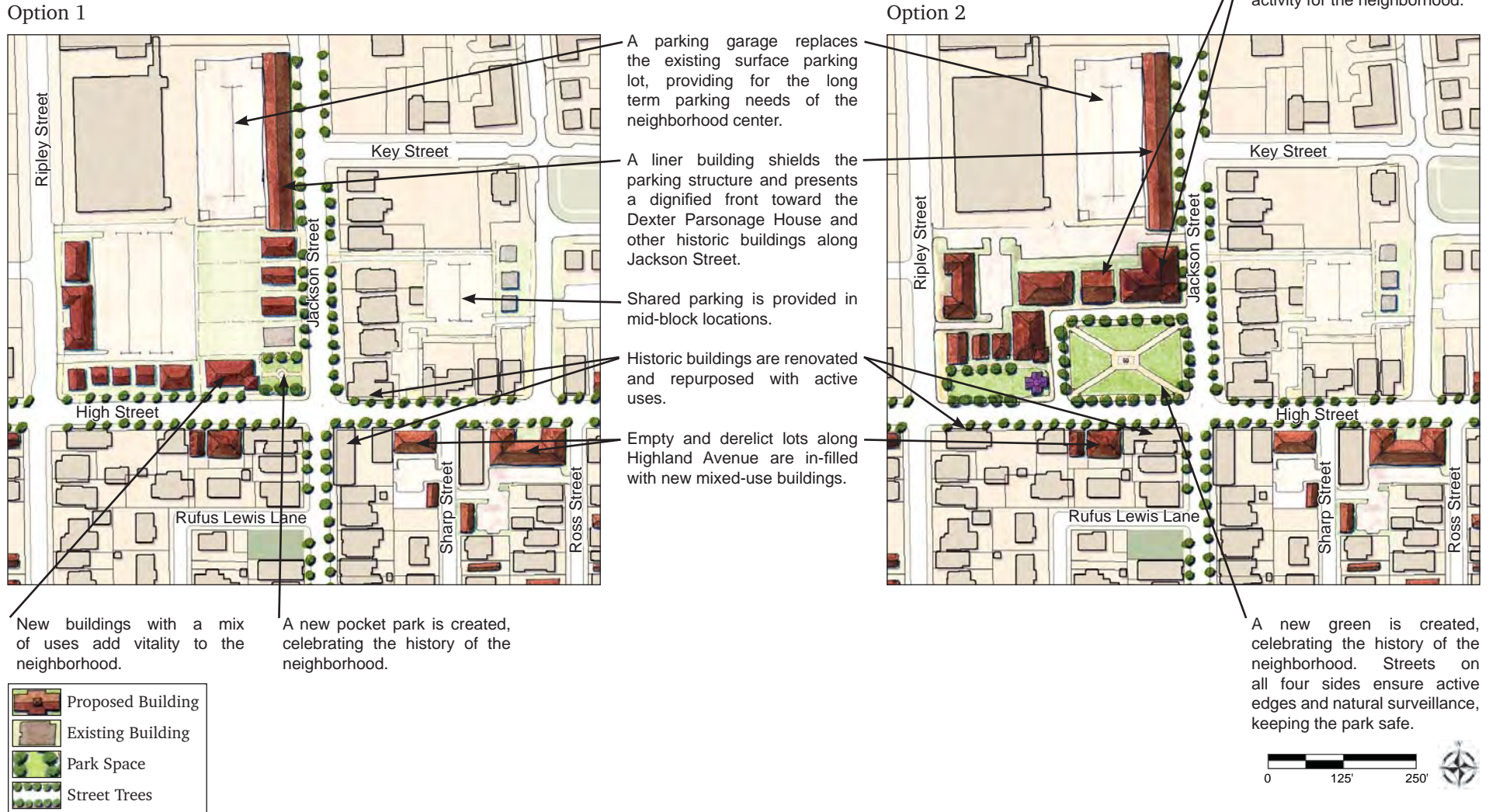
The Victor Tulane building forms an elegant urban ensemble with St. Paul United Methodist Church next door. The corner building sets back from its sidewalk just enough to preserve a clear view of the church's steeple and entrance. This setback also forms a space that would lend itself to café seating. One can imagine churchgoers emerging after Sunday services and gathering for a pleasant brunch. This corner café would also serve as a relaxed spot for ASU students to set up their laptops and study over coffee, or for local residents to discuss the latest neighborhood happenings.





## Intersection of Jackson & High Street

The intersection of Jackson and High Street is one of the main nodal intersections for redevelopment. Two options of varying intensity are illustrated showing different sized cultural parks on the northwest corner of the intersection.



New buildings with a mix of uses add vitality to the neighborhood.

A new pocket park is created, celebrating the history of the neighborhood.





## Jackson & High Street Renovations

The intersection of Jackson Street and High Street is one of the historic hearts of the Centennial Hill neighborhood. This spot is just steps from Rev. Martin Luther King's parsonage house. It is also the location of the historic Ben Moore Hotel, frequented in its heyday by many notable civil rights figures and jazz musicians. Care should be taken when revitalizing this area to preserve the character of its physically modest yet culturally vital architecture heritage.

An opportunity exists to convert the one un-built corner of the intersection, today an equipment storage yard, into a great new pocket park. This new park would serve as a reception area and central gathering space for those coming to learn about the neighborhood's cultural reformation and civil rights history.

With attention to important details such as lighting, street trees, on-street parking and with the gentle refurbishment and repurposing of buildings, this area can once again become a vibrant and inviting destination.

The design of any new development in this area should be respectful of historical building patterns. Building height, placement and character should reflect and reinforce the neighborhood's great historic urban structure.

If the wood structure on the northeast corner of the intersection is replaced, it should be in keeping with the size and style of the buildings across the intersection.





## Jackson Hospital

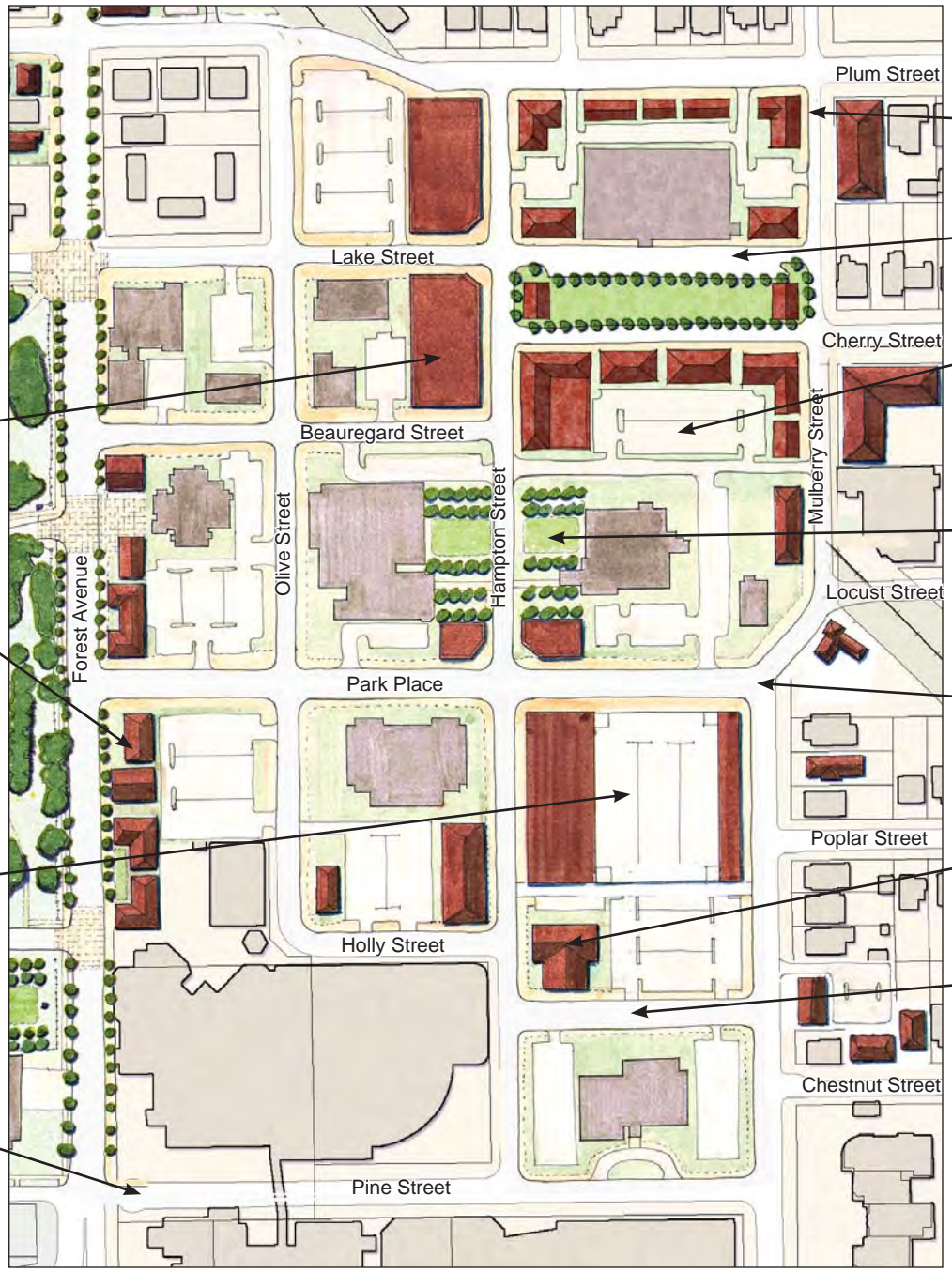
The plan for Jackson Hospital is based on the Jackson Hospital Master Plan and then adjusted to improve its urban character and help it fit with the surrounding residential neighborhoods.

Proposed new buildings are rotated to front the street with parking located in mid-block locations.

Medical offices replace parking lots and front toward Forest Avenue and Oak Park.

A parking garage reduces the need for surface parking.

Pine Street connects to Forest Avenue, increasing connectivity.



Mulberry Street connects to Plum Street.

Lake Street connects to Mulberry Street.

Mid-block parking field is large enough to accommodate a parking garage if more parking is needed.

Surface parking is removed to create a central green on the Jackson Hospital Campus.

Roundabouts are recommended to calm traffic on the hospital campus.

A new building terminates Holly Street.

Holly Street is realigned to line up with the Emergency Room ambulance entrance.

	Proposed Building
	Existing Building
	Park Space
	Street Trees







Proposed



Existing

Buildings on the edge of the Jackson Hospital campus form a street wall along Forest Avenue, providing a formal face toward Oak Park. The buildings lining the park add the increased safety of natural surveillance and "eyes on the street," and high quality frontages with views toward Oak Park. On-street parking, additional street trees and textured intersections slow motor vehicle traffic on Forest Avenue, creating a high quality, pedestrian-oriented street. New pedestrian entrances to Oak Park enhance connections to the park and add pedestrian activity along the street.





## COMMUNITY GOALS FROM ONE YEAR TO WITHIN OUR LIFETIME

Once the plan and SmartCode transect plans have been adopted the implementation of the plan shall involve simultaneous public improvements and private investments over several years.

In Centennial Hill the redevelopment process has already begun with small developers like the Centennial Hill Gardening Project who are able to take the risk of being a first mover in the area. New duplexes and building renovations have increased in the neighborhoods in recent years and these efforts will in time be further assisted by tax abatements and historic preservation credits.

Public/private partnerships like the Housing Authority's teaming with for-profit developers to redevelop Tulane Court will add a large infusion of new residents. With the completion of the Tulane Court project it is likely that there will be enough new residents to attract small-scale retail at the major intersections. Buildings along High and Highland are expected to become reused and new buildings shall conform to the smart code, form-based regulations, and be contribute urbanistically to the sense of place in the area.

While Tulane Court will supply residents with ranging incomes and ages, young professionals affiliated with the hospital or university, empty-nesters and retirees are expected to be the first new residents to Centennial Hill and surrounding neighborhoods. Community gardens on vacant sites are expected to become the focal point for socializing while of course providing healthy vegetables to residents in the area in which fresh produce is hard to find.

At the same time, street improvements, including new trees and sidewalks shall make High Street and Highland Avenue more appealing for pedestrians and project an image of reinvestment. Changes will occur at Oak Park, including the relocation of the City maintenance facility and the addition of new connections into the park from the neighborhoods. A plaza at the corner of Jackson and High on land owned by the Retirement Services of Alabama (RSA) would add a new front door to the community.

Mayor Todd Strange participated directly in the planning and implementation discussions for the Plan for Oak Park and Centennial Hill. As a result of the Mayor's participation, the City of Montgomery is setting the following goals for implementation.

### GETTING THERE – COMMUNITY GOALS IN A YEAR

- a. **Adopt the Plan for Oak Park and Centennial Hill.**
- b. **Adopt the SmartCode Transect Map for Oak Park and Centennial Hill area.**
- c. **Begin Oak Park Renovations and create at least one new pedestrian connection into Oak Park.**
- d. **Identify funding for two good blocks on High Street / Highland Avenue such as at one of the development nodes.**
- e. **Plan one courtyard/infill housing project.**
- f. **Identify additional infill locations along High Street / Highland Avenue and within the Centennial Hill neighborhood.**
- g. **Begin High Street / Highland Avenue right-of-way design**
- h. **Begin construction on phase one of Tulane Court.**
- i. **Create a strategy for residential infill funding pool.**



## GETTING THERE – COMMUNITY GOALS IN FIVE YEARS

- a. Start street improvements including the addition of street trees and sidewalks.
- b. Complete Oak Park renovation, including additional entries into the park at the end of streets.
- c. Begin commercial infill/restoration at nodes.
- d. Create a housing plan in coordination with ASU and Jackson Hospital.
- e. Partner with banks to provide a Community Reinvestment Act (CRA) loan pool.
- f. Create program for new homeowners.
- g. Expand community garden concept.
- h. Dedicate funds from the façade improvement program to upgrade frontages in the neighborhood and along High Street / Highland Avenue.
- i. Explore rental certification program.
- j. Work with Retirement System of Alabama (RSA) to establish a public plaza or park at the intersection of Jackson and High Street.

## GETTING THERE – COMMUNITY GOALS IN TEN YEARS

- a. Finish High Street / Highland Avenue right-of way improvements.
- b. Add new workforce, student, and senior housing into the Centennial hill neighborhood with development partners such as Jackson Hospital, ASU, and local churches.
- c. Development on vacant/underutilized sites.
- d. Establish/encourage loft living along High Street / Highland Avenue.
- e. Add new development across from the Forest Avenue entry to Oak Park.
- f. Identify funding and Begin Phase 2 of Tulane Court
- g. Find a partner to assist and begin renovation of the Ben Moore Hotel.

## GETTING THERE – COMMUNITY GOALS IN OUR LIFETIME

- a. Establish a destination urban corridor which shows a proud history and a promising future

