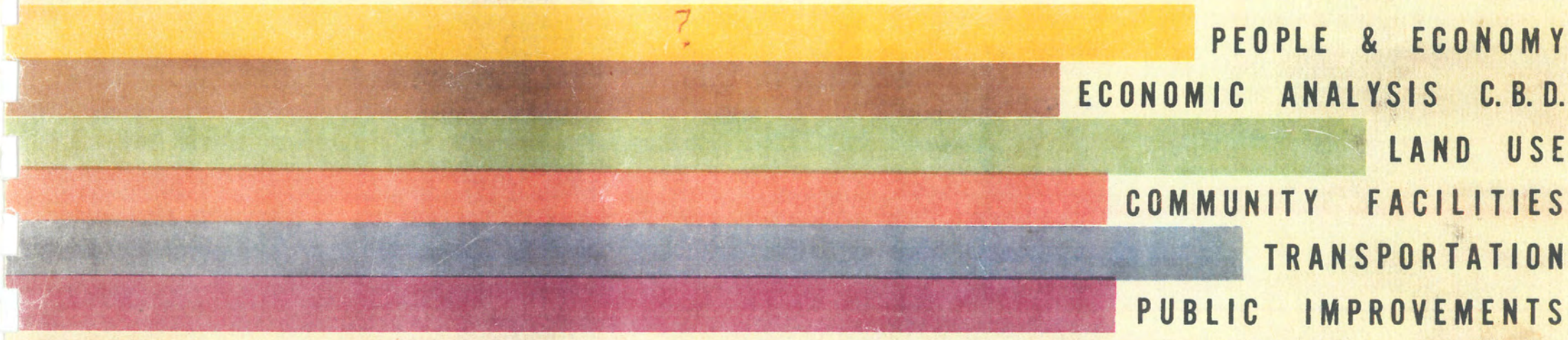
THE COMPREHENSIVE CITY PLAN OF MONTGOMERY



CITY PLANNING COMMISSION · MONTGOMERY, ALABAMA

R E S O L U T I O N

WHEREAS, The City of Montgomery employed URBAN CONSULTANT ASSOCIATES, a firm of City Planning Consultants, to prepare a new Comprehensive Plan and Zoning Plan for The City of Montgomery and

WHEREAS said firm has prepared such a plan and

WHEREAS The Planning Commission has studied each of the planning elements and

WHEREAS The Planning Commission has held a series of public hearings on said plan and

WHEREAS The Planning Commission has given consideration to all of the comments of the public concerning said plan and made proper adjustments thereto

NOW, THEREFORE, The Planning Commission of The City of Montgomery hereby adopts the new Comprehensive City Plan of The City of Montgomery consisting of the following planning items. PEOPLE AND ECONOMY, ECONOMIC ANALYSIS OF THE CENTRAL BUSINESS DISTRICT, LAND USE PLAN, COMMUNITY FACILITIES PLAN, TRANSPORTATION PLAN, AND PUBLIC IMPROVEMENTS PROGRAM.

ADOPTED JULY 11, 1963

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MARILYN
SHOES

THE PEOPLE & THE ECONOMY OF MONTGOMERY

F O R E W O R D

Montgomery is presently standing on the threshold of a prosperous and exciting future. Industrial opportunity is knocking at the gates of the city. Commercial opportunity awaits entrance at every portal. Newborn business has a very bright future, and old business is still in the prime of life. At first glance, it appears that Montgomery can casually pick the fruit of the future from the vine at will. But such is not the case. Montgomery must step lively but carefully into its future. The process of city planning is a valuable guide to the future and this Comprehensive City Plan should prove a handy roadmap to future success.

As an overall definition, city planning can be defined as intelligent forethought that is applied to the growth and development of an urban community. Thus, it can be said that city planning concerns planned community participation in actions that are directed toward the achievement of community-wide goals.

The best definition of a Comprehensive City Plan is a statement of what one is and what one does. First, it is an outline of long-term public & private action for the physical development of an urban community. It is an outline of the community-wide problems that presently exist and of the community-wide problems that can be expected in the future. It is the totality of whatever specific community-wide plans exist at the present time. It is the best means of obtaining maximum efficiency and long-lasting benefit from each dollar spent on the physical development of a city. It is an overall framework that gives unity and direction to individual plan elements that have been formulated as a basis for specific action concerning specific goals. A Comprehensive City Plan is many more things, but these are the most important ones.

The most important single function that a Comprehensive City Plan can perform is the successful long-term coordination of every physical development effort that takes place within an urban community over an extended period of time. Its next most important function is to establish long-term goals and to provide a guide to achieve these goals. It also functions as a policy statement about community improvement & development. It does not function as a law, ordinance, or regulation.

Montgomery's new Comprehensive City Plan is and does all of the above. Even so, it is not a "new" plan in the sense that it is Montgomery's first plan. City Planning has been a vital activity in Montgomery for many years. City Planning is a permanent process in Montgomery, and, fortunately, it will continue to be so in the future. This new plan should play an active part in Montgomery's future planning processes.

A number of important points should be clearly understood about this new plan: It is a statement of policy to guide the future physical development of Montgomery. It is not a set of hard & fast rules and regulations. It is flexible and it should be brought up-to-date in the light of new conditions and new developments. This does not mean that the plan should be modified at will, but rather that its planning should continue to reflect important new trends in Montgomery.

This new plan is a progressive program that is concerned with thinking constructively about the future of Montgomery. In this light, the plan is more than a tool to prevent blight, waste, loss of growth, and other negative factors. It is more than a tool to create an urban environment that is visually satisfying and physically comfortable. It is a vital tool to help insure Montgomery's stability and positive growth in the future.

Montgomery's new plan is logically & necessarily composed of individual plans and studies, the titles of which can be found on the foregoing contents page. It is logical that this plan will never be totally complete nor will it ever be final. In any event, the plan must never be allowed to become static, for to do so means that it will become ineffective. The plan is, and should be, a changing, progressive document that should become an increasingly accurate and more informative guide for action as it is continuously kept up-to-date by planning processes.

Montgomery's plan is truly comprehensive because

it relates its component plans & studies to each other and because it gives a coherence and unity to Montgomery's total efforts at looking ahead realistically.

Each individual plan & study is presented as an integral part of the whole. Mechanically, each plan & study contains its own detailed contents, list of tables, and list of maps & illustrations. It is felt that this arrangement will provide the reader with a more handy and informative outline of each study than a massive, combined arrangement would provide. By a similar token, each study has arrived at well defined conclusions and has made proposals that are based on the conclusions. Although the component plans & studies are closely related, it is not desirable to combine their individual proposals into a massive answer for all of Montgomery's problems. Therefore, the plan approaches each of Montgomery's many urban problems according to its type and how it relates to other problems of its own kind.

As the reader should expect, the plan approaches all of the practical urban problems such as how to improve Montgomery's system of streets & roads, where new schools should be located, and similar subjects. The plan also approaches an often neglected problem of The City's aesthetic value. The best managed, most efficient, most economical, and most convenient city will provide little to no satisfaction to its residents if the city is unsightly in appearance. Truly, Montgomery is a beautiful city and its beauty should be preserved, enhanced, and regained through a continuous beautification program. This program should be designed to combat aesthetic sterility in every area of Montgomery, and its implementation should be coordinated with other community action.

One of the most useful effects of this comprehensive plan is the opportunity for Montgomery's departments, bureaus, boards, committees, and other similar units to gear their efforts to a common over-all plan. This comprehensive plan can provide the basis for intelligent budget planning. Public utilities can better estimate future demands for their services. The locations of school sites can be generally pre-determined. Similarly, recreation areas, fire stations, and other public facilities can be intelligently programmed for development

in the right place and at the right time. Industry can locate and develop with assurance that its plants will not be jeopardized by uncontrolled growth. Likewise, new residential and commercial areas can both move forward with confidence. Perhaps the most important effect of this comprehensive plan is that it will enable Montgomery to make a more accurate evaluation of its present level of development and to weigh the implications of future optional growth patterns & trends. By maintaining a continuous planning program and by keeping its comprehensive plan up-to-date, Montgomery can keep its operating departments and the public fully informed about its growth & development plans. Thus, developers, industrialists, merchants, and homeowners can invest with an assurance that their investments, and the investments of those who follow, will be sound. Therefore, it is easy to understand why this comprehensive plan will be an essential factor in the future sound growth & development of Montgomery.

Montgomery is looking ahead as intelligently and as clearly as any American city can. Montgomery knows and sees where it can go. Even so, progress will not always be easy as the following words of advice illustrate: "Taking a step may cause pain, but lying still will certainly cause suffering." This message can be found over the door of a certain convalescent ward. It is as equally applicable to Montgomery as it is to the patients of that ward. Thus, in order to achieve all of its goals, Montgomery may have to take one or more painful but life-giving steps.

Generally speaking, five things are needed to achieve the goals of this comprehensive plan: (1) An overall understanding of the plan by the public; (2) The enthusiastic support of the plan by the public; (3) Conscientious adherence to the guides for growth & development; (4) Adequate public expenditures; (5) Adequate private expenditures. In the final analysis, the implementation of this plan lies in the hands of Montgomery's residents. There is no doubt that Montgomery's leadership will provide the vision, the intelligence, and the industry as it has in the past. Montgomery, itself, must provide the action.

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OF

MONTGOMERY

The Montgomery Area is one of the oldest and most historic habitations of man in the United States and its history is an interesting and important part of the history of the Southeast, as well as Alabama. Mound Builders constructed two mounds near what is now West End when they inhabited that area (prior to its inhabitation by migratory Indians who established their towns of Towani and Econchati).

Montgomery's early history is an exciting story of Indians, Spainards, Frenchmen, woodsmen, traders, speculators and settlers. Famous men and their work have played a part in Montgomery's story, such as De Soto in September, 1540 and again in 1560; Bienville and his Fort Toulouse in 1715; Abraham Mordecai and Alabama's first gin in 1785; Britain's Colonel Tait and the trainihg of his soldiers during the Revolution; Van Depoele and Gaboury and their electric railway; the Wright Brothers and their flying school.

It is easy to see that the advantages of the Montgomery area were noted from its very beginning. In 1814, Arthur Moore built a small log cabin on the bluff overlooking the Alabama River approximately at the spot where tne present Union Station now stands. He was tne first white man to build a home in this area.

The territorial government of Alabama was established in 1817, and during the same year, the lands of Montgomery County were put on sale at Milledgeville, Georgia. Reports of the soil's fertility were soon widespread, and a steady stream of settlers poured in through the Creek lands of the Alabama Territory.

The lands in the immediate vicinity of the present city were purchased by a number of enterprising men who foresaw the future advantages of the location. Most of the land was bought by General John Scott and his Alabama Company, by Andrew Dexter, by George Clayton, and by some two dozen other purchasers; most of these gentlemen were men of prominence; they later became the future city's influential citizens.

Andrew Dexter, former attorney-general of Massachusetts, founded "New Philadelphia" with the help of John Falconer and James Klink. "New Philadelphia" was bounded by the present Scott, Jefferson, Court and Ripley Streets. General John Scott and his associates founded "Alabama", the present West End, and very soon an intense rivalry developed between the two areas. John Scott and his associates bought the river front property and therefore they could control the river trade; but Dexter, Falconer and Klink were located to the east (and on higher ground) and therefore they could intercept the incoming settlers. Scott and Company soon saw the handwriting on the wall and decided to abandon their present site for a newone. In 1818, Scott, Dr. Charles Williamson, and George Clayton founded "East Alabama" about a mile upriver and adjacent to New Philadelphia; it was specifically located in the area bounded by today's Court, Clayton, & Goldthwaite Streets and the Alabama River. The unusual street intersections in the center of modern Montgomery are due to the fact that "East Alabama" was laid off diagonally to "New Philadelphia". The two rival towns grew apace until 1819, when each foresaw the mutual advantages in merging, and on December 3, 1819, they were incorporated under the name of Montgomery. The newly formed city was named for General Richard Montgomery, who fell at the head of his American troops at Quebec; however, Montgomery County was named in honor of Major Lemuel Montgomery who was killed in the battle at Horseshoe Bend.

A framed store and dwelling were erected in the fall of 1817 by Jonathan C. Farley near the present corner of today's Dexter Avenue and Hull Street. A post office was located in a store near the present Capitol Square with Mr. Falconer as postmaster.

In 1822, the growth of the new city made it necessary to move the county courts from Fort Jackson to Montgomery, which was made the county seat. An argument

soon arose over the location of a courthouse. The final choice was a site (on the then dividing line) on the spot now occupied by Court Square Fountain. It was of the same design as the Old State House at Milledgeville, Georgia. This Building was used until about 1853 when a new county courthouse was constructed on a more commanding site at the corner of Washington and Lawrence Streets.

Montgomery was chartered a city on December 23, 1837; and, at its first city election, Samuel D. Holt was elected mayor on January 14, 1838. Since its charter and first mayor, Montgomery has grown and developed from town meetings at John Gindret's country house to legislative sessions at the State Capitol with a dear and short era as the capitol of the Confederacy sandwiched in between. It is very significant that Alabama's seat of government followed its historical course from St. Stephen to Huntsville to Cahaba to Tuscaloosa and finally to Montgomery in 1847. But it is even more significant that Montgomery won a contest with Wetumpka for the capitol on a very close sixteenth ballot.

A capitol building was needed and the Montgomery City Council voted a bond issue of seventy thousand dollars to pay for its construction. Stephen Decatur Button was named architect and the construction contract was let to Robinson and Bardwell.

The first session of the Legislature in the new capitol convened in 1847. A disasterous fire destroyed the capitol building several years later but it was replaced with the basic portion of our present capitol in 1851. A new (and first) addition to the capitol was built in 1885 (the east wing at the capitol's rear). The twentieth century has seen the addition of the north & south wings and further beautification of the grounds & surrounding area.

Through the years, many have noticed the resemblance between Alabama's capitol and the nation's capitol in Washington. This was the intention of Andrew Dexter who had been very interested in L'Enfant's plan of the City of Washington formulated under George Washington and Thomas Jefferson; Dexter especially liked the broad avenue which was to reach from the capitol to the White House.

When he reached Milledgeville, Georgia, he had actual plans for his own city, complete with a capitol site, in his own possession. True to his hopes and plans for his city, Andrew Dexter donated the present capitol site to the city, which later deeded it to the State of Alabama.

Dexter continued to exhibit his sincere interest in his city by donating five acres in Oakwood Cemetery and the valuable plot on which the First Presbyterian Church rests. But his efforts in other directions were not always rewarding. His building of mills on Catoma Creek ended in disaster when a freshet washed them away, valuable machinery and all. His wife was striken with a fever and died ten days after her arrival in Montgomery. In later years, Dexter practiced law in Mobile; he was striken with the ravaging yellow fever there and died November 2, 1837. He was buried in Mobile, but the epidemic caused such confusion that many graves went unmarked. Andrew Dexter lies in one of these despite many efforts to "bring him home". On October 6, 1884, Market Street was changed to Dexter Avenue in his honor and a marker was placed near the capitol in his memory. John Scott matched Dexter's gifts to the town by adding five acres to the cemetery, by donating fifty city lots for public use, and by donating the lot on which the Court Street Methodist Church was built. It is obvious that Scott was not only devoted to his task but a very generous man as well. His first home was Cahaba but he lived on his plantation near Pintlala Creek and died on his Lowndes County plantation in 1839. He had fourteen children and many of his direct descendents live in Montgomery today.

Court Square, in reality a triangle, was a problem at the merging of New Philadelphia and East Alabama, and it continued to be one until the erection of Frederick MacMonnier's Court Square Fountain through the efforts of Colonel Warren S. Reese and Mr. Thomas Carr. Water was a factor from the beginning. It was a spring

at first, then an annoying mud hole, then an artesian well about which there are several conflicting stories; but, genuine artesian well or not, an iron fence was installed around the circumference of a newly formed, deep, columnated basin; steps going down into the well were constructed, and circular benches were placed around the inside of the pit. It is believed that, with the construction of other wells, the Court Square Well was used by the Fire Department as a water source for some time. In 1885, Thomas Carr, Chairman of the Board of Aldermen, negotiated the purchase of the fountain from the Mott Iron Works of New York, whose chief engineer supervised its installation in the fourteen foot deep well. The water was turned on October 17, 1885, at about ten in the evening to the delight of a gay crowd just emerging from the Montgomery Theatre.

The spring of 1885 saw Montgomery in one of its gayest and liveliest periods, for it had recently acquired its first brick sidewalks, electric lights (28 of them), and water works; in addition, its electric Street Car system had been completed and installed. Montgomery was especially proud of its street car system because it was the first completely electrified street railway system in America; it was operated by Capitol City Railway Company of Montgomery. Joseph A. Bagoury, a civil engineer and Montgomery resident, contracted for its construction and installation with the machine's designer and builder, Charles VanDepoele of Chicago. The first trial run was at three a.m. of April 7, 1885 on Court Street, with the car carrying VanDepoele, Mayor Warren Reese, Gaboury (promoter and company president) and seventeen other excited passengers. Regular service was established at 10 a.m. on April 15, 1886, with two cars running on the Court Street Line.

Since Montgomery was accessible by water, flat boats were used to carry heavy goods down the Alabama River to Mobile. The river landing was at the foot of Commerce Street near the present Union Station. Plantation products and surpluses were loaded on barges and poled downriver to Mobile buyers. This was a very slow process, the return trip taking fifty to seventy days; but sugar, salt, coffee, silks & satins, tea, mollasses, rope, paper and, last but not least - fireworks, all received a joyous welcome at Montgomery (usually late in December, which probably accounts for the local custom of fireworks at Christmas).

In 1821, a successful trial trip was made by the steamer "Harriet"; the travel time was reduced to ten days, which included three days spent at Selma and Cahaba. The "Tensa", the "Cotton Plant", and the "Hard Cash" were soon added to the thriving river fleet. The landing was city owned, and it soon became a source of considerable income; one year this amounted to $50,000.00.

By 1859, Peyton Bibb had two steamboats that made two regular round trips a week from Montgomery to Mobile. This was much faster than stagecoach travel, and it could combine passenger travel with the aforementioned freight transfer; this system would provide the additional advantages of a passenger's goods arriving with him. The service was so efficient that the railroads soon considered transporting the in-coming goods by rail from Montgomery to other points; this offered passengers & carriers the additional advantages of eminent passenger business by making connections with the passenger and excursion activities of the popular and attractive calliope equipped steamboats, such as the one LaFayette boarded at the Commerce Street landing on his departure from Montgomery in 1825.

LaFayette was entertained at Freeney's Tavern which was located at the corner of Tallapoosa & Commerce Streets, the present site of the Soloman Building. Colonel Clement Freeney built his 60' x 90' tavern in 1822 to compete with other taverns for the thriving tourist and commerce business. The Colonel's tavern was also known as the Bell Tavern because of the huge bell that surmounted it. This bell is now in the museum collections of the Alabama State Department of Archives and History. In 1825, Freeney's Tavern was the largest building in Montgomery; therefore, the reception and ball in honor of LaFayette was held there on April 4, 1825.

The Globe Tavern stood on the north side of Main Street (later Market Street, now Dexter Avenue). It was

built in 1823 and was originally called "The Indian Queen" (until 1827); it burned down in 1830.

The Mansion House was an early tavern built about 1820 on the site of today's Exchange Hotel. It was a primary stop for the stages running over the old Federal Road, but it was later torn down to make room for the (much needed) original Exchange Hotel.

Business flourished with commerce, the construction of buildings & houses boomed, and the Janney Foundry worked overtime in making iron fences & garden furniture. Social life was at a new high with the theater at its best and gay evening balls the order of the day.

In addition to business, commerce, government, & social activity, science and medicine played a major part in Montgomery's early history. The nation's first hospital exclusively for women was established in Montgomery in 1845 by Dr. James Marion Sims (1813-1883). The famed surgeon is particularly noted as the founder of that field of medicine treating the disorders peculiar to women. Among his many famous patients were The Empress Eugenie of France, The Duchess of Hamilton of Scotland, and The Empress of Austria.

Along with steamboats, stagecoaches, and other profitable but colorful elements of Montgomery's past, railroads played an important part in Montgomery's development. Railroad construction was begun in Montgomery before the War Between the States. but only about twenty miles of track were laid (Montgomery-Eufaula RR).

Its owner resumed construction soon after the Civil War's end and it was completed in 1871. The Montgomery-Eufaula RR connected Montgomery with the Chattahooche River at Eufaula thus securing an important and long desired link with the river traffic.

The construction of the South and North Alabama Railroad was also begun before the Civil War, and, at its completion, it was named the Montgomery and West Point Railroad. The now extinct Pensacola to Montgomery Railroad was conceived as a link between Pensacola and Columbus, Georgia; it was originally chartered by the Florida Legislature about 1834. An 1838 map shows it passing through Greenville to Montgomery.

The Seaboard Airline Railroad (The Savannah, Americus, and Montgomery) is a product of the 1890's, being a through line from Richland, Georgia into Montgomery and having connections east to the Atlantic Seaboard.

It was not until the turn of the century that the Louisville and Nashville Railroad came to Montgomery. This railroad was leased from the Mobile and Montgomery Railroad on December 17, 1900, and it has maintained steady growth since its beginning.

The airplane arrived in Montgomery just ten years after the Louisville and Nashville Railroad and four years before its adoption by the army. On March 26, 1910, Orville Wright made the first flight in this area at what is now Maxwell AFB; the Wrights had established a civilian flying school there with an initial enrollment of five students.

After the Wrights left Montgomery, activities at the Maxwell area came to a halt until 1918 and World War I, when the United States Government purchased the Wright's 300 acres to establish a repair depot to keep fields in Florida supplied with aircraft engines.

On November 8, 1922, the depot was named in honor of and in memory of Second Lieutenant William C. Maxwell of Atmore, Alabama, who was killed in the Philippines. A five year expansion program was begun, and the post soon began to assume the semblance of the Maxwell Air Force Base we know today. Congress appropriated almost a million dollars to make Maxwell the finest flying military depot in the United States.

In 1931, the Air Corps Tactical School was moved from Langley Field (Virginia) to Maxwell, and the same runways used by the Wright Brothers were used again by Maxwell's flying cadets; they are still in use today, having been extended to some 7,000 feet to accommodate

most modern aircraft. The manpower of the 20's, some 600 officers and enlisted men, was increased extensively to meet the new needs.

Maxwell has undergone a number of important transitions since the Tactical School ceased its operations in 1940, and each transition has been a vital element in the building of men who fly and have flown in defense of our country. With the end of World War II, Maxwell was still training B-29 pilots and flight engineers, and late in the fall of 1945, all previous activities ended with the advent of the "AAF School" which was destined to become a greater institution of learning.

On September 3, 1946, Maxwell was officially dedicated as the home of the Air University. Since then, its initial two senior schools have served as a nucleus of an ever progressing element of our nation's defense, as Maxwell helps to produce the real key to our country's continued freedom--the thoroughly educated man.

Of special interest is the USAF School of Aviation Medicine at Gunter AFB which became an arm of the Air University in 1946 when Aviation Medicine was added to the University's curriculum. The old Municipal Airport and other adjacent land in eastern Montgomery was purchased and added to old Gunter Field as it became Gunter Air Force Base.

Most of the Air University is located at Maxwell (and Gunter), with other elements being located at Tyndall AFB, Florida, Randolph AFB, Texas, and Craig AFB in Selma. Together, these elements, as the Air University, have an incalcuable effect on Montgomery and vicinity.

With the consumption of the old Municipal Airport by the Air Force (Gunter Field), a large tract of land was purchased along the new Selma-Montgomery highway (U. S. 80 west) for the new Montgomery Municipal Airport (which now adjoins the flying facilities of the Alabama Air National Guard, the Alabama National Guard and the Montgomery Aviation Company). Montgomery's modern flying field, with its shiny new terminal building, is located just ten miles from the heart of the City; its 1,000 plus acre site and its ever increasing facilities (now valued at over $7 million) will ably serve Montgomery's future flying needs.

Modern Montgomery is very impressive when compared to the Montgomery of the late 1800's as it entered the industrial and scientific 20th Century. As Alabama's Capital City, it has about 3,500 of its people employed by the state government (excluding teachers). Maxwell and Gunter Air Force Bases contribute some 6,600 permanent military persons to the community, with civilian employees of the federal government adding another 3,000.

Huntingdon College averages 1,000 students with other local institutions of higher learning varying more in their enrollments. As a principal financial center, its four major banks had debits of some $2.1 billion in 1961; and, as a medical center, its many hospitals have a pool of 168 doctors and 64 dentists not including the staff of the V. A. Hospital.

It is obvious that Montgomery has come far and accomplished much since its birth. But the end result is not nearly so important as the method of achievement. The real significance of Montgomery's history lies in an analytical summation of several basic facts about its past citizens. That our forefathers began with very little and ended with very much is due to their being good businessmen interested in making a profit for others and their community, as well as for themselves, and that they were willing to make sacrifices in order to achieve worthy and profitable goals while always keeping the future of the community in mind. They were not carefree adventurers who gambled with the welfare of their neighbors and won, but men of virtue and vision who planned for the years ahead as best they could, and sometimes even better.

Their planning has turned out to be more than a calculated guess. Physical factors are good examples. The existence of Dexter's broad avenue rising up the hill to the capitol has been, is, and will continue to be a major factor in the city's business life; in addition it will be a foundation block for the future beautification and enhancement of the downtown area. The Capitol, capitol hill, and its surrounding area tell their own

story, as does the very location of Montgomery on a now even more potential waterway.

Several minor physical factors serve to exemplify the effects of no coordination and no planning. Montgomery's several founding communities going their seperate ways resulted in an unmannerly if not inconvenient intersection of streets in the downtown area. A now apparent lack of consultation and planning cost the city (what was then) valuable manufacturing elements when Andrew Dexter's mills were washed away (a saw mill, a grist mill, a gin, and their power source - a large water wheel). The emergence of uncoordinated growth in certain areas has not helped the city as a whole in contrast to the well planned and ordinance coordinated growth of the Capitol Heights area.

The all-out effort put forth by Montgomery citizens to make Montgomery Alabama's Capital City was, is, and will always be an example of coordinated community teamwork and foresight. Montgomery is steeped in traditions of community efforts and community good will, and these traditions are certainly some of the many reasons why The Air University and other similar activities have remained and prospered here. In working for the future, Montgomery must buttress, maintain, and promote its valuable inherited traditions in human relationship to the benefit of every individual and the community.

It is true that Montgomery's past citizens were community minded, far sighted, and industrious; but, more than these, they acted in the present while they thought of the future. Of all their keys to success, this one was the most important.

PEOPLE AND ECONOMY

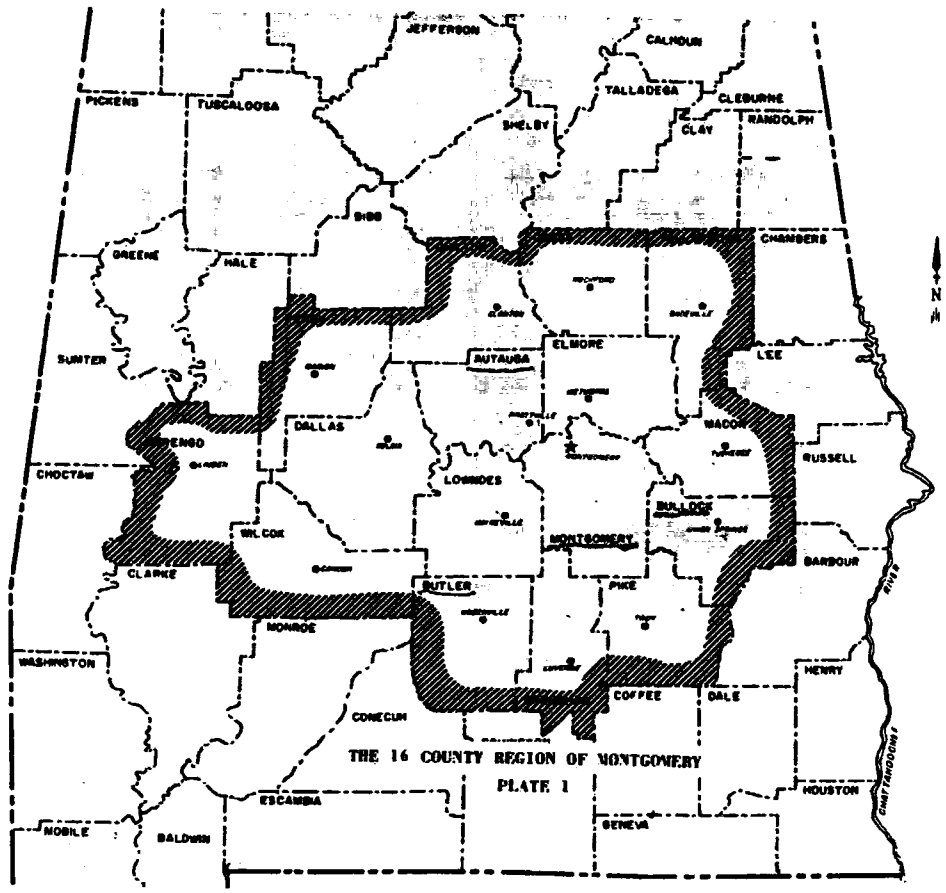
INTRODUCTION

The Montgomery Metropolitan Area has grown in population from 48,000 in 1910 to 169,000 in 1960. This steady growth reflects the expanding economy based predominantly on federal and state government installations. The extent and nature of future metropolitan growth will be determined, largely, by the future economic opportunity.

As an aid in evaluating the statistical data presented, we will first take a look at the economy of the state as a whole, and then, in studying trends in the Montgomery Metropolitan Area, we will include comparable data for four other metropolitan areas of similar structure: Austin, Texas; Richmond, Virginia; Columbus, Georgia; and the Greensboro-High Point, North Carolina Area.

The comparison of the Montgomery Metropolitan Area with other similar size areas in the State of Alabama is not sufficient to get a true picture of Montgomery's progress and future prospects, but many comparable areas can be found out of state. Therefore, data for four non-Alabama cities having the most similar characteristics to Montgomery's has been assembled and is displayed in most of the tables for Metropolitan Areas. Austin, Texas; Richmond, Virginia; Columbus, Georgia; and Greensboro-High Point, North Carolina areas are considered to have had almost the same generating forces as Montgomery's. They are all Southern Cities of comparable age and size. They were affected similarly by the War Between the States and the subsequent reconstruction period. They have been dependent in parallel ways on government workers, both state and federal. The comparisons illustrate the progress that is being made elsewhere by cities with the same background & physical assets as Montgomery's, and they point out the possibilities for economic growth which may be open to Montgomery even now.

The region used in this report consists of Montgomery County plus the fifteen counties surrounding Montgomery County; they are as follows: Autauga, Bullock, Butler, Chilton, Coosa, Crenshaw, Dallas, Elmore, Macon, Marengo, Montgomery, Perry, Pike, Tallapoosa, and Wilcox. This"Region" is illustrated by the following map.



I. EMPLOYMENT TRENDS IN ALABAMA

The economy of a city may be expressed in terms of employment, and employment in turn fixes the size of an urban population and the pattern of income. Trade, the professions, services, and industry all contribute to future employment.

Employment is affected, of course, by local, regional, and national conditions. The most important considerations are transportation facilities, labor supply, and natural resources. Regionally, the greatest influence is the surrounding trade territory. National conditions such as war, business recession, inflation, or technological development have a strong influence on local employment, especially in Montgomery. Because of the uncertain nature of these national influences, no economic prediction can be very accurate. However, by projection of long range trends and other criteria, reasonable limits of economic development can be set up which satisfy the requirements of physical planning.

Table 1 EMPLOYMENT TRENDS, STATE OF ALABAMA 1950 - 1960

	Persons		Percent of Total	
	1950	1960	1950	1960
Non-Farm Employment				
Manufacturing	226,065	282,992	21.9	26.5
Trade (Retail & Wholesale)	152,365	180,743	14.7	16.9
Government	38,162	59,119	3.7	5.5
Other	364,337	440,968	35.3	41.4
Non-Farm Total	780,929	963,822	75.7	90.4
Farm Employment	250,751	102,075	24.3	9.6
Total	1,031,680	1,065,897	100.0%	100.0%

Source: 1960 U. S. Census

The preceding table shows the trend in employment in Alabama between 1950 and 1960. The non-farm work force has greatly increased its share of total employment during the post-war years, while farm employment showed both an actual decline and a relative decline. In both non-farm and farm sectors, new economic strength has been added because improved technology has sharply increased productivity as well as income.

This table clearly illustrates the increasing importance of the Manufacturing and Trade segments in the economy of Alabama.

Farm employment in 1950 was 24.3% of the total employed, while in 1960 it was only 9.6%. At the same time the number of those employed in manufacturing rose from 21.9% to 26.5% of the total, and the number employed in trade rose from 14.7% to 16.9%. Thus, it is evident that throughout the entire economy, a new maturity is being achieved.

The following table presents an accurate picture of trends in manufacturing employment in the State during the post-war years. It breaks down factory employment into its specific categories.

Table 2 TRENDS IN MANUFACTURING EMPLOYMENT IN THE STATE OF ALABAMA 1947-1959

Item	Employment			% of
	1947	1959	Number	Increase
Food	12,614	20,905	8,291	65.7
Textile	53,341	39,444	-13,897	-26.1
Apparel	11,999	22,737	10,738	89.5
Lumber	43,584	23,105	-20,479	-47.0
Paper	8,368	11,095	2,727	32.6
Chemicals	6,900	10,424	3,524	51.1
Primary Metals	42,885	41,636	- 1,249	- 2.9
Fabricated Metals	6,759	12,019	5,260	77.8
Transportation Equipment	7,067	16,255	9,188	130.0
Sub-Total	193,517	197,620	4,103	2.1
All Others	35,035	40,544	5,509	15.7
Total	228,552	238,164	9,612	4.2

Source: County Business Patterns, 1947 and 1959

The decline in lumber employment has resulted primarily from the substitution of machines for men rather than a decline in output. The decrease in textile employment does not indicate a decline in the textile industry. New machinery and techniques have enabled Alabama plants to increase their output with fewer workers.

Table 2 shows that all industries except textiles, primary metals, and lumber nearly doubled their employment during the 10 year period. Significant gains have been made in "new type" industries that are becoming very important to the State's economy; examples are: chemicals, machinery, transportation equipment.

These industrial trends in Alabama are part of a basic "industrial revolution" that is taking place in the entire South. The shift from an agrarian economy to a more mature economy is being compressed into a much shorter period of time than the north and east sections of the country experienced. This process of profound change in non-farm economic activities has only begun.

Table 3 FARM TRENDS IN ALABAMA 1940-1959

	1940	1954	1959
Number of Farms	231,746	176,256	115,788
Acreage in Farms (1,000's of acres)	19,143	20,810	16,543
Average size of farms (acres)	82.6	117.6	142.9
Employment on Farms	353,705	250,607	178,256
Number of tractors (on farm report)	7,638	65,175	70,886
Acreage in cotton	2,200,838	1,851,000	799,000
Value of farm products sold ($1,000)	119,741	303,657	373,548
All crops ($1,000)	57,898	175,358	141,848
Livestock & products (inc. poultry)	19,055	111,605	205,754
All other products	45,382	16,694	19,379

Source: County Data Book: A Supplement to the Statistical Abstract of the U.S.; Washington, D.C. 1947,1957 and 1959 U. S. Census of Agriculture.

The next stages of development will surely bring a rapid growth in the "supply" plants that manufacture goods for further processing & fabrication in other factories. It will also see a greatly increased demand for water for industrial purposes. In both types of activity, Montgomery is in an excellent position to expand.

The pattern of farming practices in Alabama (since 1940) is typical of agriculture in the entire South for this period. The number of farms has decreased as more land has been taken out of cotton production and put into pasture and other crops. The size of the average farm has increased thus making more efficient farming methods feasible. The number employed on farms has steadily declined as more machinery replaces man and animal power. At the same time, the value of farm products has shown a steady rise, particularly in livestock and poultry products.

2. *REGIONAL EMPLOYMENT TRENDS*

Montgomery's labor force, as compared to the neighboring fifteen counties, clearly dominates in numbers employed in all categories except Agriculture, Mining, and Manufacturing. The figure of 27.7%, which is Montgomery's share of the region's total labor force, increases to 37.7% when the above categories are left out. See Table 4 which follows. The number of factory employees and the number of farm workers in Montgomery County were about 22.3 percent apart in 1950. Today, factory employment is about 63 percent higher than farm employment and the gap between the two is growing.

There are approximately 228 manufacturing plants in the Montgomery Metropolitan Area.* These plants turn out a variety of products. Most of the local plants are medium to small in size with more than half of the plants employing fewer than 25 people and about three-fourths of the plants employing fewer than 10 people each. Most local plants are primarily "market oriented" rather than oriented to labor or raw materials and the primary market for most local plants is within Alabama, with only one in five producing for a market outside the state. Only one in 10 plants is what might be called a "supply" operation - that is, a plant that manufactures products for other industries. Two out of three plants produce directly for retailers or the ultimate consumer. Most local plants are "headquarters plants" rather than branches of another company.

* *Montgomery Made 1961-1962, Pg. 1*

Table 4 EMPLOYMENT - THE REGION, MONTGOMERY COUNTY AND CITY OF MONTGOMERY 1950-1960

Subject	The Region	Montgomery County	City of Montgomery	City of Montgomery as % of Region	City of Montgomery as % of Mont. Co.
			1 9 5 0		
Agri., Forestry & Fishery	59,696	4,585	305	.51	6.6
Mining & quarries	296	111	57	19.2	51.0
Construction	9,937	4,008	3,334	33.5	83.1
Manufacturing	30,871	5,900	4,616	15.0	78.2
Transportation	8,430	4,092	3,620	42.9	88.4
Wholesale & Retail	24,991	10,587	9,514	38.0	89.7
Finance, Insurance & Real Estate	3,460	2,000	1,914	55.3	95.7
Public Admin.	7,908	5,001	4,404	55.7	88.0
Ed. Services Govt.	7,134	1,907	1,757	24.6	92.1
Private Household	15,493	5,942	5,160	33.3	86.8
Misc. Services	17,706	7,602	6,914	39.0	90.9
TOTAL	187,003	51,735	41,595	22.2	80.4
			1 9 6 0		
Agri., Forestry & Fishery	25,942	2,591	341	1.3	13.1
Mining & quarries	416	54	27	6.5	51.0
Construction	10,749	3,973	3,205	29.8	80.6
Manufacturing	34,491	6,992	5,426	15.7	77.6
Transportation	8,182	3,640	3,212	39.3	88.2
Wholesale & Retail	27,430	11,732	10,320	37.6	87.9
Finance, Insurance & Real Estate	4,778	2,784	2,573	53.8	92.4
Public Admin.	10,912	6,644	5,798	53.1	87.2
Ed. Service Govt.	9,523	3,294	3,011	31.6	91.4
Private Household	17,234	6,043	4,912	28.5	81.3
Misc. Services	20,899	9,358	8,425	40.3	90.0
TOTAL	170,808	57,105	47,250	27.7	82.7

Source: 1950 and 1960 U. S. Census

3. MANUFACTURING IN MONTGOMERY

Manufacturing

Manufacturing presently plays a relatively small role in the Montgomery economy, but it is growing in importance. Factory employment has been increasing steadily in the post-war years. According to all indications, there are excellent prospects for a substantial expansion in local manufacturing activity in the years immediately ahead, and a strong program of industrial promotion and development is underway.

Although manufacturing has been relatively less important in Montgomery than in other metropolitan areas of the State, Montgomery showed a substantial gain in factory employment during the period 1954-58. The table below compares the trends in manufacturing employment in the comparative metropolitan areas between 1954 and 1958.

Table 5 TRENDS IN MANUFACTURING, COMPARATIVE METROPOLITAN AREAS

	Employees		Change 1954-58	
	1954	1958	Number	% of Change
Austin, Texas	3,388	4,993	1,605	32.1%
Richmond, Va.	12,759	14,306	1,547	12.1
Greensboro, N.C. & High Point	38,588	42,211	3,623	9.4
Montgomery, Ala.	6,281	6,627	346	5.5
Columbus Ga.	17,913	17,105	- 808	-4.5

Source: U.S. Census of Manufacturing - 1954 and 1958

As Table No. 5 shows, Montgomery placed 4th in a field of 5 for manufacturing employees gain in the above four years, and it is further significant that Montgomery was the lowest gain (only 5.5%) with Columbus, Georgia having a loss of minus 4.5%.

The number employed in the manufacture of food products (meat, canned goods, pickles, etc.) has shown a steady rise while the number engaged in lumber manufacture (boards, poles, and pulpwood) decreased rapidly. Employment has shown steady gains in other types of manufacturing (building products, printing, etc.).

Table 6 MANUFACTURING EMPLOYMENT, METROPOLITAN MONTGOMERY (MONTGOMERY COUNTY) 1954-1958

	Employees			1954-58
	1954	1958	Increase	Percent
Food	1,650	1,755	101	6.1
Lumber	1,330	761	-569	-42.8
Printing	510	673	163	31.9
Stone, Clay and Glass	430	762	332	77.2
Others	2,361	2,676	315	13.3
TOTAL	6,281	6,627		

The unadjusted dollar value (of an item) added by manufacture is defined as the shipment value (of an item) minus the costs of raw materials, semi-manufactured parts & components, supplies, fuels, electricity, and contract work. Some total unadjusted values for Montgomery are compared with those of other cities in Table 6A below.

Table 6A $ VALUE ADDED BY MANUFACTURING IN MONTGOMERY & OTHER METROPOLITAN AREAS (UNADJUSTED)

	1947	1954	1958
Richmond, Va.	$205,130,000	$343,916,000	$448,741,000
Greensboro - High Point, North Carolina	126,578,000	169,106,000	315,634,000
Columbus, Ga.	90,156,000	69,944,000	99,574,000
Montgomery, Ala.	24,942,000	33,057,000	42,373,000
Austin, Texas	10,241,000	17,816,000	32,118,000

Source: U. S. Census of Manufacturing

The following comparison is directly made; however, one can mentally adjust the proportions presented in view of the considerable difference in size of the cities compared. One will then note that Montgomery fares far better when viewed proportionately.

As the preceding Table 6A shows, Montgomery was 4th out of 5 in 1947, 4th out of 5 in 1954, and 4th out of 5 again in 1958. However, Montgomery's total dollar value has increased steadily each year, while one of the remaining four suffered a loss in the 47-54 period, even though the total dollar value is only 9.4% of Richmond's 448.7 million high and 13.4% of Greenboro's second place 315.6 million. The above indicates that manufacturing is growing steadily in Montgomery as it becomes ever more important to Montgomery's economy. Since it is not as prominent in Montgomery's economy as it needs to be, it should be widely broadened. If a desirable state of economic health is to be achieved, it should certainly be widely broadened.

Table 7 EMPLOYMENT, METROPOLITAN MONTGOMERY (MONTGOMERY COUNTY) 1960

Non-Farm		Number	Percentage of Total
Trade, Wholesale & Retail		11,732	20.5
Miscellaneous Services		9,358	16.5
Others		7,562	13.2
Manufacturing		6,992	12.2
Construction		3,973	6.9
Transportation & Communications		3,640	6.4
Finance, Ins., Real Estate		2,784	4.9
SUB-TOTAL		46,041	80.6
Government			
State	3,476		
City	1,505		
County	442	5,423	9.5
Federal		3,050	5.3
SUB-TOTAL		8,473	14.8
Total Non-Farm		54,514	95.4
Farm		2,591	4.6
TOTAL		57,105	100.0

Source: 1960 Census

The preceding table and the graphic "pie" clearly illustrate the number of people in the various types of work which the 57,105 wage earners of Montgomery County perform. Of note is the almost insignificant number of farmers.

As Table 7 and Chart 1 show, wholesale & retail trade leads the field of Montgomery County employment with 20.5% of the total, closely followed by miscellaneous services with 16.5%, and manufacturing running fifth with 12.2%, when government is considered as a single unit (3rd with 14.8%).

A closer look at Table 7 will reveal some vital facts concerning manufacturing; these facts are doubly important since manufacturing should play a major role in Montgomery's future economic growth.

If Government (14.8%) and Farm (4.6%) are inserted in Table 7 in numerical order, it is easy to see that manufacturing is not in the upper 50% although it is only 8.3% behind Trade, the leader. Trade, Misc. Services, Government, and Others amount to 65.0%. Manufacturing follows with 12.2%, and the remaining four lower categories amount to 22.8%.

This is not to construe that manufacturing is weak in the Montgomery economy; indeed, manufacturing is holding its own. However, if manufacturing is to play a major role in Montgomery's future economic growth, it must widen its scope and strengthen itself even further now.

It can be seen in Table 8 that Montgomery has a larger percentage of government workers than any of the other areas except Columbus and Austin. Even though this is not surprising, it does emphasize how Montgomery's economy is based on employment at the U. S. Air Force installations, Maxwell and Gunter Air Force Bases, and the State Capital. It is also evident from Table 8 that Montgomery has a low percentage of manufacturing employment when Montgomery is compared with the other comparative areas in Table 8. This does not indicate a weakness; it does indicate a further need.

CHART 1 EMPLOYMENT DISTRIBUTION METROPOLITAN MONTGOMERY AREA 1960

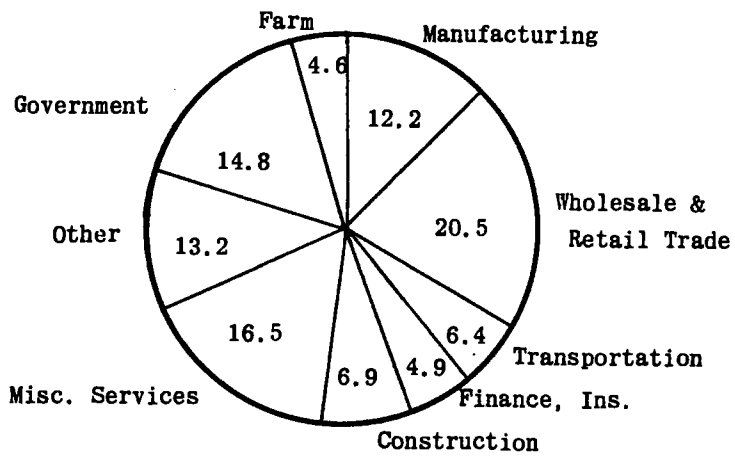


Table 8 NON-FARM EMPLOYMENT, COMPARATIVE METROPOLITAN AREAS 1959

No. of Employees	Manu-facturing	Trade	Govern-ment	Other	Total
Austin, Texas	11,343	13,751	15,626	28,152	68,872
Columbus, Ga.	17,040	10,110	5,540	16,190	48,880
Greensboro & High Point, N.C.	39,287	16,158	3,746	60,519	119,710
Montgomery, Ala.	6,992	11,732	6,644	31,737	57,105
Richmond, Va.	24,109	19,067	7,712	80,835	131,723
Percent of Employees					
Austin, Texas	16.4	20.0	22.7	40.9	100.0
Columbus, Ga.	34.0	20.7	13.3	32.0	100.0
Greensboro & High Point, N.C.	32.8	13.5	3.1	50.6	100.0
Montgomery, Ala.	12.3	20.6	11.6	55.5	100.0
Richmond, Va.	18.3	14.5	5.8	61.4	100.0

Source: U. S. Census - 1960

4. *RETAIL TRADE IN MONTGOMERY*

In Table 9, we see the value of all retail sales in Montgomery and the comparable metropolitan areas for 1958. Although Montgomery's sales did not exceed those of the other comparative areas (in raw figures) they approached those of Columbus, Georgia.

The comparable figures for per capita retail sales (which is a reliable index of the selling job being performed) show Montgomery to be ahead of four other major urban areas in Alabama, but considerably behind the four out of state areas used for comparison. It is evident that Montgomery is doing a pretty fair job of retailing in Alabama.

Table 9 VALUE OF RETAIL SALES AND PER CAPITA RETAIL SALES, COMPARATIVE METROPOLITAN AREAS 1958

		Per Capita Retail Sales
United States		$1,109.00
Alabama		785.00
Austin, Texas	$215,128,000	1,014.75
Columbus, Ga.	180,911,000	1,054.05
Greensboro & High Point, N.C.	305,573,000	1,239.54
Montgomery, Alabama	162,113,000	958.05
Richmond, Virginia	524,112,000	1,283.03

Source: U. S. Census of Business - 1958

The moving of many retail establishments from the Central Business District to the suburban shopping centers has been going on for many years; however, the central business district still has a very high percentage of the area's sales in general merchandise, apparel, and furniture & appliance stores. The competition of the suburban centers has, of course, been keenly felt by the Central Business District, but the assemblage of stores in the "downtown" area offers a merchandise and service selection that cannot be matched by the largest of shopping centers.

An Economic Study of Montgomery's Central Business District will examine the above suggested trends in greater detail.

The retail employment in Montgomery increased 16.1% from 1948 to 1954 while the state-wide increase was only 1.1%; however, in the next four years, Montgomery's increase was only 1.1% while the state increase was 12.1%. The table below shows the comparative retail employment figures.

Table 10 COMPARISON OF RETAIL TRADE IN CENTRAL BUSINESS WITH NORMANDALE AND EASTBROOK SHOPPING CENTERS FOR 1954-1958

	Central Business 1954	Central Business 1958	Normandale 1958	Eastbrook 1958
Retail Stores Total.....				
Number	1,148	1,153	36	14
Sales ($1,000)	150,368	166,651	10,235	4,385
Convenience Goods Stores				
Number	382	329	5	3
Sales ($1,000)	34,015	40,105	2,290	(D)
Shopping Goods Stores				
Number	162	136	24	8
Sales ($1,000)	32,512	39,717	7,198	[illegible]
All Other Stores				
Number	604	688	7	3
Sales ($1,000)	83,841	86,829	747	(D)

Source: 1958 Census of Business
(D) Withheld to avoid disclosure

Montgomery's retailing growth has been outside the downtown area. Normandale and Eastbrook shopping centers were just getting underway in 1958, and each has experienced an accelerated growth since then. In addition to local customers, each has drawn completely new customers into the Montgomery business area from outlying areas; this increased profit represents an increase in value of Montgomery's total trade that otherwise would not exist.

In Table No. 11, the number of retail establishments in each of the metropolitan areas is given. In Table No. 12, the retail employment in each of the same metropolitan areas is given. It is interesting to note that although the number of retail establishments declined in some areas, there was an increase in retail employment in all areas. The Richmond area has a large percent of gain in both categories. Montgomery showed a 2.2% decrease in the number of retail establishments during 1954-1958; yet, the retail employment increased 1.1% in the same period.

Montgomery's median family income ($4,777) compares very well with the median family income of the other metropolitan areas even though it is less than that of Columbus and the other comparative areas. However, Montgomery median individual income ($3,186) fares even better since it is greater than the median individual incomes of Austin and Columbus.

Table 11 RETAIL ESTABLISHMENTS IN THE METROPOLITAN AREAS
1948 - 1954 - 1958

	Retail Establishments			Percent Change	
Area	1948	1954	1958	1948-54	1954-58
United States	1,737,592	1,721,650	1,788,325	0.9%	3.9%
Alabama	26,570	26,154	26,893	-1.6	2.8
Austin, Texas	1,543	1,495	1,695	-3.1	13.4
Columbus, Georgia	1,502	1,727	1,706	15.0	-1.2
Greensboro and High Point, North Carolina	1,679	2,081	2,186	24.0	5.0
Montgomery, Alabama	1,140	1,205	1,178	5.7	-2.2
Richmond, Virginia	2,988	3,112	3,501	4.1	12.5

Source: 1958 Census of Business

Table 12 RETAIL EMPLOYMENT IN MONTGOMERY METROPOLITAN AREA COMPARED WITH THE UNITED STATES, STATE, AND SELECTED METROPOLITAN AREAS

	1948	1954	1958	Percent of Change 1948-54	1954-58
United States	6,863,561	7,124,331	7,911,081	4.0	11.0
Alabama	91,842	92,840	104,093	1.1	12.1
Austin, Texas	8,528	NA	10,457	---	----
Columbus, Ga.	5,815	7,732	8,560	32.9	10.7
Greensboro & High Point, N. C.	NA	11,872	13,595	NA	14.5
Montgomery, Ala.	6,184	7,625	7,706	16.1	1.1
Richmond, Va.	NA	22,940	25,803	NA	12.5

Source of Data: 1948, 1954, and 1958 U. S. Census of Business, Retail Trade
NA: Not Available

Table 13 MEDIAN INCOME, COMPARATIVE METROPOLITAN AREAS 1960

	Median Individual Income	Median Income All Families
Austin, Texas	$2,879	$5,058
Columbus, Georgia	3,138	5,079
Greensboro & High Point, N.C.	3,456	5,417
Montgomery, Alabama	3,186	4,777
Richmond, Virginia	4,198	5,035

Source: U. S. Census 1960

5. *PROSPECTS FOR THE FUTURE*

In evaluating metropolitan Montgomery's future economy, there is no indication that the major non-manufacturing sectors of the economy (federal & state government functions, retailing, finance & administration, and professional services) will decline in importance. At the same time, there is an indication of great possibilities of major expansion in manufacturing and wholesaling operations. Therefore, the economy is expected to obtain more depth without losing its breadth.

Metropolitan Montgomery's assets for future industrial expansion might be broken down to "primary" and "secondary" assets. Primary assets are basic advantages that affect all other economic activities in the area. Secondary assets are essentially "man-made" advantages that Montgomery has developed on its own.

A. *PRIMARY ASSETS*

Metropolitan Montgomery's four primary assets for industrial expansion are:

1. Its strategic geographical location .
2. Its excellent supply of water & water resources.
3. Its role as the state government center, the Air Force educational center, and site of civilian institutions of higher learning.
4. Climate

Location

As to location, Montgomery is strategically situated in a region, a state, and a larger region, all of which are in the process of basic economic changes. Its location and its interrelated connections with a large region give it proximity to raw materials, other industrial plants, coastal ports, and wide consumer markets.

Montgomery is served by five federal trunk high-

ways and one state highway, and, together, they provide highway spokes in ten major directions. Two of the routes of the vast new Interstate Highway System, Nos. 85 and 65, will pass through Montgomery. Montgomery is also served by 6 railroads, 4 intercity bus systems, 36 highway trucking lines, 2 major airlines, and air charter service from Dannelly Field. Many industrial raw materials (sand, minerals, food-stuffs, hides, cotton and cotton oil, and timber) are available in the Central Alabama Region, of which Montgomery is the central point. Therefore, Montgomery is in a position to develop its own industries based on these raw materials, or to serve and merchandise the products of other materials-oriented industries in this region. Montgomery is suited to the development of "supply plants" that will fabricate intermediate products for various other manufacturers and thus establish channels through which the products of still other plants can be merchandised or distributed.

The consumer market accessible to Montgomery is a large one. There are nearly 531,000 people living in the sixteen county region that surrounds Montgomery, and it is estimated that the total personal income of this large section of Central Alabama will be in excess of $237,000,000 by 1970. This market will support a wide variety of manufacturing and wholesaling enterprises, as well as central retailing & service operations outside the Montgomery area. The recent tremendous economic expansion of the South has produced new merchandising problems for national manufacturers and wholesalers; now, they must find central business locations in order to operate in this region with efficiency. With its excellent rail and highway coverage, Montgomery is ideally situated to serve this region as a home base for industrial representatives.

Water Supply & Resources

Montgomery is blessed with an excellent supply of water flowing down from the uplands via the Coosa and the Tallapoosa Rivers (which join just above Montgomery to form the Alabama River). So far, Montgomery has made very little use of its excellent water resources for industrial purposes. There are many classifications of industrial water users, and a substantial increase in water-using establishments can be anticipated for Montgomery if local resources are further developed.

Another aspect of water use may have even greater significance to Montgomery. This is the potential use of the Alabama River as a navigable waterway to Mobile, southward, and to Rome, Georgia, northward. Indeed, the principal reason for the first inhabitation of the Montgomery area was its location on the Alabama River trade route; the early steam boats running between Montgomery and Mobile brought trade and prosperity to this area long before land travel was economically feasible.

The development of the proposed waterway will be of immense significance to the Montgomery economy, and it is not far off in the future; in fact, navigation dams for the Alabama River between Montgomery and Mobile are now in the planning stage. With its easy access to the heart of Alabama, Montgomery could develop into a major inland port with a wide variety of manufacturing, processing, and merchandising facilities related to water traffic. In addition to the benefits of navigation, the waterway's development would also help to regulate the water's flow at Montgomery and thereby increase the area's attractiveness for water-using industries. It would also help to eliminate the flooding of river lands along the Alabama River.

Government & Education

The presence in Montgomery of two major "permanent installations," the State Capitol and the Air University, can also be regarded as definite economic assets, although different in nature from the locational and water resource assets previously discussed. The state government and USAF installations provide sound anchors for the local economy. They generate a considerable amount of basic employment, and they catalyze the development of a large amount of tax-paying property, although the public facilities themselves are tax free. They also attract thousands of people into the Montgomery area each year.

These economic factors are considered major assets not only because of the employment and wealth they

generate, but also because of the many other facilities which they help to support.

Their presence helps to make possible the retail facilities, medical & health services, and cultural endeavors which, in themselves, are attractions to industrial development. They provide many of the leaders in the community, and their physical facilities are major influences in the maintenance of high standards of city design and environment.

Climate

Situated approximately 140 air miles north of the Gulf of Mexico, Montgomery has a climate bordering on the sub-tropical. The local terrain is gently rolling, and there are no topographical features that appreciably influence weather and climate.

During the months of June-September, inclusive, temperature & humidity conditions are very steady with generally little change from day to day. In the coldest months (December, January, and February) there are frequent shifts between mild air (which has been moistened and warmed by the sea) and dry, cool continental air. Hard freezes are infrequent, however, and normally there is some growth of wild pastures and weeds throughout the winter. The lower temperatures that occur here are more keenly felt than similar temperatures in the north because of the physiological effects of the mild weather which usually prevails shortly before the "moving in" of any small "cold snap".

All types and intensities of rain, except the heat thundershowers of summer, may occur at any time from December through March or early April. Correspondingly, minor river floods sometimes occur in the river area during this period. These floods are short in duration, minor in nature, and infrequent in occurrence.

Most rain from late April through early June is in the form of showers or thundershowers occuring in advance of approaching cool waves that become weaker and less frequent as summer approaches. It is during this spring season, and during the late summer and early autumn mentioned above, that any (infrequent) droughts occur. Average annual rainfall is 51.17 inches.

Wind movement is usually light. Strong winds are of short duration and dangerous winds are very rare. The only serious tornado damage in the city occurred on the 12th of February, 1945.

B: SECONDARY ASSETS

Montgomery's secondary assets for economic development are many and varied. Most of them are the results of persistent efforts on the part of leaders and administrators.

Montgomery is well supplied with the basic utilities--water and sewer (furnished by the City of Montgomery), natural gas (furnished by the Alabama Gas Corporation), electricity (furnished by the Alabama Power Company),and Telephone service (furnished by the Southern Bell Telephone and Telegraph Company). Fuel oil and coal oil are available within the area at reasonable rates.

Montgomery and Montgomery County have a wide variety of potential industrial sites. Many sites are located on improved streets and roads, and these sites have all of the necessary utilities for industrial use. Some basic utility improvements are needed to make some other sites available for immediate occupancy. The location of the land, the condition of the land, and the topography of all currently available sites make them very advantageous sites for new industries to occupy.

Highways

U. S. Highways:

No. 31: Through Evergreen & Atmore to Mobile (southwest), and through Clanton to Birmingham (north).

No. 331: Through Luverne and Florala to the Florida Gulf Coast (south).

No. 231: Through Troy, Ozark and Dothan to Panama City (southeast) and thru Sylacauga, Pell City, Arab & Huntsville to Nashville (north).

No. 82: Through Union Springs & Eufaula to Albany, Georgia (eastward), and through Brent & Tuscaloosa to Columbus, Mississippi (northwest).

No. 80: Through Tuskegee & Phenix City to Columbus, Georgia (east) and through Selma & Demopolis to Meridian, Mississippi (west).

U. S. Interstate Highways:

No. 85: Will connect Montgomery to Atlanta (northeast).

No. 65: Will connect Montgomery to Birmingham (north) and to Mobile (southwest).

State Highways:

No. 143: Runs through Millbrook and connects the city with State Highway No. 14 at Coosada. No. 14 is an important east-west highway across Central Alabama.

County Roads:

No. 44: Southeastward to Union Springs.
No. 64: Eastward to Mount Meigs.
No. 74: Northeast to Boylston.
No. 54: Westward to Antioch.
No. 39: Southward to Orme.

Railroads

Lines Carrying Both Freight and Passengers:

Western Railway of Alabama:	East through Auburn & Opelika to West Point, Georgia.
Louisville & Nashville:	Southwest through Evergreen to Mobile and New Orleans; North through Birmingham to Nashville.
Atlantic Coast Line:	Southeast through Troy and Dothan to Savannah.

Freight Lines:

Central of Georgia:	Southeast through Union Springs and Eufaula to Albany, Georgia.
Gulf, Mobile, and Ohio:	Northwest through Tuscaloosa and Columbus, Mississippi to Saint Louis, Missouri.
Seaboard Airline:	East to Macon, Georgia.

Highway Trucking Lines:

The following 36 highway trucking lines serve Montgomery and the Montgomery Metropolitan Area. *

AAA Motor Line, Inc.	Harbin Freight Line
Atlanta-New Orleans Freight Line	Holloway Motor Express
	Hiller Truck Lines
Baggett Transportation Co.	J & M Transportation Co.
Bell Transfer Co.	Jordan Truck Lines (#)
Bowman Transportation Co.	Malone Freight Lines
Caton Transfer	Osborne & Co. Truck Lines
Coastal Refrigerated Service	Parrish Dray Line
	Poole Truck Line
Jack Cole, Inc.	Roadway Express, Inc.
Cooper Transfer Co.	Superior Trucking Co.
Daton Truck Line	Jack Thrasher Transportation (#)
Decatur Transit Truck Line	
Dixie Highway Express, Inc.	R. W. Tomlinson & Sons
Eagle Motor Lines	Transcon Lines
Floyd & Beasley Transfer Company	Troy Transfer Company
	Ward Freight Line
Georgia Highway Express	West Bros. Motor Express
Gulf Transports, Inc.	P. C. White Truck Line, Inc.
Hall Motor Express	B. C. Truck Lines

 # Livestock only.
** Industrial Division, Montgomery Chamber of Commerce*

Bus Lines

Capital Motor Lines

Colonial Trailways

Continental Trailways

Greyhound Bus Lines

Montgomery City Lines (operated only within the city.)

Airlines

Delta Airlines

Eastern Airlines

Power & Fuels

Electricity:

Electric power is supplied by the Alabama Power Company which serves Montgomery through five transmission sub-stations that receive their electric power from the following: three 110 KV transmission lines from the Jordan Dam power station; one 110 KV line from the Berry Steam Plant in South Alabama; one 230 KV line from the southeast electric generating plant at Wilsonville, Alabama; and, connections at Union Springs with two 110 KV lines from the Thurlow Dam plant. In addition, Montgomery is connected to the Georgia, Mississippi and Gulf Power Companies through a vast network of electric power lines. This modern power system insures constant and dependable electric power service to these state areas at all times.

Natural Gas:

Natural gas, important to Montgomery, is supplied by the Alabama Gas Corporation to whom gas is delivered through a pipeline by the Southern Natural Gas Corporation from its gas fields in Louisiana and Texas.

Coal:

Six coal dealers in Montgomery can supply coal at an average price of $16.00 per ton, delivered.

City Water System

Montgomery's drinking water supply source consists of 49 deep wells that are controlled by two pumping stations. The storage capacity of the reservoirs is 15,000,000 gross gallons and the storage capacity of the elevated tanks is 3,230,000 gallons. The maximum 24 hour pumping capacity of the system is 28 to 30 million gallons.

None of Montgomery's drinking water is drawn from rivers or lakes.

Business Environment

Today, the business environment in the Montgomery area is excellent. The local government is stable and efficient, and it produces a high level of municipal services. Although the governmental services meet most immediate needs, the property taxes in the area are not excessive.

Other Factors

The Montgomery area offers a wide variety of civic, educational, and cultural facilities that are becoming more and more important to industries seeking new locations in the South.

C. *THE AREA'S LIABILITIES*

The Montgomery economy has several limitations or weaknesses that might be regarded as "liabilities"; however, it should be pointed out that Montgomery has no "absolute liabilities" such as a shortage of water, temperature extremes, or a lack of highway access.

Few Local Raw Materials

One limitation on economic growth in the Montgomery area is the absence of large deposits of raw materials in the immediate area. That is, Montgomery is not "resource-oriented" as are Birmingham with its iron ore, Pittsburgh with its coal, or Mobile with its ocean port. However, this absence is less a limitation than a fact of differentiation in the economy. With its excellent geographical location, Montgomery is accessible to a wide variety of raw materials in adjacent areas, and Montgomery's industries can be closely related to the exploitation of these raw materials.

Possible Loss of a Major Payroll

The strong influence of Maxwell Air Force Base in the Montgomery area might be regarded as a long-run weakness in the local economy. The Air Force installations, Maxwell and Gunter Air Force Bases, have a regular military contingent of about 6,600 officers and enlisted men, and their combined payroll is equivalent to over 12% of the total personal income of the Montgomery metropolitan area. Although assurances have been given that Maxwell Air Force Base is, and will remain, a "permanent" installation, it is always possible that Maxwell's activity can be sharply curtailed or even discontinued; the same is true for Gunter AFB and its activities. The impact of such a contingency on the Montgomery economy would be substantial.

However, neither of the above two air base factors can be regarded as "absolute liabilities" in the Montgomery economy. They are simply elements that call for continued consideration in laying the necessary groundwork for a further expansion & broadening of the local economy through a sound industrial development program and through a carefully planned schedule of public works expansion & improvement.

6. MONTGOMERY WHOLESALING & RETAILING

Montgomery As A Retail Center

Retailing usually reflects the strength of and the activity in other sectors of the economy; an example is industrial employment which generates income. However, retailing itself can be a "dynamic" element in the local economy when local stores build up a reputation throughout the broader market outside the metropolitan area.

Montgomery is a retail center that has a regional market rather than a strictly local market; thus Montgomery's businesses are patronized by the residents of a large area in Central Alabama. In the northern Alabama region, retail trade flows into Birmingham, the tri-cities area, and Atlanta, Ga.; in the southwestern Alabama region, Mobile and Pensacola, Fla. are the principal centers; in the southeastern Alabama region, retail trade flows into Dothan and Tallahassee, Florida.

Table 14 PERCENT CHANGE IN RETAIL SALES BY KIND OF BUSINESS--U. S., ALABAMA, MONTGOMERY METROPOLITAN AREA 1954-1958

Kind of Business	Percent Change 1954-58		
	U. S.	Alabama	Montgomery
Building Materials Hardware	9%	32%	- 2%
General Merchandise	22	25	29
Food Stores	23	21	18
Automotive Stores	6	4	-19
Gasoline Service Stations	32	17	2
Apparel & Accessories	13	28	11
Furniture & Appliances	12	30	21
Eating & Drinking Establishments	16	22	13
Drug Stores	29	42	29

The measure of the dynamic character of a local area's retail activity is the sale output of its "shoppers-goods" stores (department & general merchandise units, apparel & accessory shops, furniture, furnishing, and appliance stores). For the most part, food, drug, hardware, and other convenience outlets primarily serve immediate markets. But the "shoppers-goods" stores pull retail trade into the local area from the large surrounding region, and it is these stores that make retailing a dynamic local industry.

During the period 1954-1958, Montgomery's general merchandise sales increased by 29%--more than the state or the national average. Apparel, accessories, and furniture & appliance sales all showed substantial gains. The preceding table shows the change in retail sales for all kinds of business.

Wholesale & Retail Data

Metropolitan Montgomery is the leading wholesale center in Central Alabama, and it leads two other comparative areas - Austin, Texas & Columbus, Ga. Although 75% of Montgomery's wholesalers serve only sectional territories within the State of Alabama, the total volume of business is large. Table 15 gives the actual dollar volume of wholesale sales for each of the five comparative areas. Table 16 lists the types of wholesale trade in Montgomery, and it gives the actual dollar sales and % of total sales for each type.

Table 15 VOLUME OF WHOLESALE SALES, COMPARATIVE METROPOLITAN AREAS, 1958

Austin, Texas	$ 169,611,000
Columbus, Georgia	117,470,000
Greensboro & High Point, N. C.	552,413,000
Montgomery, Alabama	236,738,000
Richmond Virginia	1,172,436,000

Source: U.S. Census of Business, 1958

The preceding table (Table 15) compares wholesale sales of metropolitan areas in 1958, using data from the U. S. Census.

Table 16 WHOLESALES BY TYPES, MONTGOMERY METROPOLITAN AREA (MONTGOMERY COUNTY) 1958

Classification	Sales ($1,000)	Percent
Wholesale Trade - Total	$236,725	100.0%
Motor Vehicles	6,363	2.69
Drug - Chemicals	7,779	3.29
Dry goods	(D)	
Groceries	49,621	20.96
Farm products	58,347	24.63
Electrical goods	3,950	1.67
Hardware - plumbing	10,620	4.49
Machinery	23,741	10.03
Metals - minerals	(D)	
Petroleum	21,760	9.19
Scrap	1,283	.54
Tobacco	12,654	5.35
Beer - wine	4,292	1.82
Paper	3,889	1.64
Furniture	553	.23
Lumber	7,589	3.21
Other misc. products	19,853	8.39
Sub-Totals	232,294	98.13%

Source: 1958 Census of Business
(D) Withheld to avoid disclosure
Note: The total sales withheld (4,431) amounts to 1.87% of the total wholesale trade.

Montgomery's leading position in Alabama wholesaling is broadly based, and it will not be seriously affected by major fluctuations in any one area of trade.

7. POPULATION STUDY

The primary reason for the existence of a modern city's functions is to serve the needs of its people. The difficulties encountered in the effort to meet the demands of a rapidly growing population include some of the following needs: a wider scope of municipal services; stabilization of property values; land on which to build residences, stores, and industries; adequate streets to serve all the sections of the city. These needs are being recognized and considered by more and more urban citizens and civic leaders every day. Usually, the sequence of events begins with a rapid increase in population growth that is followed by an immediate demand for sewers, water, utilities, parks, schools, streets, public buildings, and all of the other modern requirements for urban living. In most instances, these demands cannot be met for many years. Some of the inevitable results are: overloaded public facilities, inadequate service, and substandard conditions. All of these results usually leave permanent scars on a city.

The solution to these problems lies in looking forward at them and anticipating the forthcoming needs. Because most of the needs are a direct result of an increased population, the key to their solution must be a realistic anticipation of such growth. How many people will there be? Where will they work and live? When will they actually become a part of the (Montgomery) Metropolitan complex? When the magnitude and the nature of the needs are understood, plans for the municipal facilities and the other needs may be prepared.

This population study deals with Montgomery's population of the past, of the present, and of the future. We will examine those aspects of population that are most significant to physical planning. The focal point of the study is a projection of future growth to 1980 to provide a working idea of the scale of physical needs.

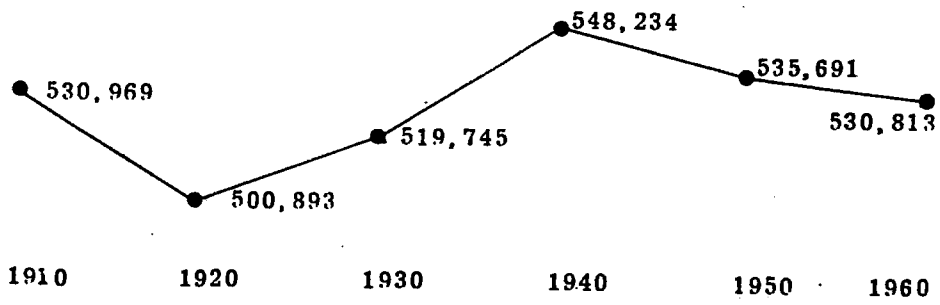
An estimate of Montgomery's future population--its amount, density, and distribution--has been prepared after a careful study of (1) the past & current trends of land development & population growth, and (2) the future potentialities for growth (based on the examination of basic industrial employment, retail & wholesale trade, and other economic indices discussed previously).

Future policies in Montgomery (with regards to subdivision control, extension of the city utilities, and construction of public improvements) should be designed to encourage and catalyze the basic population pattern that will be outlined by the Land Use Plan. The Land Use Plan will be a means to insure (1) that the city's future physical growth will be guided, (2) that the uneconomic shifting of population will be minimized, and (3) that the necessary municipal facilities will be provided on an efficient & an economical basis. *

The Population of Montgomery

Since 1940, Montgomery County has added 54,790 people--a gain of over 47%. The following table (Table 17) shows how the percentage of gain in each 10 year period (for Montgomery County) compares with the population gains of the United States, the State of Alabama and the City of Montgomery. It is interesting to note that the City of Montgomery has grown at a faster rate than either Montgomery County or the State of Alabama.

The population trends of the sixteen county region (that surrounds Montgomery) are illustrated by the graph below:



It is evident from the preceding graph that the natural population increase has been almost balanced by the out-migration.

Table 17 POPULATION AND PERCENTAGE INCREASE OVER PRECEDING CENSUS FOR THE U. S., ALABAMA, MONTGOMERY COUNTY AND THE CITY OF MONTGOMERY

	United States	Alabama	Montgomery County	Montgomery City
1900	75,995,000	1,828,697	72,047	30,346
1910				
Population	91,972,266	2,138,093	82,178	38,136
% Increase	21.0	16.9	14.0	25.7
1920				
Population	105,710,620	2,348,174	80.853	43,464
% Increase	14.9	9.8	-1.6	14.2
1930				
Population	120,775,046	2,646,248	98,671	66,079
% Increase	16.1	12.7	22.0	52.0
1940				
Population	131,669,375	2,832,961	114,420	78,084
% Increase	7.2	7.1	15.9	18.2
1950				
Population	151,146,000	3,061,743	138,965	106,525
% Increase	14.8	8.1	21.5	36.4
1960				
Population	180,000,000	3,266,740	169,210	134,393
% Increase	19.1	6.7	21.8	26.2

The following table (Table 18) shows that the level of education in Montgomery is considerably higher than the level of education in the State of Alabama for both the secondary school and the college level of study. In addition, Table 18 shows that Montgomery has increased its level of education at a much faster rate than the State of Alabama has during the illustrated ten year period.

Table 18 MONTGOMERY METROPOLITAN AREA POPULATION CHARACTERISTICS

	Alabama		Montgomery	
	1950	1960	1950	1960
Median School Years Completed	7.9	9.1	9.5	11.1
Persons 25 and Over				
Completed 4 Years High School	12.8%	18.6%	18.4%	24.7%
Completed 4 Years College	3.7%	5.8%	6.6%	9.9%

In Alabama, as in all other southern states except Florida, there has been a sizeable out-migration of population since 1940. New job opportunities have not been increasing fast enough to absorb new workers coming into the labor market and persons displaced through mechanization (especially on the farms).

It is anticipated that new job opportunities will be created at a more rapid rate in the future; then, the rate of out-migration from Alabama will drop sharply. The present reservoirs of unemployed labor throughout the State of Alabama will be tapped by new industry on an ever increasing scale. There will be a continued shift of population from the farm to the city to accompany the expansion of manufacturing opportunities and the decline in demand for farm labor.

These trends have great implications for the future of the Montgomery Metropolitan Area and for the other major urban areas of the State of Alabama. There will be a large increase in the urban work force and the urban population. A twin set of forces will be at work. On one hand, the large urban areas will become increasingly predominant in the economy of the state; on the other hand, the problems of expansion in the metropolitan areas will become increasingly acute. Both of these forces call for accelerated programs of urban planning and development.

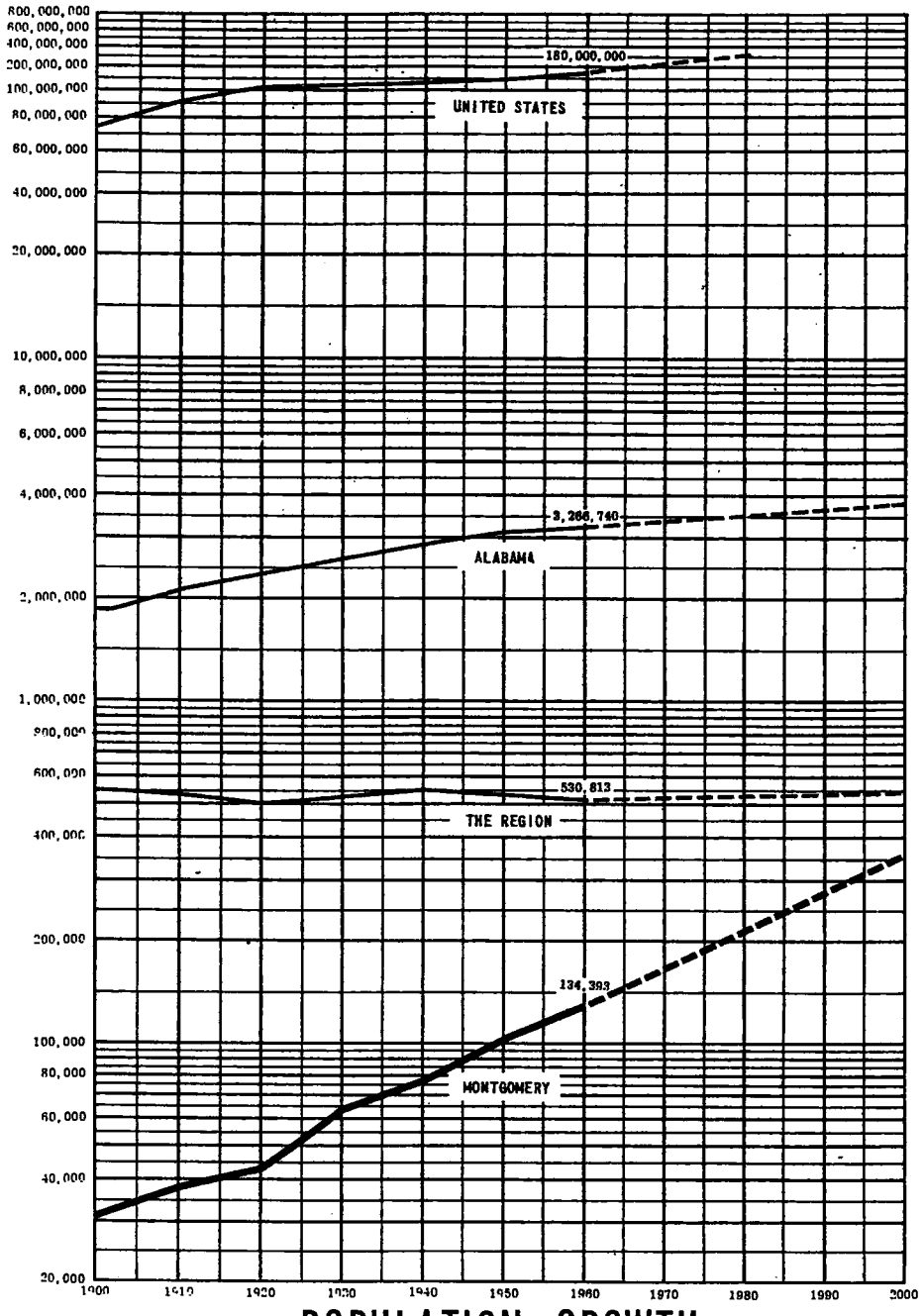
Table 19 POPULATION INCREASE, NATURAL AND NET-IMMIGRATION, FOR MONTGOMERY COUNTY AND THE STATE OF ALABAMA 1940-1950-1960

	1940-1950			1950-1960		
Unit	Natural Increase No. %	Net Immigration No. %	Total Increase No. %	Natural Increase No. %	Net Immigration No. %	Total Increase No. %
Alabama	48,258	180,524	228,782	56,302	148,695	204,997
	21.1%	78.9%	100.0%	27.5%	72.5%	100.0%
Montgomery County	1,495	23,050	24,545	2,569	27,676	30,245
	6.1%	93.9%	100.0%	8.5%	91.5%	100.0%

Table 20 PROJECTIONS OF POPULATION BY VARIOUS METHODS CITY OF MONTGOMERY

	1970	1980	1990	2000
Ratio to U. S.:				
a (constant ratio)	160,136	194,740	-	-
b (average 1920-60)	167,619	212,940	-	-
c (average 1950-60)	175,102	218,140	-	-
Past Growth Series:				
a (average 1930-60)	171,000	217,170	275,806	350,273
b (average 1910-60)	173,770	224,685	290,518	375,639
Most probable Projection:	170,000 138,035	215,000 ~~165,3~~ 159,301	280,000 171,248	370,000

The most probable projection (that was arrived at after study of the past trends), the first two mathematical projections, and the future economic projections are all illustrated by the comparative graph on page 26.



POPULATION GROWTH

CHART NO. 2 POPULATION BY AGE GROUP
MONTGOMERY COUNTY - 1960
TOTAL POPULATION 169,210

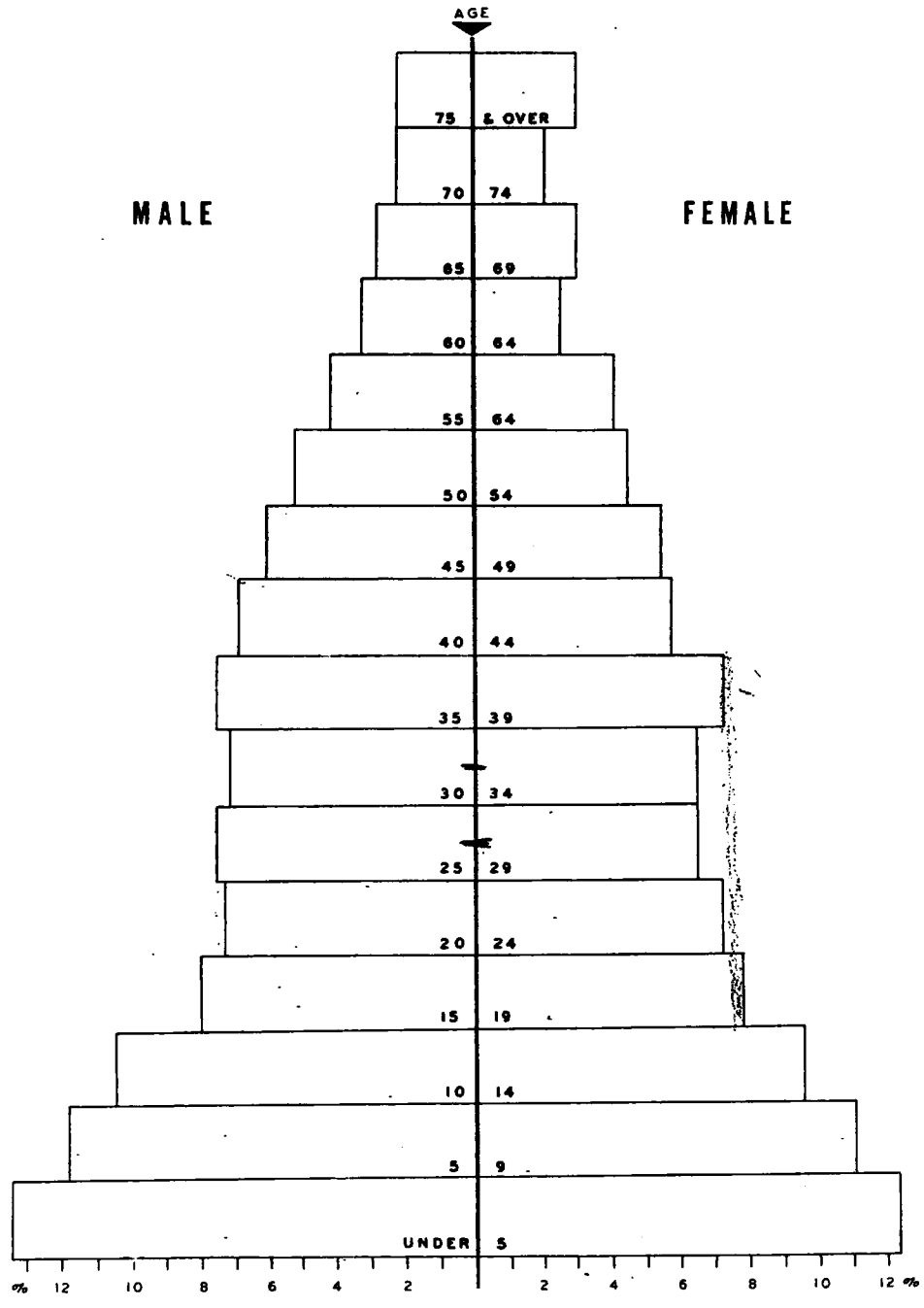


Table 21 TABULATION SHEET FOR "THE REGION" POPULATION

County	1910	1920	1930	1940	1950	1960
Autauga	20,038	18,908	19,694	20,977	18,186	18,739
Bullock	30,196	25,333	20,016	19,810	16,054	13,462
Butler	29,030	29,531	30,195	32,447	29,228	24,560
Chilton	23,187	22,770	24,579	27,995	26,992	25,693
Coosa	16,634	14,839	12,460	13,460	11,766	10,726
Crenshaw	23,313	23,017	23,656	23,631	18,981	14,909
Dallas	53,401	54,697	55,094	55,245	56,270	56,667
Elmore	28,245	28,085	34,280	34,546	31,649	30,524
Lowndes	31,894	25,406	22,878	22,661	18,018	15,417
Macon	26,049	23,561	27,103	27,654	30,561	26,717
Marengo	39,923	36,065	35,426	35,736	29,494	27,098
Montgomery	82,178	80,853	98,671	114,420	138,965	169,210
Perry	31,222	25,373	26,385	26,610	20,439	17,358
Pike	30,815	31,631	32,240	32,493	30,608	25,987
Talla-poosa	31,034	29,744	31,188	35,270	35,074	35,007
Wilcox	33,810	31,080	24,880	26,279	23,476	18,739
Total Montgomery	530,969	500,793	519,745	548,234	535,691	530,813
Total - Mont.	448,791	420,040	421,074	433,814	396,726	361,603

The population trends since 1910 have consistently pointed out a nation-wide shift--the metropolitan areas (the cities) have grown swiftly while the rural areas have lost population. It is interesting to note that the 1960 total population of the sixteen county region is almost identical to the total population of the region in 1910.

Population Density

Table 22 1960 DENSITY OF POPULATION BY TRACTS* MONTGOMERY CITY

Tracts	Area in Acres	1960 Population	Persons per Acre
1	298.5	1,299	4.35
2	210.8	3,713	17.61
3	1,830.1	3,185	1.74
4	1,450.0	10,801	7.45
5	450.5	4,369	9.70
6	490.5	10,164	20.72
7	450.5	6,946	15.42
8	130.5	2,321	17.79
9	1,590.0	3,059	1.92
10	2,395.0	7,768	3.24
11	675.3	7,341	10.87
12	540.5	13,305	24.62
13	560.0	4,138	7.38
14	740.5	5,023	6.78
15	520.0	4,512	8.67
16	1,100.0	5,274	4.79
17	1,630.7	6,989	4.28
18	990.3	4,815	4.86
19	374.5	2,657	7.09
20	1,590.0	3,184	2.00
21	1,090.0	5,253	4.82
22	980.0	9,379	9.57
23	450.5	4,821	10.70
24	626.5	4,077	5.85
Total	21,235.2	134,393	(Aver.) 6.33

**Tracts on Map 2*

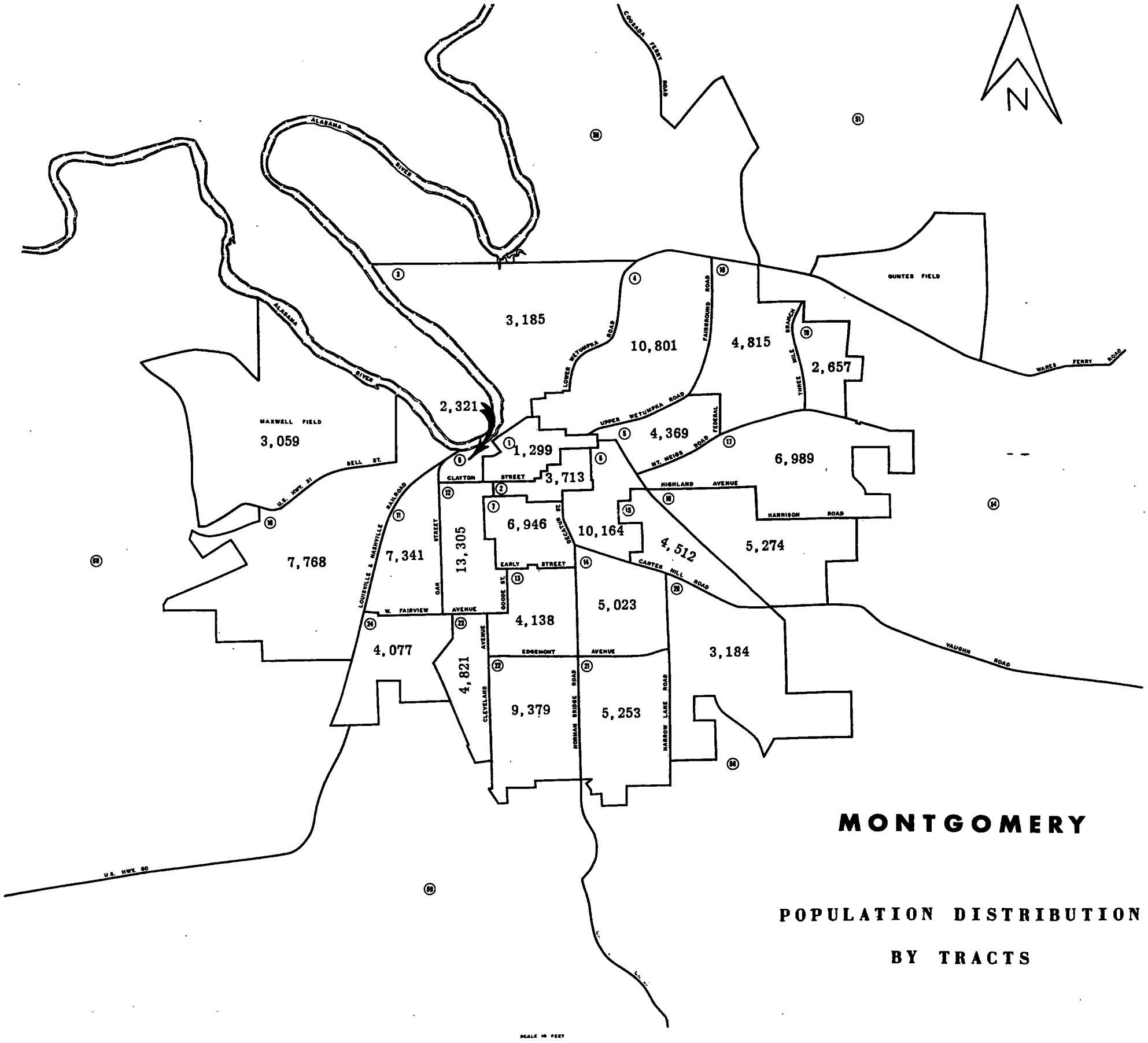
Usually, a density of about 7 to 10 persons per gross acre is desirable for the economical provision of public services and improvements. However, densities as low as 4 or less persons per acre are not unusual, but the facilities and services will be incomplete in these very low density areas. A very large proportion of the land in residential use in Montgomery is above that minimum. Densities in the fringe areas (that are presently less than the desirable minimum) will increase to more economical standards as their development continues.

Maps

The first three of the following four diagramatic maps show: (1) the spatial distribution of Montgomery's population by census tracts, (2) present population density, and (3) areas of growth, both recent and projected. It will be noted that the growth is taking place primarily in the eastern, the southeastern, and southern parts of the City. It is likely that this trend will continue.

The fourth map, Median Family Income by Tracts, illustrates several interesting facts about the "Economic Density" of Montgomery tracts. The first fact is that Maxwell AFB ($10,988) is 2nd only to Tract 20 ($11,648) by a mere $660; this is further significant when it is recalled that Maxwell AFB accounts for over 12% of the total personal income of the Montgomery Metropolitan Area. (See page 32). The second fact is that, generally speaking the higher income families live in the outer regions of the city, and the lower income families live in the inner regions of the city.

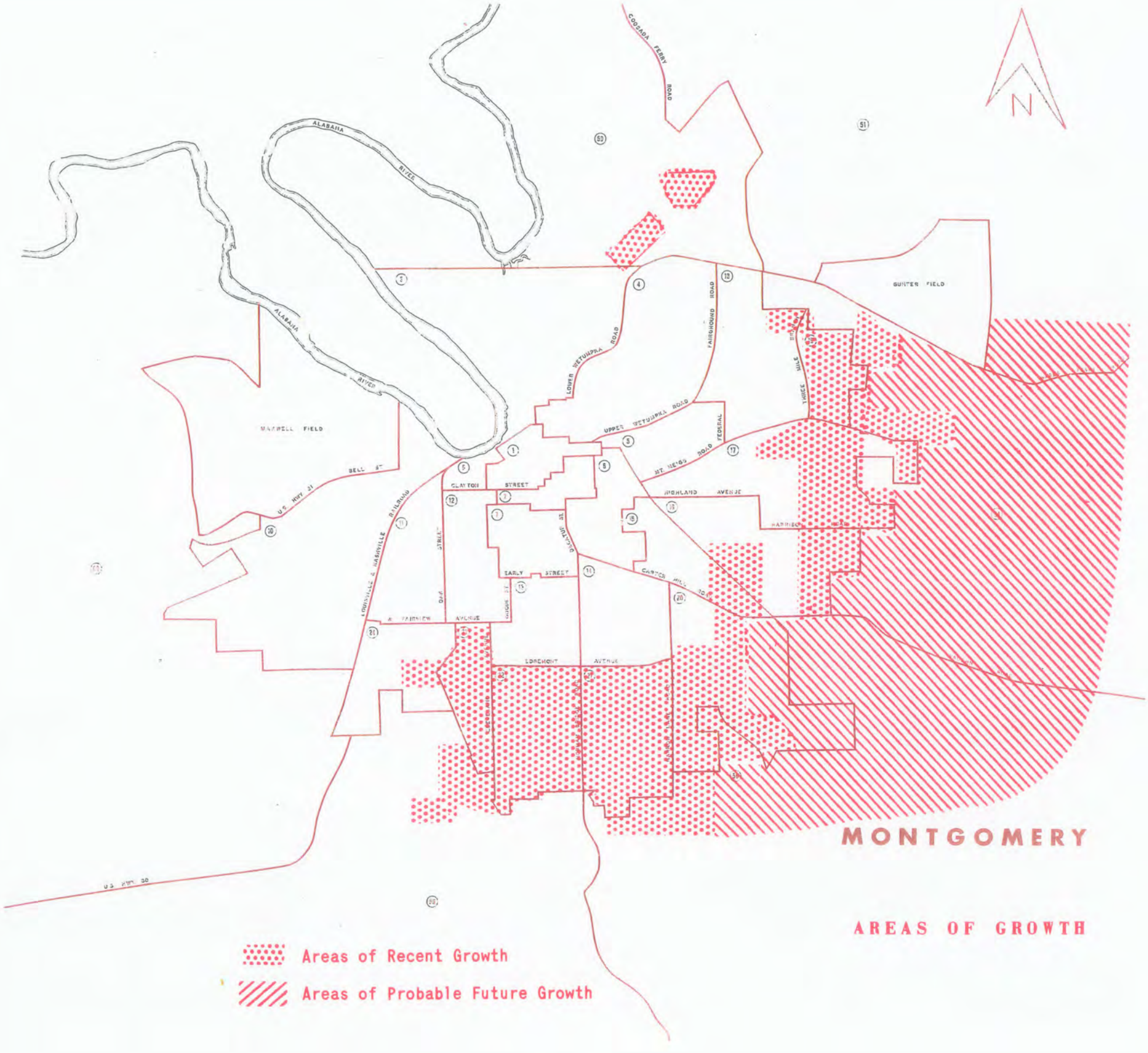
The population history of Montgomery and its Metropolitan Area, as well as the projections herein, indicate that there is just cause for optimism about the future of the City. The population projections herein will be the basis for the planning of the future facilities of the City. These projections will be used in the calculation of new and different data. Frequently other characteristics of the people of the area will be evolved as a result of these new calculations, and these characteristics will be noted at appropriate places.

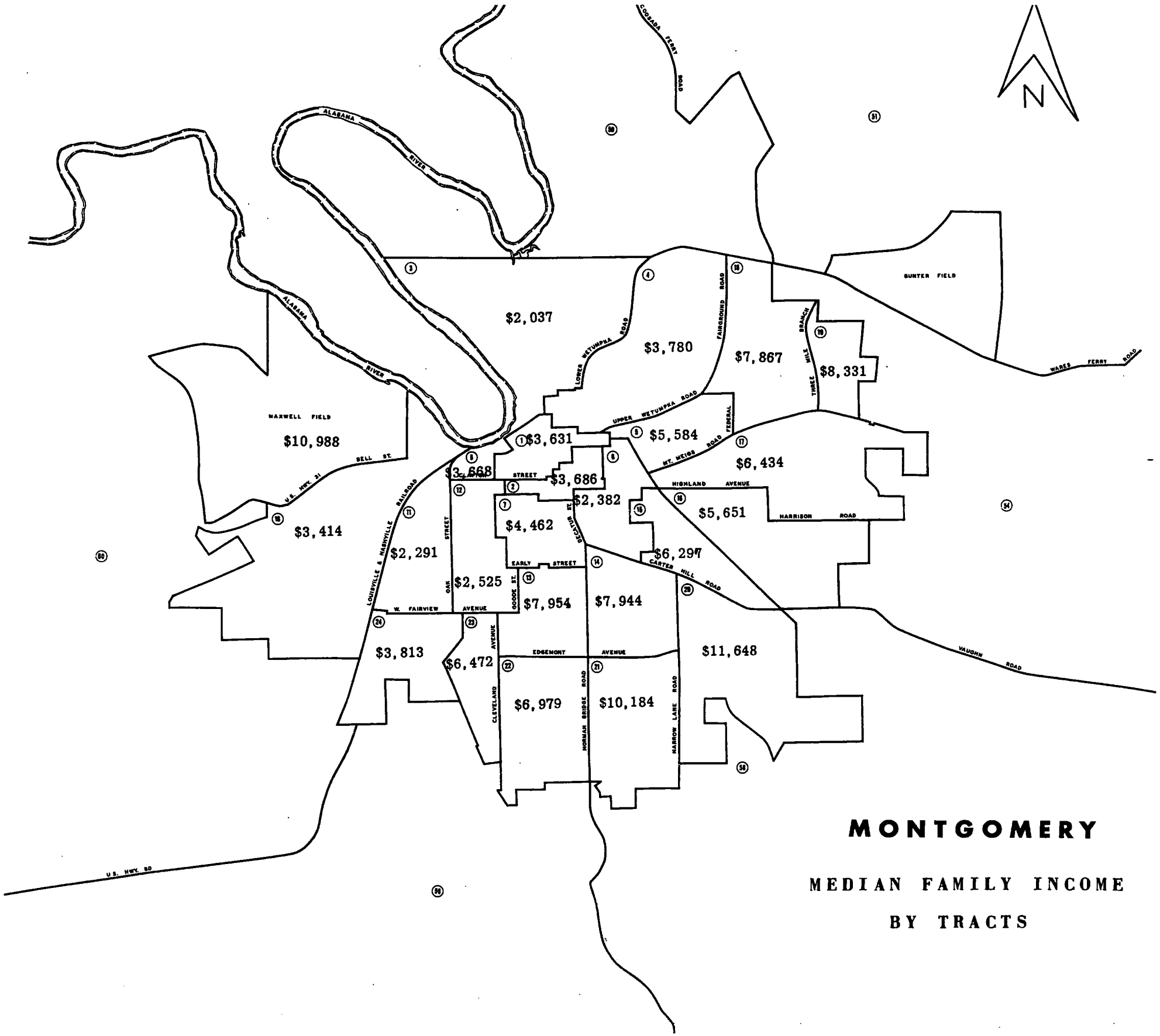


MONTGOMERY

POPULATION DISTRIBUTION

BY TRACTS

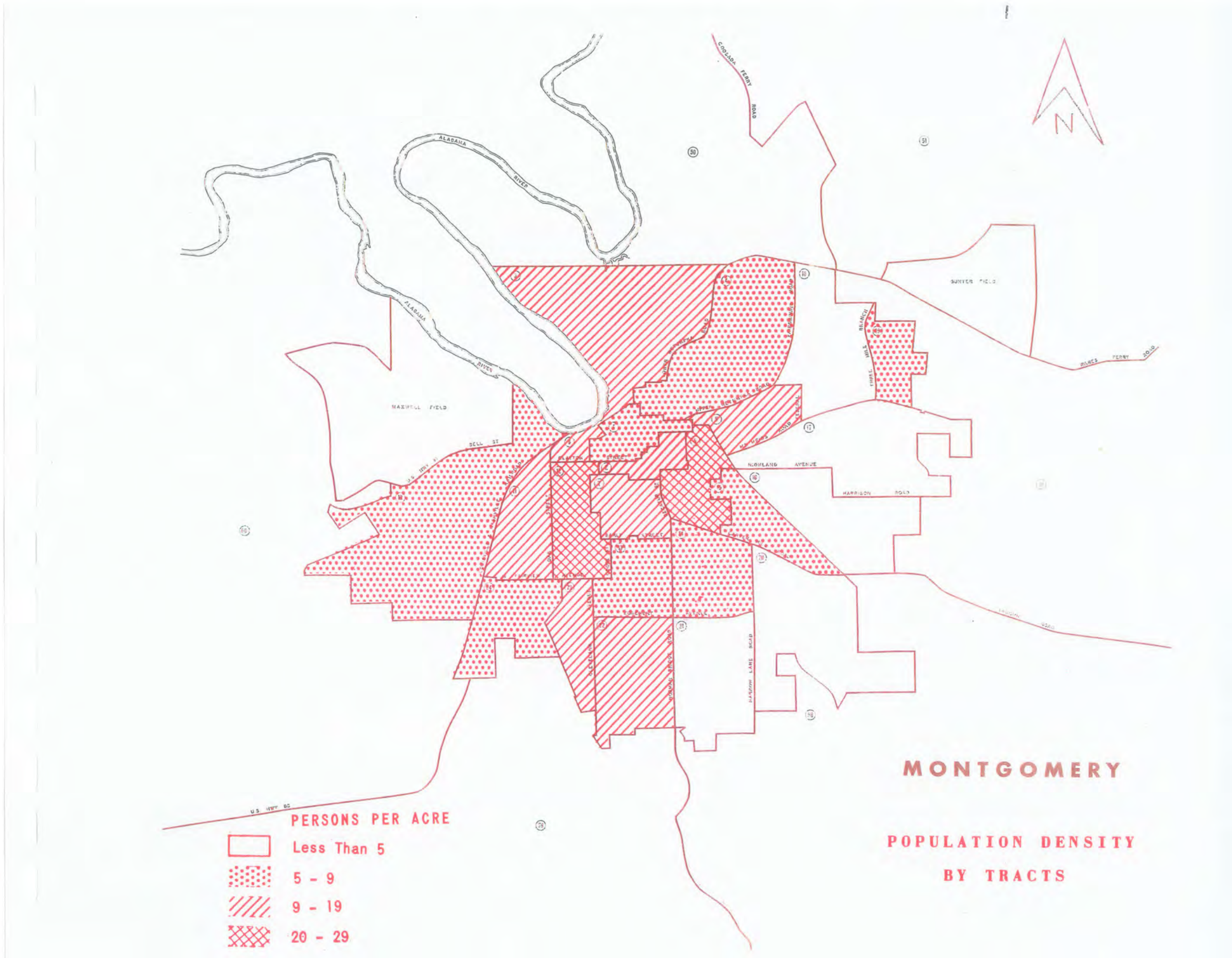

COOSADA FERRY ROAD
ALABAMA RIVER
ALABAMA RIVER
ALABAMA RIVER
MAXWELL FIELD
GUNTER FIELD
LOWER WETUMPKA ROAD
UPPER WETUMPKA ROAD
FAIRGROUND ROAD
THREE MILE
FEDERAL
MT. MEIGS ROAD
HIGHLAND AVENUE
CLAYTON STREET
DECATUR ST.
EARLY STREET
CARTER HILL ROAD
LOUISVILLE & NASHVILLE RAILROAD
DAY STREET
AVENUE
EDGEMONT AVENUE
U.S. HWY 31
U.S. HWY 80
N
MONTGOMERY
AREAS OF GROWTH
Areas of Recent Growth
Areas of Probable Future Growth



MONTGOMERY

MEDIAN FAMILY INCOME

BY TRACTS


ALABAMA RIVER
ALABAMA RIVER
CONSADA FERRY ROAD
SUMTER FIELD
MAXWELL FIELD
BELL ST
NORLAND AVENUE
HARRISON ROAD
HARROW LANE ROAD
U.S. HWY 80
PERSONS PER ACRE
Less Than 5
5 - 9
9 - 19
20 - 29
MONTGOMERY
POPULATION DENSITY
BY TRACTS

AN ECONOMIC ANALYSIS OF THE MONTGOMERY C.B.D.

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AN ECONOMIC ANALYSIS OF THE MONTGOMERY C. B. D.

INTRODUCTION

The most aged of American cities is no more than 400 years old. Since its birth, the American city has grown, prospered, and matured from a lifeless conglomeration of wood, stone, metal, and glass into a massive, complex organism. Like living creatures and plants, the urban organism needs to grow and refresh itself through a constant process of development and redevelopment. Therefore, the status of a city's health is in direct proportion to the continuation of the above process.

As an integral organ of the American city, the downtown area - The Central Business District (CBD), is the unique and most important single element of the entire city. The CBD does much more than simply serve its surrounding metropolis; The CBD functions as its brain and as its heart. It is possible that a CBD can deteriorate to a point where its unhealthy functional condition will surely damage its surrounding metropolitan area. Any illness of a CBD must be cured immediately because the health of an entire metropolis is always at stake when its CBD is subnormal.

Specifically, The CBD is the nucleus of every urban complex. While it is essentially the primary area of retail trade, offices, and headquarters, it is also the center of a wide variety of urban activities; it is the focus of the local street and regional highway systems; it is the center of government, culture, and entertainment in its metropolis. In fact, The CBD is the center of leadership in every American city.

Normally, The CBD is intensively developed and its land uses are widely diversified. In fact, a CBD is defined by the very location of prime commercial elements and related functions; for example: department stores, banks, large office buildings, theatres, hotels, public buildings, and wholesale houses.

The singular nature of The CBD stems from its multiplicity of functions and activities; in addition, its extreme importance is a direct result of its unique character. Truly, a CBD is the most important real estate area of any metropolis. Consequently, CBD space is the most valuable land in a city and therefore it not only commands the highest prices, but returns a proportionately large share of total city taxes.

It is logical, reasonable, and prudent that any area as important and complex as a CBD be properly maintained. In order to fully fulfill its function, a CBD must be both modern and progressive--the two primary characteristics of a competitive area. It is the responsibility of the owners & occupants of a CBD to maintain it and see that it performs its duties properly.

In addition to its age-old problems of growth and modernization, The CBD now faces new forms of organized competition that threaten its position in the urban complex. Specifically, the total problem facing The Montgomery CBD includes the following elements.

(1) a wide dispersement of an originally compact area.
(2) CBD traffic congestion.
(3) insufficient terminal parking.
(4) obsolete buildings.
(5) incomplete use of available land.
(6) incomplete use of available building space.
(7) lack of interest or pleasing appearance of certain areas.
(8) rapid development of highly competitive shopping centers.

If Montgomery's CBD leaves the above total problem uncorrected, it will eventually result in declining CBD retail sales, slowed or no new construction, an increasing vacancy rate, and thus, ultimately, in declining property values.

It has been previously stated that The CBD is the center of leadership in a city; this is certainly true of Montgomery. The purpose of this economic analysis is to provide The CBD & The City with guidelines for leadership through a survey & analysis of current CBD conditions & trends, an analysis of projected future CBD conditions & trends, a survey of CBD transportation, and salient facts & data revealed by the above surveys & analyses.

This economic analysis is an integral part of Montgomery's new Comprehensive City Plan. The importance of The CBD (as previously noted) demands that special emphasis be given to The CBD in The Comprehensive Plan. This economic analysis is that special emphasis.

The purpose of this economic analysis has been previously stated. This study is not a Comprehensive Plan for The CBD nor can it be construed as being one. This study is economic in nature; the included physical data has been analyzed only in terms of the data's economic aspects. This study is an analysis of The CBD economy; it is not a plan for The CBD economy.

This economic analysis has a single subject -- The Economy of The Montgomery CBD. In its analysis, this study covers a wide range of topics, both concrete & abstract. The study & analysis of each topic is conducted only in terms of the topic's economic aspects. For example, land space use & building space use are analyzed in terms of The CBD's economy, but not in terms of land use as such; thus, this analysis is not a CBD Land Use Plan nor does it offer solutions to CBD land use problems.

Montgomery is a metropolis by definition and by certain of its elements & functions. Thus, the reader may wonder why the chosen CBD's were selected for comparison rather than the CBD's of several "natural choices" like Jackson, Mississippi. The answer is twofold: (1) Montgomery is the smallest Metropolitan Area for which complete CBD statistics are included in recent nation-wide data; (2) only the most comparable CBD's were selected. Just as Metropolitan Montgomery was compared to truly comparable Metropolitan Areas in "The People & The Economy of Montgomery", The Montgomery CBD has been compared to truly comparable CBD's in this economic analysis.

The reader will likely note that a large percent of the basic statistical data in this economic analysis is as up-to-date as The U. S. Census of 1958; some figures are as recent as 1960; other figures are as recent as 1962. In every case, the figures represent the very latest data available. In many cases, The U. S. Census provides the only accurate & truly comparable data. It is unfortunate that this data is often 2 to 4 years old before it becomes available. The reader will note that many sources of data were used. UCA staff members also gathered data in The CBD & its buildings. Sources are either noted in the text or in the tables. The reader should note that figures related to State of Alabama office buildings are omitted in this study. This study's complex subject matter has been organized & written for the layman. Although the prose is condensed, it is in easily comprehended form. This does not mean that the text can be fully understood & retained with casual reading. The reader will find that close, concentrated, & careful reading will yield a rewarding knowledge of the analysis. The maps in Section 8 show 3 CBD sub-areas -- Frame, Study, & Core. The Core Area is the heart of The CBD. The Frame Area has 2 connotations: (1) a border area surrounding The Core Area like a frame; (2) an overall downtown business area that includes The Core as a part of itself. (1) is used when The Core Area & The Frame Area are compared to each other as the principal parts of The CBD; (2) is used when the concentrated business area of The CBD is considered a single unit & when The CBD is compared to other CBD's. These 2 connotations exist simultaneously & harmoniously; in every case, it will be obvious which connotation is used. Most of the area outside The Frame but within The CBD is composed of mixed uses & is not pertinent CBD data; however, The Frame often represents The Total CBD. "CBD" figures represent (1) actual CBD totals & (2) Frame totals parallel to CBD totals; in every case, all figures are comparable.

It has been noted that this analysis is not any type of plan for The CBD; thus, it does not offer solutions to CBD problems. This analysis is a vehicle for laying the necessary knowledge for action before The CBD & The City. The entire staff of Urban Consultant Associates had directed its efforts toward this purpose.

CONTEMPORARY MONTGOMERY AND ITS CENTRAL BUSINESS DISTRICT

8. A THUMBNAIL SUMMARY OF MONTGOMERY

The Central Business District -- The CBD -- is a most essential and necessary part of the Montgomery economy. The CBD plays a variety of roles that are vitally important to the economic health of its metropolitan area; some examples of these roles are: Major retailing, major office operations, government, banking & finance, lodging, entertainment, communications, and transportation.

The Montgomery CBD follows the outline of The Alabama River, the railroad tracts, & Randolph Street on its north side, Bainbridge Street on its east side, Scott & Clayton Streets on its south side, and Goldthwaite Street on its west side. This central area covers 81 city blocks and more than 350 acres; it contains more than 15½ million square feet of prime business land and more than eight million square feet of valuable building space. The United States Bureau of The Census includes some additional blocks in its definition of The CBD; but, since residences far outnumber business establishments in these additional blocks at the present time, only the aforementioned 81 blocks are hereby defined as The CBD. (See the outline map that follows.)

Some major investments (both private and public) have been made in the downtown area since the end of World War II. Stores, office buildings, hotels, and other commercial structures have been expanded and renovated. Several governmental buildings have been built, and plans are in the making for several more buildings. Off-street parking spaces have been added, and major improvements have been made in the handling & channeling of traffic.

The importance of The CBD to the metropolitan economy cannot be exaggerated because The CBD offers its metropolis a unique combination of services and facilities that are not available elsewhere. Many functions can be carried on in no other place, and many functions can be carried on better in The CBD than anywhere else. Montgomery's CBD serves a 16 county area; many of these counties lean heavily on The Montgomery CBD to meet their vital needs. (See: The People and The Economy of Montgomery.)

The Central Business District, as important as it is, will find itself in several difficult situations if certain steps are not taken immediately. With the population moving to the suburbs and new neighborhood shopping centers springing up in outlying sections, The CBD is bound to suffer economically. Retail business is slowing down in The CBD, and the suburban shopping centers are gaining most of the new volume of business. Even the large volume of business that The CBD is now receiving (and has received in the past from the 16 surrounding counties) will decline if customers are able to satisfy their wants in the suburban shops. Montgomery has been able to "hold its own" better than most cities of comparable size, but a decline in sales of almost 5% took place between 1954 and 1958. Sales will undoubtedly continue to decline unless positive steps are taken immediately. The need for a strong CBD is greater now than ever before because it must serve the growing trade of Montgomery and support certain urban functions that are integral parts of "the power-driven" sector of Montgomery's economy.

Much residential growth has taken place in the eastern and in the southeastern sections of Montgomery; the southwestern section has also gained a substantial number of new residences. Thoroughfares provide convenient & pleasant access routes to these sections from Maxwell AFB & Gunter AFB. The fine quality homes (in these areas) have enticed many Maxwell and Gunter Families to locate in either the southeastern or the eastern sections of Montgomery.

Many close-in dwellings in The Frame Area have been torn down, and their sites have been converted to parking areas for nearby businesses and several downtown churches. A small suburban town has developed in the

eastern section of Montgomery in the area where Eastbrook Shopping Center is located. Another suburban town has developed in the southeastern section of the city in and around the area of Normandale Shopping City.

Montgomery's city limits have expanded considerably in the past 20 years, and now there are more people living within the city limits than are living in the rest of Montgomery County (which is considered Metropolitan Montgomery).

By their expansion, Maxwell AFB and Gunter AFB have added many new families to the suburbs. The high income of these families makes their buying selective, and it is important that The CBD receive its share of their patronage. If Maxwell and Gunter families are able to buy the merchandise that they desire at the Shopping Centers, they will probably do so rather than fight congested traffic and limited parking space in The CBD.

9. *THE USE OF SPACE IN THE CBD*

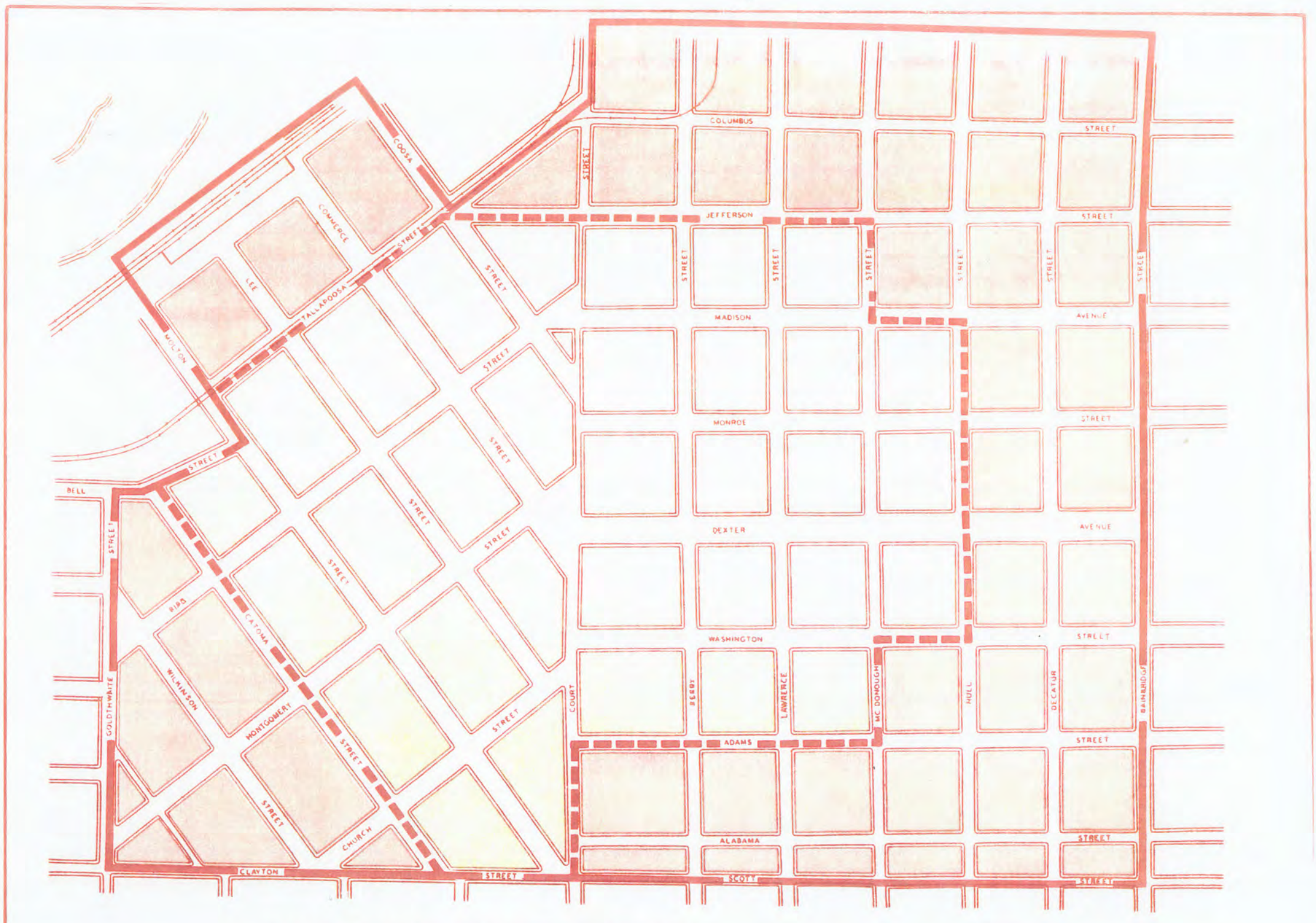
An inventory of current space use, by type, location, and quantity is necessary to determine the future needs of The Central Business District. A survey & space inventory was completed in April of 1962 by Urban Consultant Associates; it collected data pertaining to 9 major functional categories of space use and data pertaining to more than 50 sub-categories.

The use of space, as revealed in the above block-by-block & floor-by-floor field survey, is illustrated by the maps in this section; the maps cover the following CBD areas: "The Frame Area" of 41 blocks, a smaller 33 block "Study Area", and "The Core Area" of 11 blocks. Although The Study Area is smaller than The Frame Area, The Study Area is usually The Frame Area itself; there-

Table 23 USABLE SPACE, 1962
MONTGOMERY CENTRAL BUSINESS DISTRICT
(Percent of Total for Core, Frame, & CBD)

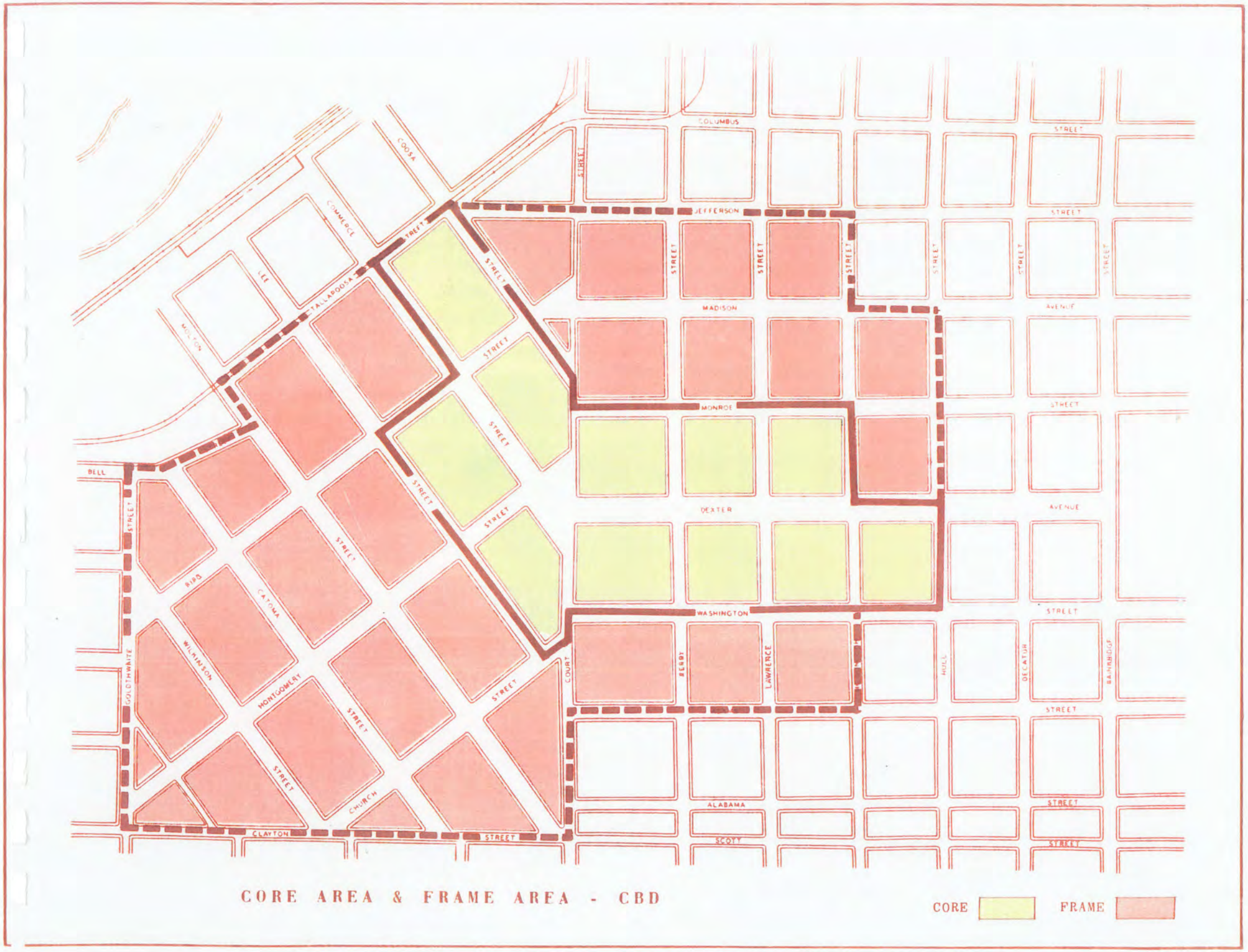
	Core	&	Frame (study area)	%	Total CBD	%
Retail sales & services	1,121,708	46.6	907,734 (348,175)	14.4 5.5	2,377,617	27.4
Offices: General & Professional	439,798	18.3	231,237 (80,740)	33.7 1.3	751,775	9.4
Government	35.150	1.5	585,367 (265,614)	9.4 4.2	886,131	10.3
Hotels	132,325	5.5	743,790	11.8	876,115	10.1
Amusement & Recreation	58,114	2.4	35,512	.6	93,636	1.1
Parking	186,678	7.8	749,511 (394,647)	11.9 6.4	1,330,836	14.2
Residential	26,410	1.1	291,000 (366,225)	4.6 5.9	683,635	8.0
Manufacturing, Wholesaling, & Transportation	257,112	10.7	649,028 (393,833)	10.4 6.3	1,299,973	15.3
Total net occupied space	2,257,295		6,042,413		8,299,718	
Vacant building	142,532	6.1	192,176	3.2	358,856	4.2
Total net usable space	2,399,827	(100.0)	6,234,589	(100.0)	8,658,574	(100.0)

Source: Urban Consultant Associates.



CENTRAL BUSINESS DISTRICT & STUDY AREA

CBD ☐ STUDY AREA ☐



CORE AREA & FRAME AREA - CBD

CORE FRAME

fore, it will also be referred to as The Frame Area throughout the remainder of this study. Table 23 clearly illustrates the usable space with regard to the aforementioned 9 major categories. (The figures in table 23 refer to square feet of gross building space.)

Retail Space

Retail business activity is the largest single user of space in The Central Business District with 28% of the total of more than 8 million square feet of building space (occupied); automotive sales & service is included in the 28%. 383 retail establishments have almost 5,000 employees or 45.1% of the total number of employees in The CBD. The above 383 establishments cover the full range of retail activity. Table 24 illustrates the relative location of and the space occupied by the above establishments.

Table 24 AMOUNTS OF & PERCENTS OF OCCUPIED RETAIL SPACE IN CORE AREA, FRAME AREA, AND CBD

	Core Area	%	Frame Area	%	CBD Total	%
Shoppers-goods						
General Merchandise	303,000	32.6	None		303,000	13.6
Apparel & Accessories	197,208	21.3	98,472	7.5	295,680	13.2
Furniture & Appliances	183,632	19.8	141,692	10.9	325,324	14.5
Sub-total	683,840	73.7	240,164	18.4	924,004	41.3
Convenience-goods						
Food stores	6,991	.8	53,512	4.1	60,503	2.7
Eating Establishments	56,712	6.1	81,071	6.3	137,783	6.3
Other convenience-goods	16,917	1.8	8,541	.7	25,458	1.1
Sub-total	80,620	8.7	143,124	11.1	223,744	10.1
Miscellaneous Retail						
Stores	88,305	9.5	492,315	38.0	580,620	26.3
Personal & repair	33,273	3.5	43,135	3.3	75,408	3.4
Auto sales & services	43,003	4.6	378,323	29.2	421,446	18.9
Sub-total	164,581	17.6	913,773	70.5	1,077,474	48.6
TOTAL RETAIL SPACE	929,041	100.0	1,297,061	100.0	2,225,222	100.0

Source: Urban Consultant Associates.

Shoppers-goods: 41% of all CBD retail space is devoted to shoppers-goods. Almost 75% of The Core Area retail space is in shoppers-goods; it contains: 1 major department store, 3 junior department stores, 59 apparel & accessory stores, 32 furniture & appliance stores, and 3 variety stores. These businesses serve Metropolitan Montgomery and the 16 county region. All of the general merchandise stores are located in The Core Area; the majority of the apparel & accessory shops surround the general merchandise stores, and thus they are very important elements of The Core Area. Furniture & appliance stores are scattered more than the other shoppers-goods stores are; however, a select group is located in The Core Area. Almost 31% of all CBD occupied space is devoted to the sale of shoppers-goods; however, shoppers-goods stores use over 73% of all Core Area occupied space.

Over 75% of all CBD shoppers-goods space is concentrated in The Core Area along both sides of Dexter Avenue, around Court Square, and along both sides of Montgomery Street's "first" block. Most Core Area furniture stores are located on both sides of Commerce Street; however, a number of furniture & appliance stores have found new locations in The Frame Area.

Convenience-goods: As previously discussed, CBD shoppers-goods stores serve the entire Montgomery Trade Area. In contrast, CBD convenience-goods stores mainly serve the downtown resident, the downtown visitor, and the downtown working population. Convenience-goods stores occupy some 10% of the total CBD space. There are no large food stores in The Core Area, and there are only a few food stores in The Frame Area. There are only 1,299 residents in the entire CBD; since these residents are the majority customers of downtown food stores, the 60,500 square feet utilized by these food stores is considered adequate space.

Approximately 75% of all CBD convenience-goods space is occupied by other types of convenience-goods stores (drug stores, eating establishments, etc.). 6 drug stores and 25 eating & drinking establishments serve The Core Area; only 2 drug stores are located in The Frame Area, but 35 eating & drinking establishments are located there.

Miscellaneous Retail Trade: Miscellaneous retail trade is predominately located in The Frame Area; however, only one jewelry store is located in The Frame Area. (11 jewelry stores are located in The Core Area.) 85% of all CBD miscellaneous retail trade stores are in The Frame Area; customers find parking easier here, and they also find more efficiency in shopping due to faster traffic circulation and convenience in parking.

Personal & Repair Service Stores: CBD personal services & repair services constitute a service group of about 75 establishments that includes laundry & dry cleaning establishments, photographic studios, beauty & barber shops, watch & clock repair shops, shoe & leather repair shops, and electrical appliance repair shops. 3.4% of all occupied CBD retail space (some 75,000 square feet) is devoted to the aforementioned CBD activities. Most of these establishments are relatively small; they are about evenly distributed over The CBD.

Automotive Sales & Service: New and used car salesrooms, repair garages, service stations, and auto parts & accessory stores are represented by 62 establishments in this group. These activities use 5.1% of the total occupied space in The CBD, and 18.9% of the occupied CBD retail space. 37 automobile dealers (of new and used cars) account for 46% of The CBD space used by this service group.

There are no auto dealers & only two auto supply stores located in The Core Area. Most CBD automotive sales & service establishments and repair & service shops are located in two sections within The Frame Area. The first section is bounded by Bell & Tallapoosa Streets to the north, Clayton & Church Streets to the south, Lee & Court Streets to the east, and Goldthwaite Street to the west; this first section contains most of the above shops and establishments. The second section is that part of Madison Avenue contained within The Frame Area of The CBD.

CBD gasoline & service stations are distributed evenly throughout The Frame Area; they can accommodate all of those who would likely need their services.

Office Space and Employment

There are slightly more than 2,000,000 square feet of occupied office space in The Montgomery CBD Study Area. There are approximately 1.14 million square feet of non-governmental office space in The CBD. About 3,000 non-governmental employees work in CBD offices; this figure represents 27% of the total number of non-governmental office employees in The CBD. Slightly more than 54% of the above non-governmental offices are in The Core Area. Included in the office category are banks, single & general occupancy office buildings, and upper floor office space in buildings that are primarily used as rental office buildings.

The four largest office buildings are located in The Core Area (The First National Bank Building, The Frank Leu Building, The Bell Building, and The Commerce Building); these four buildings house the largest number of CBD non-governmental employees. The Guaranty Savings Building (that adjoins The Core Area) houses another large number of non-governmental office employees. The remaining CBD non-governmental employees are scattered throughout The CBD Study Area.

Government offices are included with "all government space", and they are analyzed in another section of this study. Government office space occupies 20% of the total CBD office space; governmental employees make up 37% of the total number of CBD office employees.

Transportation, Communication, & Utility Offices: There are about 180,400 square feet of transportation, communication, & utility office space in The CBD; this figure represents about 16% of the total amount of non-governmental office space. Single occupant office buildings account for almost all of the space in this category (The Alabama Power Company, The Alabama Gas Corporation, Southern Bell Telephone & Telegraph, and The Advertiser-Journal); the only single occupant office building in The Core Area is The Alabama Power Company Building (present structure & new building under construction).

Financial Offices: Financial offices include banks, security brokers, savings & loan associations, and other

credit agencies. These offices occupy almost 232,000 square feet of office space in The CBD; 70.3% of this office space is in The Core Area. The area of concentrated financial activity is that area along the east side of Commerce Street from Court Square to Bibb Street i. e. from The First National Bank to The People's Bank and Trust Company.

Real Estate and Insurance Offices: Real Estate firms and insurance offices occupy about the same amount of floor space as the financial offices. Unlike the banks, etc., these offices are scattered; furthermore, many are housed in small buildings located in The Frame Area. Approximately 880 persons work in these offices.

Legal Offices: Law offices are predominately in The Core Area. These offices are usually small; only 84,700 square feet of office space are being used by the legal profession in The CBD; 75% of these offices are located in The Core Area.

General Business & Professional Offices: Today, this office group consists of the offices of accountants, engineers, professional organizations, and professional services (with the exception of medicine & dentistry); 500 persons work in 65 offices of this office group. These 65 offices are situated in general occupancy office buildings located either in The Core Area or in The Frame Area.

Medical Offices: Doctors and dentists have been leaving The CBD in large numbers since 1950; most of those that remain in The CBD maintain their offices in either The First National Bank Building or The Bell Building. Some 400 persons work in CBD medical offices that cover 105,600 square feet of office space.

Manufacturing & Wholesaling Offices: These offices are predominately located in The Frame Area. The total amount of office space for both manufacturing and wholesaling is only 36,300 square feet; only about 100 persons work in 15 of these offices in The CBD.

Table 25 DISTRIBUTION OF OCCUPIED OFFICE SPACE IN CORE AREA, FRAME AREA, & CBD
(ALL DATA AS OF APRIL, 1962)

	Core Area Sq. Ft.	Frame Area Sq. Ft.	CBD Total Sq. Ft.	Percent in Core Area
General & Commercial	85,569	189,245	274,814	31.1%
Legal	63,516	21,165	84,681	75.0
Financial	163,036	68,938	231,974	70.3
Real Estate & Ins.	127,677	92,629	220,306	58.0
Transportation, Communications & utilities	65,291	115,082	180,373	36.2
Industrial (manufacturing & wholesaling)	12,585	23,723	36,308	34.7
Medical	46,644	58,986	105,630	44.2
Sub-Total (non-governmental)	564,318	569,768	1,134,086	49.7
Governmental offices	35,150	851,081	886,231	3.9
TOTAL	599,468	1,420,849	2,020,317	29.7

Source: Urban Consultant Associates.

Hotels and Motels

Transient housing, a major function of a vital Central Business District, occupies a small amount of CBD space for its large degree of importance to Montgomery's downtown economy. Only 876,000 square feet (10.6% of all CBD space in use in The Core Area and The Frame Area) was occupied by CBD hotels in 1962. There are two motels located downtown that do not actually fall within The CBD Study Area; however, they are situated on sites adjacent to The Frame Area, and they are not included in the amount of space for hotels. Two large hotels are situated in The Core Area and two other larger (major) hotels are only one & two blocks outside The Core Area, respectively. The Jefferson Davis Hotel and The Whitley Hotel (both located in The Frame Area) are larger than The Exchange Hotel and The Greystone Hotel (both located in The Core Area); in addition, they are nearer to the motion picture theaters and major CBD restaurants. Two

very small hotels, The Adler and The Dexter, are used almost exclusively by traveling men having business in Montgomery. The four major hotels, aforementioned, have a total of 745 rooms; this figure represents almost all of the accommodations in The CBD. The above six hotels maintain a total staff of more than 400 employees.

Amusement & Recreation

Amusement, recreation, and entertainment establishments are limited in number & type in The CBD. The two largest motion picture theatres are situated across the street from each other in The Frame Area; they are located near both The Whitley and The Jefferson Davis Hotels. A smaller theatre is located on Commerce Street near The Exchange & The Greystone Hotels. Several of the nearby restaurants have music as entertainment during the evening hours. A number of billiard & pool parlors are located in The Core Area. Two negro theatres and several negro pool parlors are also located in The Core Area. All bowling alleys, skating rinks, minature golf links, etc., are located in the other metropolitan areas.

Government

Federal, county, and local government is a major and significant CBD function in Montgomery; government provides jobs for over 1700 employees in its service to a wide area. (State buildings surrounding The Capitol are not included in The Study Area.) The only government building located in The Core Area is The Old Post Office Building which now houses a number of federal offices (that will soon move to a new federal building.) The County Court House, U. S. Post Office, City Hall, and Veterans Administration Building (which will soon move to a new location in the new federal building under construction) are situated on the very fringe of The Study Area. Only 265,000 square feet of city, county, and federal government office space exists in the downtown area that is under study; this space is used for city, county, and federal offices that are work areas for 1,765 employees; about 800 employees work in The U. S. Post Office Building & The Old Post Office Building; the city employees number about 700 more, and the remaining government employees (some 250) work in the County Court House.

Religious and Civic Activity

Over 175,000 sq. ft. of church & civic building space is scattered over The CBD. This space is devoted to five churches, The Salvation Army, and a number of business clubs, civic & fraternal organizations, plus charitable activities.

These activities occupy a small area when compared to the total CBD space in use; nevertheless, the central area of the city would be lacking without them. Five churches (Methodist, Baptist, Presbyterian, Episcopal, and Catholic) provide a place for rest, prayer and contemplation in the midst of Montgomery's bustling business and trading community. Numerous agencies and offices direct the civic and charitable activities of their participants; clubs offer their members repose, conviviality. and recreation close to the heart of the business community.

Manufacturing and Wholesale Trade

Almost no manufacturing takes place in the small 11 block Core Area of The CBD; printing & publishing, manufacturing of Polly Overalls, soft drink bottling companies, and a few miscellaneous plants are located in The Frame Area. Wholesale trade, as defined for the purpose of CBD space analysis, extends through a broad range of businesses that sell merchandise to (and store merchandise for) merchant customers that will eventually be instrumental in the selling of the same merchandise to the ultimate consumer. Contract construction (included in this general category because of the material sales & storage aspect) is an insignificant element in the total category with regard to The CBD. Motor freight transportation, warehousing, and passenger transportation are of even less significance in overall CBD totals. Nearly all of the space devoted to wholesaling in The Central Business District is outside The Core Area. More

than 1,000 persons work in the wholesale business "strip" that extends along the north side of The CBD.

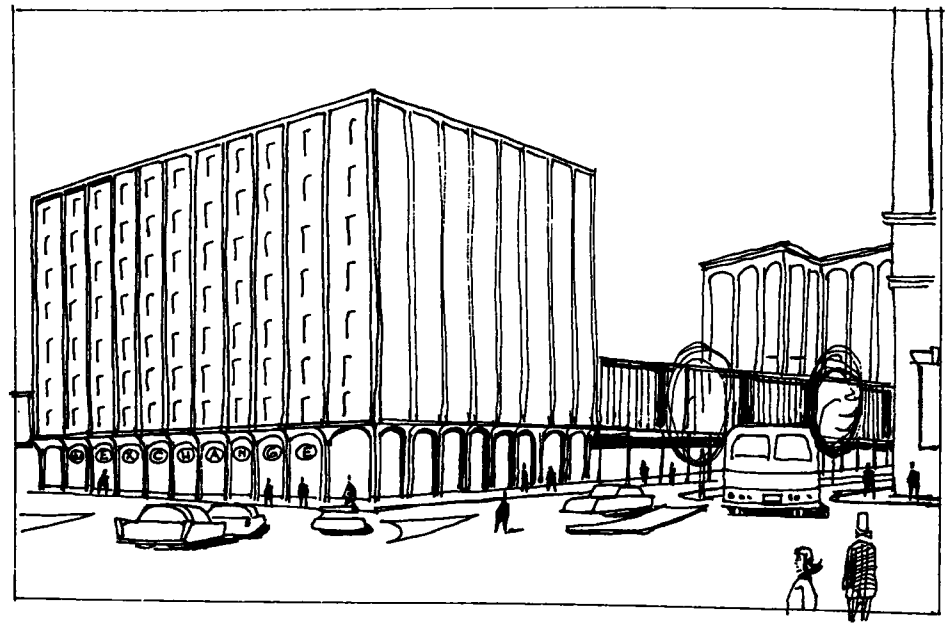
Only 13.0% of the total usable space in The CBD is used for manufacturing and wholesaling, combined.

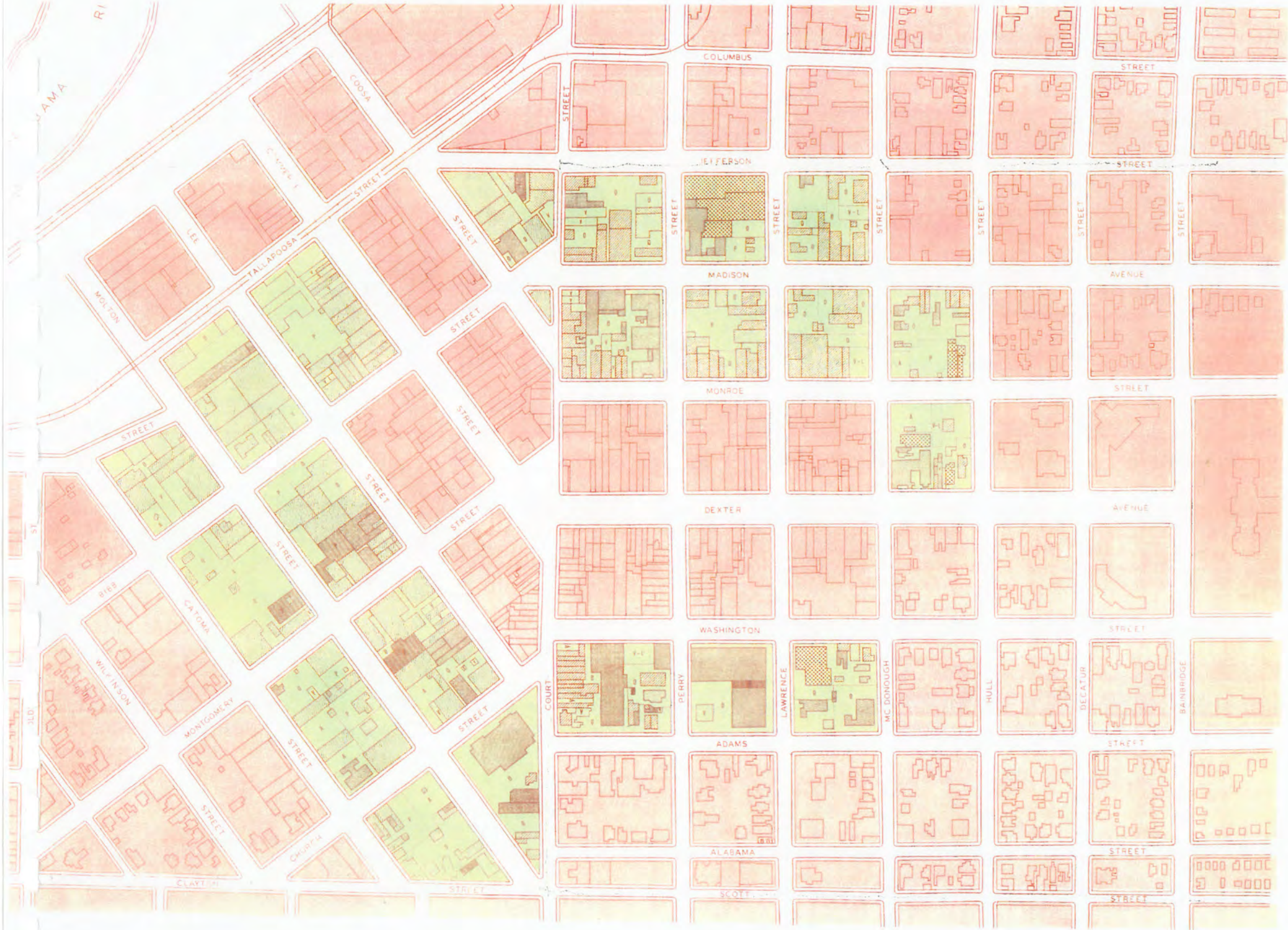
Parking

The need for a vast amount of parking space is most essential to The Central Business District. A total of 1,230,846 square feet of parking space is located in The CBD. Only 15 percent of this space is located in The Core Area. Commercial parking lots and parking structures represent almost all of this space. Many offices, and a few retail businesses, have provided private parking areas for their customers. There are 7 parking structures and 14 commercial parking lots scattered throughout The Core Area and The Frame Area. Many parking spaces are leased on a monthly basis (primarily to CBD employees).

Residential Space

The Central Business District has 99 single dwelling units and 16 multi-family dwellings located in both The Core Area and The Frame Area. Only one single dwelling remains in The Core Area; the remainder of these single and multi-family dwellings are scattered throughout The Frame Area. Hilltop Arms, located on the outer rim of The Frame Area, is the only large apartment structure in The Frame Area . The Walter Bragg Smith Apartments (the largest apartment building in the downtown area) is not included in The CBD Study Area; but, it is located just outside The CBD; it has a total of 122 apartment units and a large, attractive roof-top restaurant.





STUDY AREA: PREDOMINANT SPACE USE

LEGEND

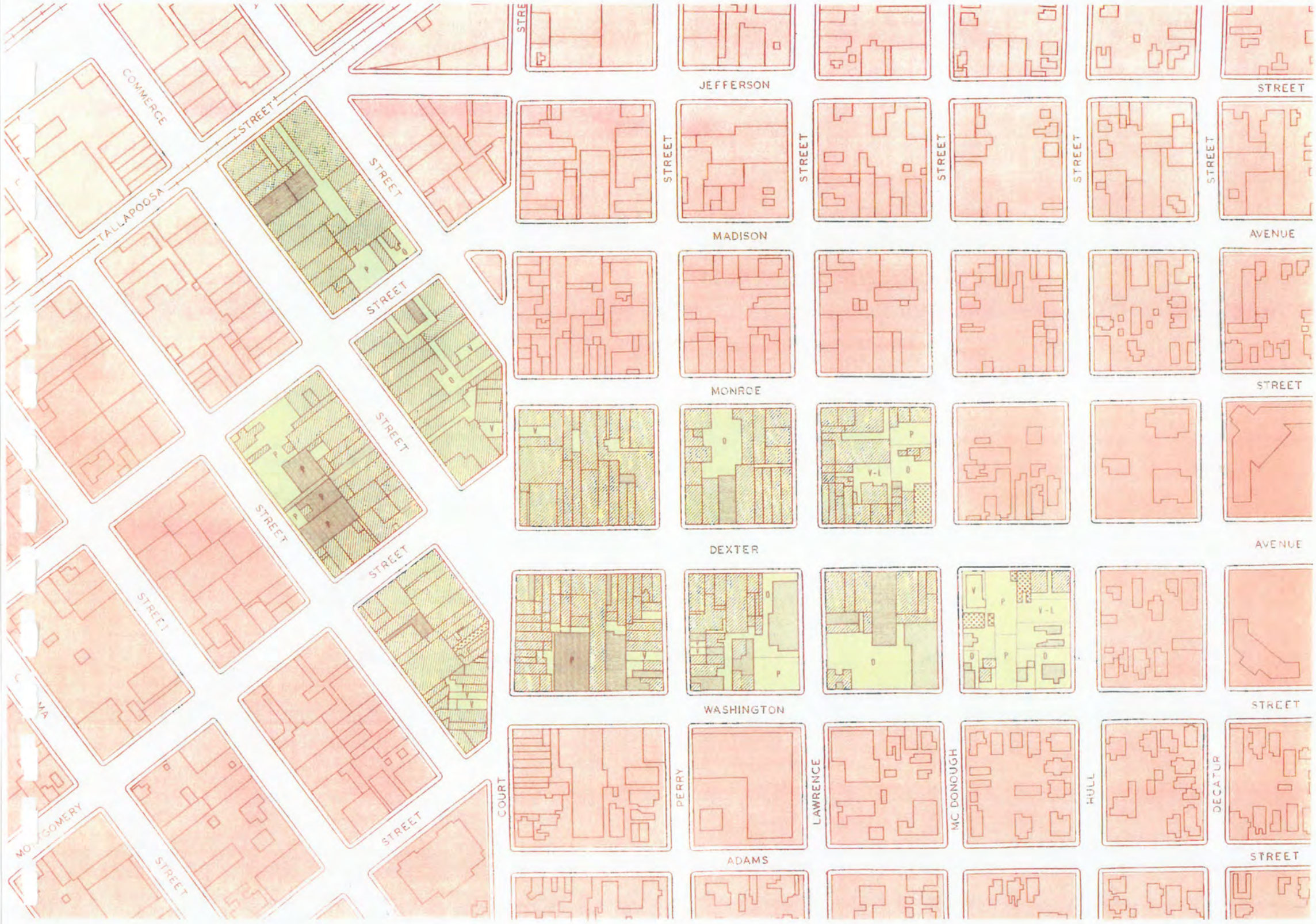
- RETAIL TRADE AND SERVICES
- A — RETAIL AUTOMOTIVE LOTS
- OFFICE USES
- WHOLESALE TRADE
- CONSTRUCTION AND MANUFACTURING
- TRANSPORTATION
- P — PARKING STRUCTURES
- P — COMMERCIAL PARKING LOTS
- P — PRIVATE PARKING LOTS
- SOCIAL AND CULTURAL
- V-L — VACANT LAND
- V — VACANT BUILDING
- RESIDENTIAL USES

Predominant Space Use: Study Area

Almost every part of The Study Area (as delineated by the map following page 32) contains a sample of the 9 major categories of building space (see Table 23). Two of The CBD's major hotels are located in The Study Area; they are the two largest single users of building space in The Study Area. Manufacturing, transportation, and parking (public & private) are in second place with regard to building space use in The Study Area. Retail sales & services, offices, and residences use about equal amounts of occupied building space in The Study Area. Amusement & recreation occupies only about 35,000 square feet of occupied building space in The Study Area. This figure represents less than 1% of the total amount of occupied building space in the entire Study Area.

Summary of Section 9

Retail sales & services hold first place in the use of building space in The CBD. Shoppers-goods retail stores are concentrated in The Core Area. Furniture stores, auto sales & service stores, and miscellaneous retail stores are more predominately located in The Frame Area. The main reason for a store locating in The Frame Area rather than in The Core Area is the need for large amounts of retail space (to conduct business efficiently) or the need for large amounts of available & convenient parking facilities for the customer. Occupied non-governmental office space is about equally distributed between The Core Area and The Frame Area. Financial, legal, and real estate & insurance offices are more concentrated in The Core. General, commercial, industrial, and medical offices are more concentrated in The Frame Area. Hotels, residences, parking, manufacturing, wholesaling, and transportation are all predominately located in The Frame Area; the very nature of these users of CBD space would cause them to locate outside of the concentrated Core Area. The two major hotels that are located in The Core Area are much smaller than the two major hotels that are located in The Frame Area. Vacant building space is found throughout The CBD; however, the percentage of vacant building space is greater in The Core Area because of unattractive physical conditions. This situation should be corrected immediately.



CORE AREA: GROUND FLOOR SPACE USE

LEGEND

RETAIL TRADE AND SERVICES

OFFICE USES

WHOLESALE TRADE

CONSTRUCTION AND MANUFACTURING

TRANSPORTATION

PARKING STRUCTURES

COMMERCIAL PARKING LOTS

PRIVATE PARKING LOTS

VACANT LAND

VACANT BUILDING SPACE

RESIDENTIAL USES

10. STRUCTURAL CONDITIONS IN THE CBD

No attempt is made (on the following maps, tables, or in the text) to appraise the structures in The CBD in such detail as to suggest whether a given structure should be demolished & replaced. Instead, the purpose of all of the following structure appraisal is to present a general framework of structural conditions in The CBD. Within this framework, it will be possible to select the city blocks in which (1) the condition of the structures justifies rehabilitation, and those in which (2) clearance is indicated in order to make space available for major new construction.

According to a field study made by Urban Consultant Associates (showing the age & conditions of CBD structures), more than 70% of the buildings in The Core Area were built before 1900; in fact, many buildings were built shortly after The Civil War. The entire CBD is filled with old buildings; in fact, 55.4% of all structures were built before 1900. The following table (Table 26) shows the relative percent of all structures in The CBD in each of several age groups. (An age of structures map follows also.)

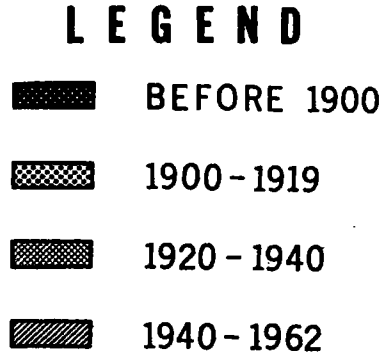
The purpose of the following Condition of Structures Map is to graphically define the actual condition of all buildings in The CBD Study Area. The condition of the facades was not considered in the evaluation of the actual buildings. The map also offers an instrument to compare the condition of a structure with its age and its value.

Table 26 AGE OF STRUCTURES

	Percent in Core Area	Percent in Frame	CBD Total Percent
Before 1900	72.2%	43.3%	55.4%
1900-1919	9.1	15.0	12.5
1920-1940	9.1	22.8	17.1
After 1940	9.6	18.9	15.0
	100.0%	100.0%	100.0%

Source: Urban Consultant Associates.

CORE AREA: AGE OF STRUCTURES



The following table (Table 27) summarizes the conditions of structures in The CBD.

Table 27 CONDITION OF STRUCTURES

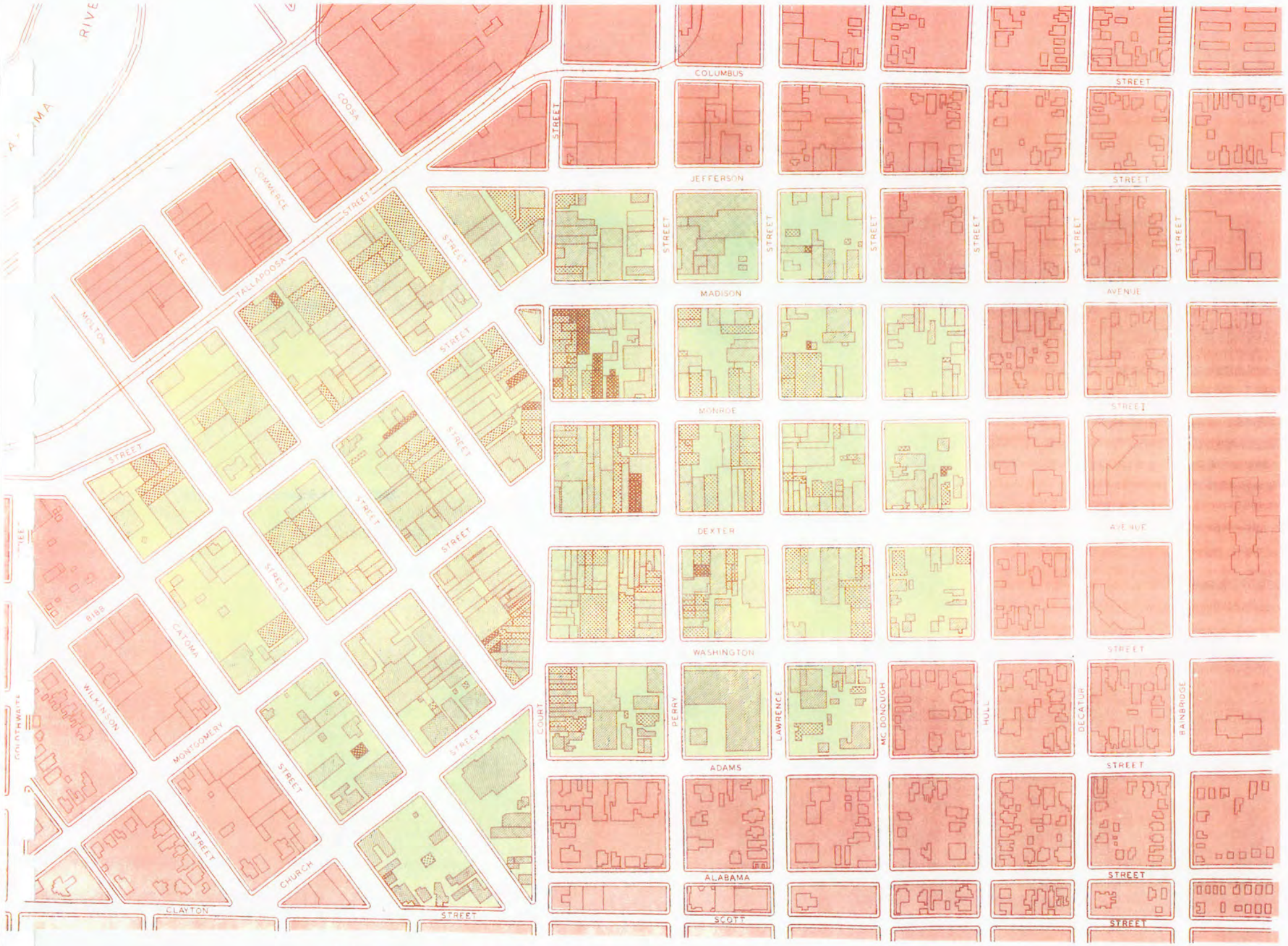
	Percent in Core Area	Percent in Frame Area	Percent in Total CBD
Good	14.2%	17.3%	15.8%
Fair	50.6	56.7	53.7
Poor	32.0	21.5	26.5
Very Poor	3.2	4.5	4.0
	100.0%	100.0%	100.0%

Source: Urban Consultant Associates

The purpose of The Value of Structures Map (on page 46) is twofold. Its first purpose is to graphically delineate the mapped property and buildings with regard to value in dollars per square foot. The basis for this monetary value is the valuation of property and buildings for tax purposes and thus the indicated value is only 10% to 20% of the actual value. Each area is classified in one of seven categories ranging from (non-taxable) government buildings to buildings taxed at $15 & over per square foot. The second purpose is to illustrate the existence of and the location of high density valuable property. The high value retail property is essentially centered around Court Square.

The basic financial information for this map was gathered through and with the assistance of the Montgomery County Tax Assessor and his office.

The height of structures map (on page 48) provides the means to make several important comparisons and note interesting correlations. A correlation of height and value naturally exists. Comparisons can be made between height and age, conditions, location, etc..



STUDY AREA: CONDITION OF STRUCTURES

LEGEND

GOOD

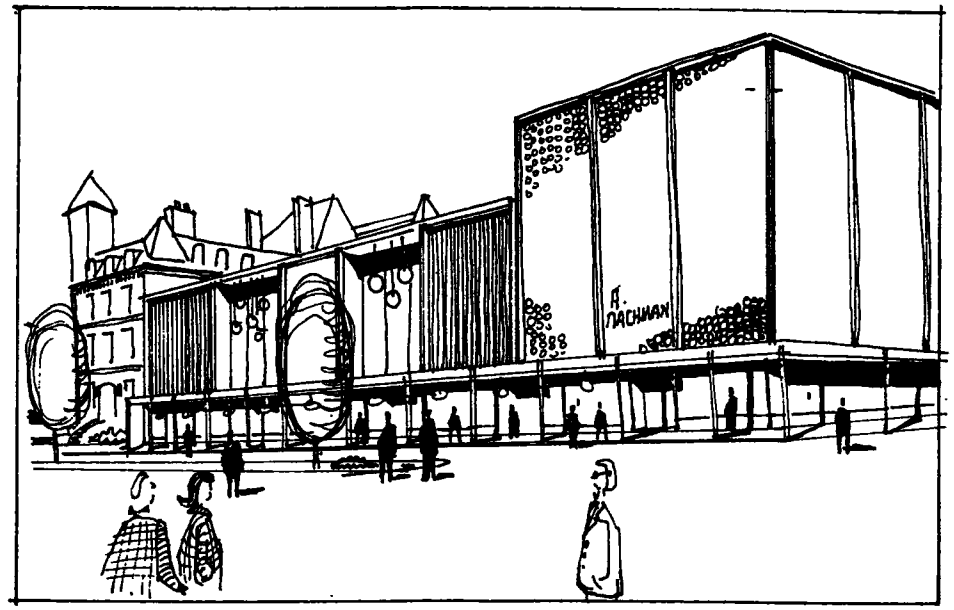
FAIR

POOR

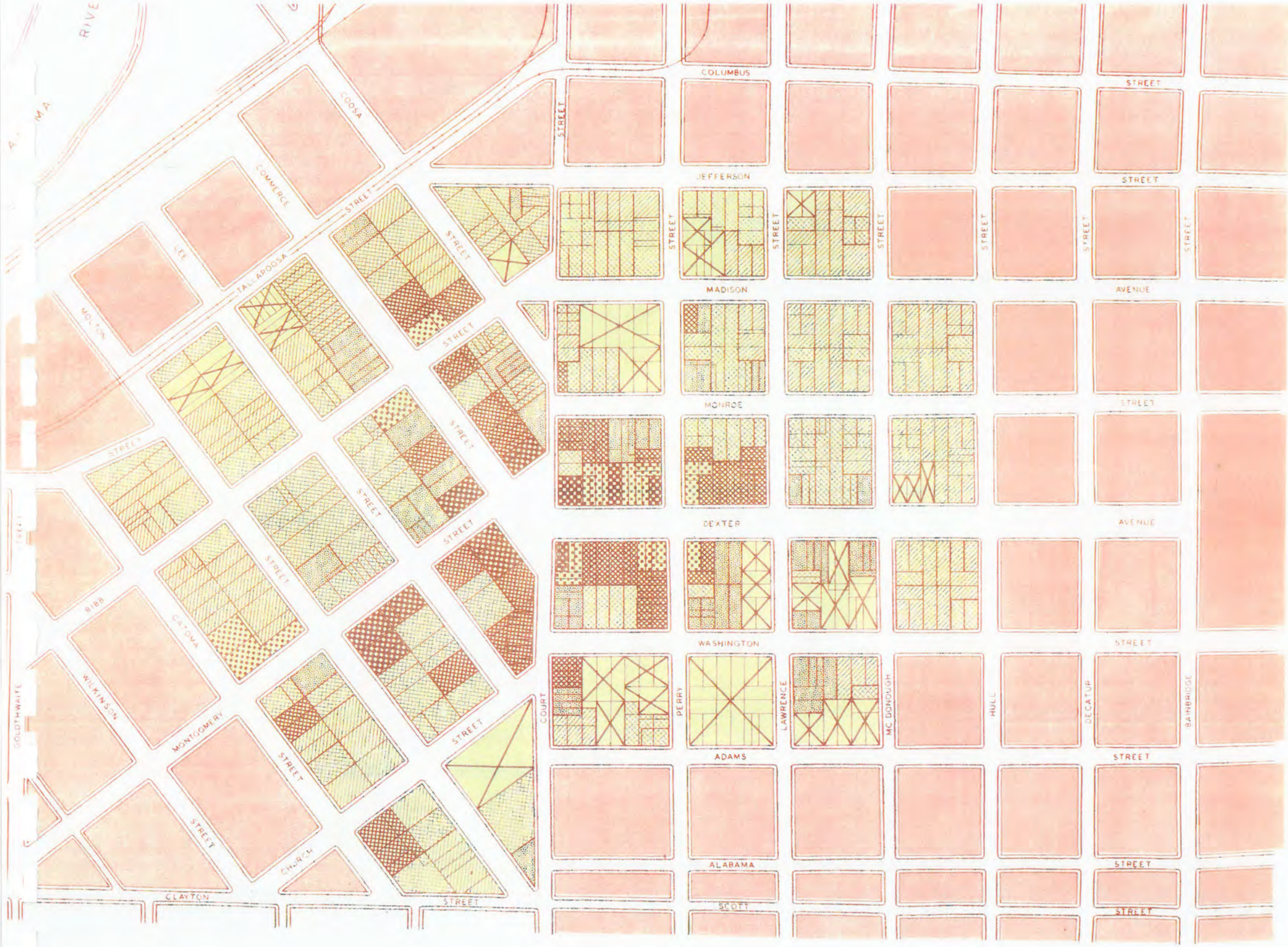
VERY POOR

Age & Condition of CBD Structures

The Core Area is filled with structures that date back to Civil War days. Some of these old structures were so well constructed that good maintenance has made them commercially useful for more than a hundred years. However, the time will eventually come when progress will dictate that these aged structures be replaced by modern, efficient, & attractive buildings. Many of the old structures in The Core Area were poorly constructed (although adequate at the time of construction); as a result, attempted maintenance through the years has not been successful in an attempt to keep these buildings in a modern condition. These buildings are antiquated, inefficient, and unattractive; they should be replaced with modern, efficient, & attractive new buildings.



Generally speaking, The Core Area is suffering from an abundance of antiquated buildings. In fact, The Frame Area has enough antiquated buildings within its limits to warrant a concentrated effort toward their replacement with modern, efficient, & attractive buildings. More than 90% of the buildings in The Core Area were constructed before 1940; however, some 20% of the buildings in The Frame Area have been constructed since 1940.



STUDY AREA: VALUE OF STRUCTURES

LEGEND

DOLLARS PER SQ. FT. VALUATION FOR TAX PURPOSES. (10 TO 20 PER CENT OF ACTUAL VALUE)

- 15 AND OVER
- 10 TO 15
- 5 TO 10
- 3 TO 5
- 1 TO 3
- LESS THAN 1.0
- GOVERNMENT BUILDING OR PUBLIC UTILITY

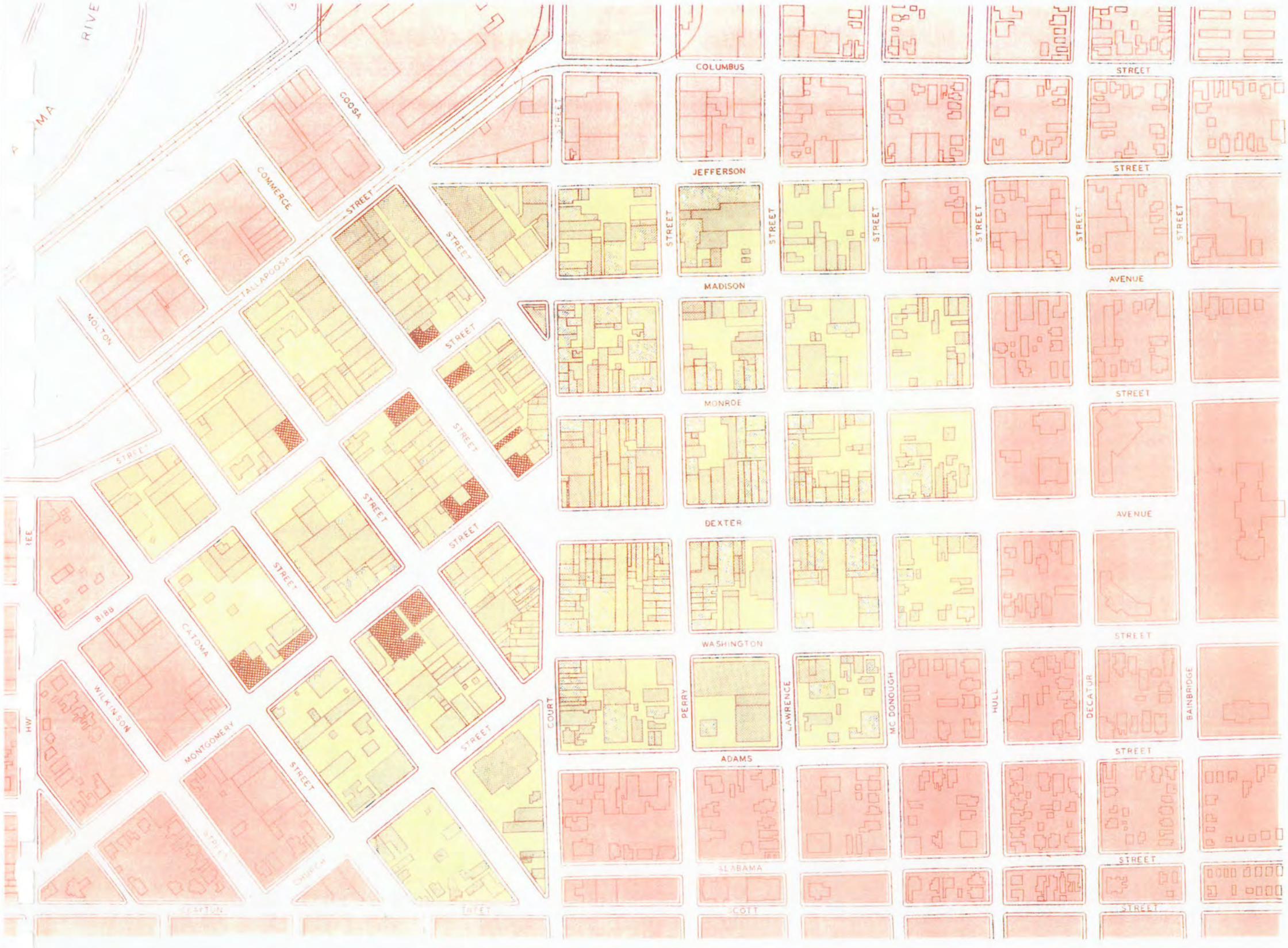
It is quite logical that The Frame Area has twice as many new buildings (volumnwise) as The Core Area has because The Frame Area is the most available & convenient locality for a volumn of new growth in The CBD. Percentagewise, The Core Area should have equaled the growth (in new buildings) of The Frame Area.

It has been previously noted that this Economic Analysis is not concerned with land use in The CBD as such. Likewise, this study is not concerned with which antiquated CBD structures should be renovated and which ones should be replaced with new structures. These are subjects for a specific study & analysis whose purpose it is to determine the best Land Use Plan for The CBD including all pertinent factors concerning CBD structures. However, The Age of Structures Map, The Condition of Structures Map, The Value of Structures Map, & The Height of Structures Map provide a general indication & direction concerning the future of the land & structures in The CBD. These maps also lend valuable indications concerning opportunities & areas for growth & development in The Core Area, in The Frame Area, and in the rest of The CBD.

The pleasing appearance of facades in The Core Area (especially along Dexter Avenue and Commerce Street) is no indication of the actual conditions of these buildings. A thorough investigation revealed that many of these buildings were in a decadent condition structually. These conditions are not readily visible because interior modernization efforts have covered up many of these decadent conditions in the main retail area of certain CBD stores. However, The Condition of Structures Map illustrates the true overall condition of these buildings.

Value & Height of Structures

It is a fundamental fact that there is a definite correlation between the height of a structure and the value of that same structure; the same is true with regard to the age of a structure and the condition of a structure. The usable space within a structure, the use of a structure, and the location of a structure are three more fundamental factors concerning every structure.



STUDY AREA: HEIGHT OF STRUCTURES

LEGEND

OVER 5 STORIES

3 TO 5 STORIES

2 STORIES

1 STORY

Together, these seven important factors will effectively determine future actions related to CBD structures, especially those structures located in The Core Area and in The Frame Area.

It is commonly accepted that the value of a building is not directly related to its height. The other five factors must always be taken into account when value is calculated. A tall building in poor to bad condition certainly cannot be considered as valuable as that same building in good condition.

It should be noted that The Value of Structures Map (on page 46) is based on the value of CBD structures assessed for tax purposes. The map does not directly reflect any of the other six factors noted above other than as reflected in the assessments themselves.

The Height of Structures Map (on page 48) should not reveal any surprises to anyone famili~~ar~~ with The Montgomery CBD. It has been drawn & included to provide a ready reference for the reader in further analysis of structural conditions in The CBD.

A Note About Section 10

This brief section of maps, tables, and comments should be of considerable value to the reader in formulating a mental picture of structural conditions in The CBD. This section has been presented in a condensed form so that the reader may quickly absorb only important main points and easily formulate a picture of structural conditions.

The four maps (in Section 10) follow each other immediately so that the reader may conveniently & easily refer back & forth to each of the four maps at will. A visual analysis of each map (at this point in his reading) will be of great benefit to the reader in analyzing & understanding some of the sections that follow.

II. CHARACTERISTICS OF RESIDENTS IN MONTGOMERY

As in every American city, Montgomery's downtown residents differ greatly from the residents in the remainder of the central city and in the metropolitan area.

Population Size: In 1960, The Central Business Area (as defined by The U. S. Census) had 1,299 residents. This was a decrease of 612 residents from the estimated 1,911 residents in the same area in 1950. This decline has been going on for several decades and the trend will undoubtedly continue. (Note: The Census Bureau delimits a "CBA"; this area is slightly larger than "The CBD" as defined herein.)

Dwelling Units: In 1950, 899 CBA dwelling units were counted in the census; by 1960, the number of dwelling units had dropped to 608.

Age of Residents: In every city, downtown residents are almost always much older than the majority of residents in other areas of the city. Nearly 41% of Montgomery's downtown residents are 45 years old or older; in the city as a whole, only about 24% of the residents are in this older age group. There are also fewer children per area population in the downtown area. The age group of "under 14 years" represents only 16% of Montgomery's downtown population; in the city as a whole, over 32% of the population is in this young age group.

Marital Status: Montgomery's 1960 marital status percent distribution of persons 14 years and older is as follows:

Table 28 % DISTRIBUTION OF POPULATION BY MARITAL STATUS, 1960

	Single	Married	Widowed and divorced
Downtown Montgomery	26%	51%	23%
City of Montgomery	22%	66%	12%

Source: U. S. Census of Population - 1960

Labor Force: The downtown residents' pattern of employment is abnormal in comparison to the employment pattern of the city as a whole. 72% of the men and 31% of the women residents in the downtown area are employed, compared to 80% and 43% for these categories for the entire city population.

Occupations: The principal occupations of the residents of the downtown area are retail trade, services, public administration, and manufacturing; almost all types of occupations are represented.

Income: Nearly one-fourth of the families in the downtown area have family incomes of under $2,000.00 a year. This income level is very low for a predominantly white population; in addition, the area includes many cases of poverty.

Residential Mobility: Mobility figures show that the annual percent of population changing residences in the downtown area is about the same as the average percent for the city. About 20% change residence each year.

12. CURRENT TRANSPORTATION CONDITIONS & TRENDS

Local Transportation

City Bus Transportation: A recent brief study of the Montgomery city bus service yielded interesting and valuable data. The bus schedule data was provided by Montgomery City Lines, Inc.. Other statistical data was obtained from The U. S. Census and other sources. At present, there are 17 actual routes of buses in The Metropolitan Area. In The CBD, Dexter Avenue has 11 different buses, Montgomery Street has 8 different buses and Commerce Street has 7 different buses; even though several of these buses are on the same route, one might accurately say that there are 26 buses serving The CBD. It is also interesting to note that every bus and every route passes through Court Square. The Line maintains some 50 operational buses that make a total of 225 separate week day trips to town from various points in the outer parts of the city area. Under the current schedule, The Line can carry some 8,100 seated passengers to town each week day. The earliest buses to town are from Washington Park at 5:35 a.m. and from Cleveland Avenue at the same time. The latest bus to town is from Washington Park at 9:30 p.m. The earliest buses from town leave the square at 5:15 a.m. for Washington Park and Boylston; the latest buses from town leave the square at 9:08 and 9:18 for Maxwell A.F.B. and Washington Park respectively.

It appears that the existing bus service is adequate in these respects: (1) passenger demand during rush hours, (2) residential access, and (3) residential shoppers convenience.

City Bus Passengers: A brief study was also made covering the origin of bus transportation passengers in residential Montgomery. A summary of the results is graphically presented by the following map. It is worthy of note that two of the heaviest areas in bus use are tracts 11 & 12; it is further worthy of note that the 2nd heaviest user is tract 6, only one tract distant from tract 12. It is also worthy of note that these three tracts are located relatively close to The CBD. Future city bus transportation to & from The CBD will likely correspond to and depend on the growth of passenger conditions in The CBD, since the two elements are mutually dependent on each other.

Passenger Automobiles: A brief survey was also made concerning the source of passenger automobiles in Montgomery. Tracts 14, 17, 21, and 22 had, by far, the larger sources.

Taxicabs: Apparently, there are 20 taxicab companies operating in the city. 15 of these companies serve colored passengers only.

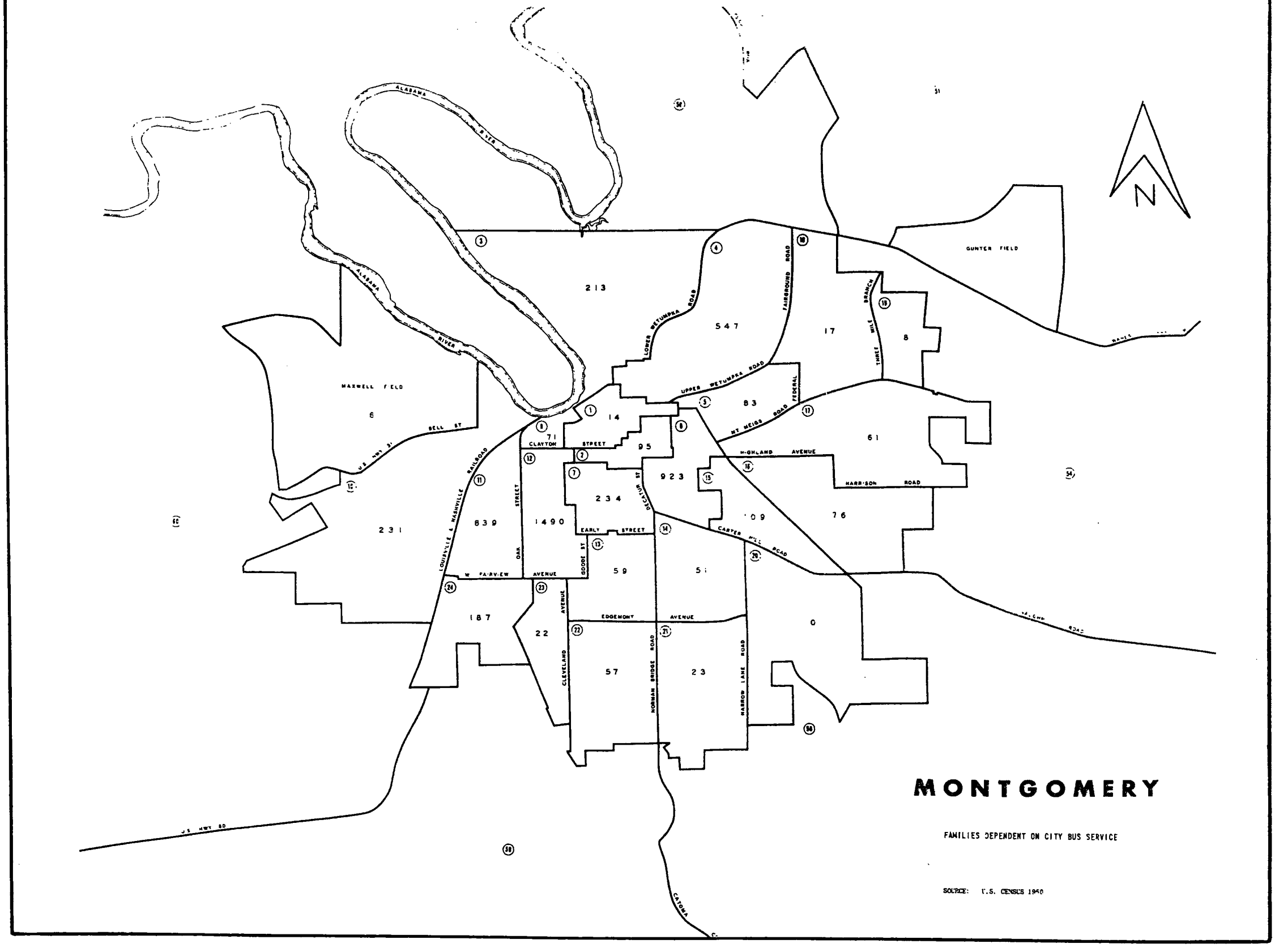
Airport Service: One taxicab company operates a regularly scheduled airport limousine service that makes 15 round trips per 24 hours and any necessary additional trips for special flights. The limousine departs from The Jefferson Davis Hotel & The Whitley Hotel and makes no stops between The CBD and Dannelly Field. --

Sightseeing Tours: One taxicab company operates a sightseeing tour (by charter service) for visitors that wish to see the many interesting and historic points of interest in and around Montgomery.

Intra-City Transportation

Bus Transportation: Two major bus lines serve Montgomery from their own terminals in The CBD; several small lines operate in conjunction with the major lines. The Greyhound terminal and the Trailways terminal are adequate and are conveniently located at present; however, it is very likely that neither will be adequate in 1970 in view of their probable increased business. In addition, the coming highway express routes through the city will likely warrant and promote a site change for both of the above terminals to a common site conveniently located near an interchange of the coming express routes. Such a new site will make a desirable combined terminal operation possible.

Rail Transportation: Six major railroads serve Montgomery from Union Station at the edge of The CBD. The L &



MONTGOMERY

FAMILIES DEPENDENT ON CITY BUS SERVICE

SOURCE: U.S. CENSUS 1950

N, SAL, N of Ala., GM & O, C of Ga., and the ACL provide 31 trains for daily service to other cities. Union Station is conveniently located to all Metropolitan elements interested in rail transportation.

Other Transportation: Montgomery is served by 2 major airlines from Dannelly Field. Eastern Air Lines and Delta Air Lines provide a total of 19 flights a day to & from Montgomery. There are twenty highway freight lines serving Montgomery on 5 major U.S. Highways and 2 major Interstate Highways. The effects of these 7 highways will be discussed in another part of the new Comprehensive Plan.

With the exceptions of Monroe Street & Washington Street, Montgomery City Lines, Inc. ("the city bus system") has routes located either on all major streets in The CBD or on some part of these major streets (see Transportation Map on pg. 34). Even though city buses are not routed on Monroe Street & Washington Street (in The CBD), these two streets are immediately available to city buses on Madison Avenue & on Dexter Avenue and vice versa (see Transportation Map on pg. 54). Because of the manner in which the city bus system routes its buses through The CBD, the system effectively provides The CBD (especially The Core Area & The Frame Area) with a type of Intra-CBD transportation system. A Montgomery resident can travel by city bus from almost any point within the city limits to The CBD and return by city bus to his point of origin. By the same token, a CBD shopper can travel by city bus throughout The CBD all during the shopping day. Interstate travelers & intercity travelers have immediate access to the city bus system from the two interstate bus terminals and from Union Station (see Transportation Map on pg. 54).

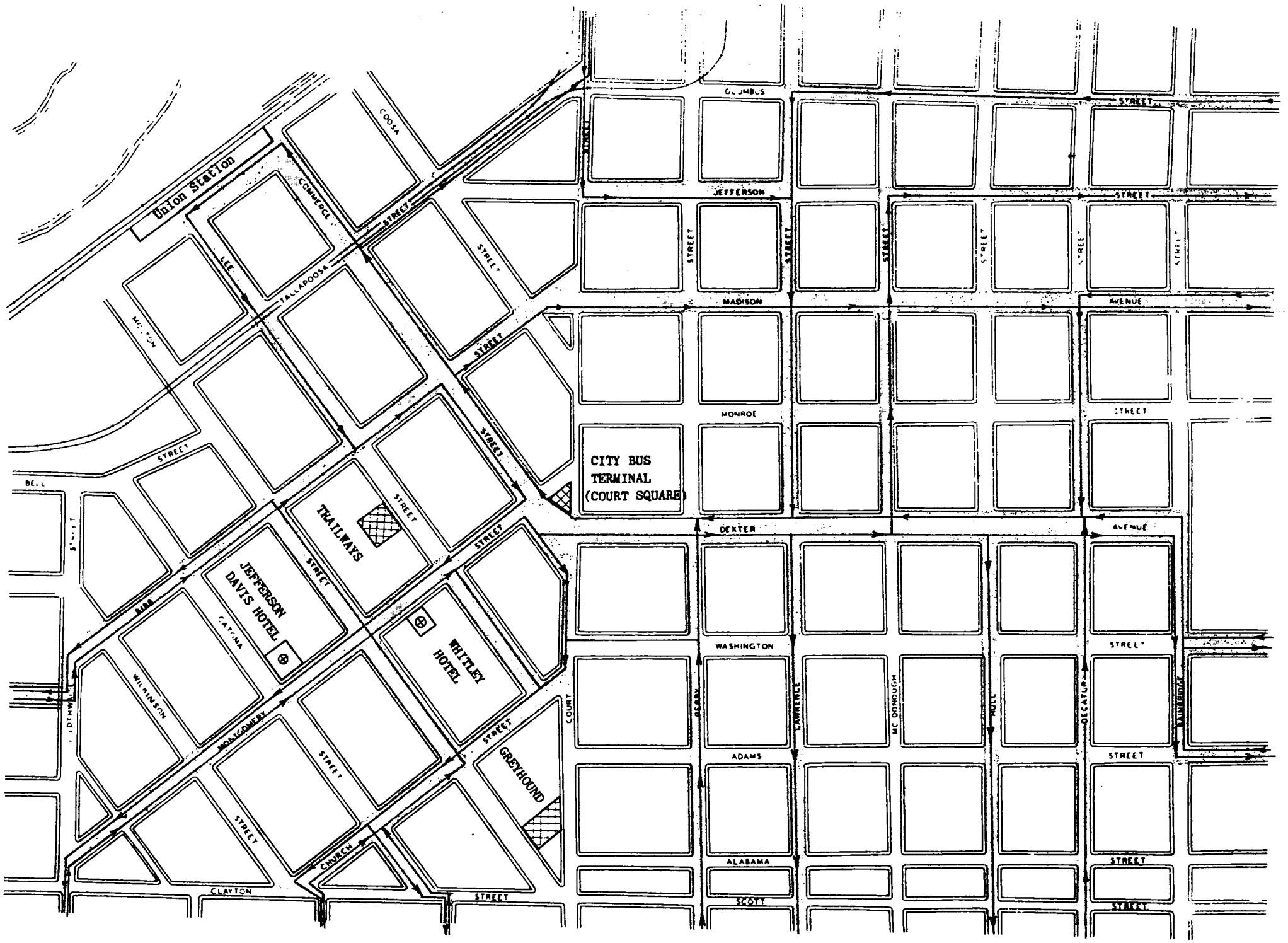
The system of automotive traffic flow within The CBD appears to be generally efficient. There are certain "rush hours" every day (except Sunday) during which automotive traffic becomes congested in certain parts of The CBD. In addition, there are several annual "rush seasons" (Fall back-to-school, Christmas & New Year, Easter, etc.) during which automotive traffic in The CBD becomes very congested. New & improved CBD parking facilities will probably alleviate the automotive traffic congestion during these periods to some considerable extent.

Although city buses are filled to capacity during rush hours & rush seasons, the city bus system presently provides its passengers with safe & efficient service. It is likely that the city bus system will expand its facilities & services in the future as Montgomery grows & increases its city bus needs.

The system of automotive traffic flow appears to be able to guide & direct "rush" traffic except in the heart of The CBD. It is likely that Montgomery will have to "live with" congested rush period traffic in its CBD until such time as parking places are available in The CBD for most of this traffic.

Since this study is an Economic Analysis, it is not concerned with transportation facilities or transportation problems as such. However, these facilities & problems have a direct bearing on the economy of The CBD because congested traffic in The CBD occurs during the most profitable & competitive retail trade periods of the retail trade year. This congested traffic literally drives customers out of The CBD into outlying shopping centers. This study will not attempt to calculate the annual volume of retail business lost in The CBD due to CBD traffic & parking problems because several physical surveys would have to be completed before accurate calculations could be made.

This section (Section 12) has been included to relate transportation facilities & problems within The CBD and transportation access to The CBD to the economy of The CBD. Traffic studies and parking studies about Montgomery have been completed in years past. These studies have been helpful in formulating ideas about what action Montgomery should take toward solving its traffic & parking problems. Montgomery needs a new & complete transportation study. Thus, one of the parts of Montgomery's new Comprehensive Plan will devote itself to The City's transportation elements & problems. This part will be a study that will compile, survey, & analyze transportation elements & problems as they exist in Montgomery today. The reader is hereby referred to the new transportation study (another part of The Comprehensive City Plan) for more detailed data about transportation elements & problems in Montgomery.



TRANSPORTATION IN CENTRAL BUSINESS DISTRICT

ROUTES OF CITY LINE BUSSES

⊕ = AIRPORT LIMOUSINE SERVICE

CURRENT CONDITIONS & TRENDS IN THE MONTGOMERY CBD

13. TRENDS IN RETAIL TRADE

Between 1954 and 1958, the dollar volume of retail sales in Montgomery's Central Business District did not expand. In 1958, the overall dollar volume of downtown sales remained about the same as it was in 1954; actually, the 1958 figure was slightly less ($200,000 or minus 0.2%) than it was in 1954. In terms of comparable dollar volume (taking into account the national dollar inflation that occurred during the 1954-1958 period), the dollar volume of downtown sales declined even more than minus 0.2%.

At the same time that retail sales were declining in The CBD, retail sales were rising sharply in The Metropolitan Area by approximately $16,478,000, or a little better than 26%. These trends are summarized in Table 29 below.

Table 29 TRENDS IN RETAIL SALES: DOWNTOWN MONTGOMERY AND METROPOLITAN AREA 1954-1958

Volume of Sales	1954	1958	Change of Vol. 1954-1958
Montgomery CBD	$ 87,573,000	$ 87,373,000	$ -200,000
Rest of Area	62,795,000	79,273,000	16,478,000
Metro. Area Total	$150,368,000	$166,646,000	$16,278,000
Percent of Sales	1954	1958	
Montgomery CBD	59.7%	54.1%	
Rest of Area	40.3	45.9	
	100.0%	100.0%	

Source: U.S. Census of Business, 1958: Montgomery Area.

Similar trends have taken place in other metropolitan areas in The United States. Most downtown areas have suffered retail sales declines similar to the one in Montgomery's CBD. Both Richmond, Virginia and Austin, Texas show the same retail sales decline as Montgomery; in addition, their overall population growth is also comparable to Montgomery's. The following table illustrates this trend:

Table 30 TRENDS IN RETAIL STORE SALES: SELECTED CENTRAL BUSINESS DISTRICTS 1954-1958

	Sales ($1,000) 1954	1958	Change (percent) 1954-1958
Montgomery, Alabama	$ 87,573	$ 87,378	- .2%
Austin, Texas	83,634	82,345	-1.5%
Richmond, Virginia	145,252	141,723	-2.4%

Source: U. S. Census of Business, 1958.

CBD Retail Sales Compared

Without any doubt, shoppers-goods (which include general merchandise, apparel & accessories, and furniture & appliances) are both the traditional strength and the real strength of CBD retailing. The shoppers-goods stores include the major department stores and the specialty houses; they offer the greatest variety and depth of merchandise. As the population moves outward, the convenience goods stores (food, eating & drinking, and drug stores) tend to move to sites that are located near the homes of their prospective customers.

The above has certainly been true for Montgomery, for it has matched the gains of comparable size cities; in fact, Montgomery shoppers-goods stores were able to show a 5% gain. In contrast, CBD convenience-goods stores showed a noticeable 19% drop. Many former CBD food stores have found better locations in the outlying areas; their change of location probably is the primary cause of the 19% drop (See Table 31) that took place in The CBD during the period 1954-1958. Other retail stores were barely able to hold their own; their raw increase was so slight

that the factor of inflation in the dollar deflected this increase so that the refined dollar sales figures actually showed a slight decline. Automobile dealers and service stations have been leaving The CBD for want of more business space. Montgomery County experienced a 29.5% gain in shoppers-goods, and the 16 county region experienced a 26% gain in shoppers-goods; but, the Montgomery CBD experienced only a 2.9% gain in shoppers-goods. If this trend continues, The CBD will find itself in a very difficult situation. A breakdown of sales trends in Montgomery's CBD stores for the period 1954-1958 can be found in Table 31.

Table 31 TRENDS IN RETAIL STORE SALES BY MAJOR CATEGORIES: MONTGOMERY CBD 1954-1958

	Sales 1954 ($1,000)	Sales 1958 ($1,000)	Change Volume ($1,000)	1954-58
Shoppers-goods	$35,508	$37,284	$1,776	5.0%
Convenience goods	13,213	10,680	-2,533	-19.2
Other Retail Trade	38,852	39,414	562	1.5
Total	$87,573	$87,378	$ -199	-0.2%

Source: U. S. Census of Business, 1958.

In addition to the above, convenience-goods stores (outside The Montgomery CBD) increased their sales by 34%. Table 32 compares the volume and percent changes in CBD store sales with the same type changes in sales for stores in the remainder of Metropolitan Montgomery during the period 1954-1958.

New Retail Space

The outstanding sales increase of the outlying retail stores has been reflected in the widespread construction of new retail space in outlying residential areas; since 1954, two large major shopping centers have been built (new additions have been made to both in the past two years); 6 smaller shopping centers have also been constructed. Substantial additions have been made to other existing shopping centers.

Table 32 CHANGES IN RETAIL SALES: MONTGOMERY CBD AND METROPOLITAN AREA BY CATEGORIES 1954 - 1958

1954-58 Volume Change	Montgomery CBD	Rest of Metropolitan Area	Metropolitan Total
Shoppers-goods stores	1,776,000	6,391,000	8,167,000
Convenience-goods stores	-2,533,000	9,785,000	7,252,000
Other retailers	562,000	302,000	864,000
Total Change	- 195,000	16,478,000	16,283,000

1954-58 Percent Change	Montgomery CBD	Rest of Metropolitan Area	Metropolitan %
Shoppers-goods stores	5.0%	10.3%	19.7%
Convenience-goods stores	19.2	15.8	17.0
Other retailers	1.5	4.9	1.3
Total Change	- 0.2	26.6	10.8

Source: U. S. Census of Business, 1958.

Several large downtown businesses have completed major expansion; however, the net additions to downtown shoppers-goods space were relatively small during the 1954-58 period. It is probable that retail sales per square foot of retail space in downtown stores declined over the four year period (1954-58).

Shoppers-Goods Sales Trends -

As has already been noted, the most significant retail trends affecting The CBD are those of the shoppers-goods stores, the traditional main strength of downtown retailing. A further breakdown of CBD retail sales shows that the prime casualties in The CBD retail area have been the apparel & accessories stores. There were sales gains in general merchandise and somewhat smaller gains in furniture & appliances. All types of shoppers-goods

stores (in Montgomery's CBD) declined as a proportion of Metropolitan retail sales totals; however, apparel & accessories took the greatest loss. The 1954 figures show that 96% of the total Metropolitan sales in apparel & accessories was in downtown sales; by 1958, this percentage (96%) had dropped to 78% -- a loss of 18% in a four year period. A breakdown of shoppers-goods sales is given in Table 33.

Table 33 SHOPPERS-GOODS SALES TRENDS: MONTGOMERY CBD AND METROPOLITAN AREA FOR 1954 & 1958

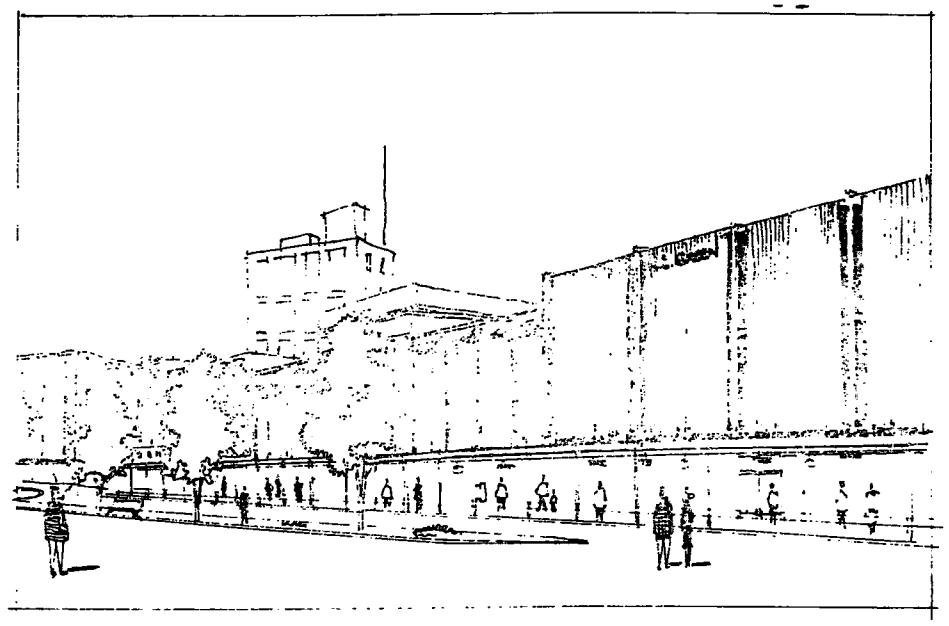
	1954-58 Change ($1,000) Montgomery CBD	Rest of Area	Downtown Sales Percent of Total 1954	1958
Store Volume:				
General Merchandise	$1,261	$4,534	82.2%	71.8%
Apparel & Acc.	-1,219	2,623	96.3	78.3
Fur. & Appli.	726	194	79.4	79.1
Total	$ 768	$ 7,351		

Source: U. S. Census of Business, 1958

Effect of Shopping Centers on CBD

The effects of new shopping center construction in the southeastern and eastern sections of Montgomery have hurt The CBD retail business considerably. The populace of Metropolitan Montgomery and the surrounding counties find it much more pleasant & convenient to shop where general merchandise and apparel accessories are appealing & selective, where stores & are new & modern, and where attractive & adequate parking facilities are always available. These customers primarily patronize the shopping centers even though The CBD often offers a wider selection of merchandise. The CBD's loss to the shopping centers was partly (but not completely) offset by gains in downtown sales to families living in other parts of The Retail Trade Area and to visitors residing beyond the trade area boundary. The above is not to construe that The CBD does not possess appealing, selective, & specialized goods. To the contrary, The CBD is often the only source of certain highly desirable goods & services. (The CBD's handicap is its negative physical conditions.) * ?

However, the effects of suburban shopping center competition are clearly evident when CBD retail business is viewed separately; old out-dated buildings, vehicle & pedestrian congestion, and commercial blight have affected the major downtown businesses, but not to the same extent. Some decentralization has taken place in office, lodging, entertainment, and financial space; but The CBD's unique role in these activities has not been seriously challenged so far. At the same time, an increase in overall demand for retail goods and a general upgrading of consumer requirements both call for a continued expansion and improvement of the physical facilities provided each of these functions by The Central Business District.



14. TRENDS IN OTHER CBD USES

Office Space

General Data: There are more than 2,000,000 square feet of occupied office space in The Montgomery Central Business District. Approximately 10,000 employees work in these offices, and they represent about one-fifth of the total non-farm force in The Montgomery Metropolitan Area.

New Construction: New office buildings have sprung-up all over the downtown area. A new county courthouse has replaced the old courthouse building; 3 new state administration buildings have been erected near the State Capitol and another will soon be added; a new (and enlarged) Southern Bell Telephone & Telegraph Building. a new Alabama Power Company Building (now under construction), a new addition to the downtown branch of The First National Bank, and the renovation and subsequent occupation of the downtown branch of The Peoples Bank & Trust Company have all been a part of the new growth. Other additions are: The Washington Avenue Building, The Hill Building, The Bond Building. The Davis Building, The Reese Buildings. Royal McBee, IBM. NCR, GMAC, Upchurch Construction Company, and many other similar buildings. Several major buildings have been expanded or renovated, including The Frank Leu Building and The Guaranty Savings Building.

Emigration of Business: A number of businesses have found it advisable to move away from the downtown area and locate near or in the outlying sections; The Alabama Farm Bureau & Farm Journal, Inc. has built a large new office building on South Boulevard; The Central Alabama Rehabilitation Center is located almost directly across South Boulevard from The Farm Bureau. A new federal government administration building is now under construction on South Court Street. The Montgomery County Medical Clinic has been erected on Ripley Street; numerous smaller buildings (that are the offices of doctors, dentists. real estate & insurance firms, and several branches of downtown banks) have been recently constructed in outlying areas.

Although most insurance. real estate, and finance business is conducted in downtown offices, an estimated 20% of these businesses have moved into the outlying areas where parking facilities are better and rent costs are less. Doctors and dentists have found it more convenient to be close to the hospitals, and they have also moved away from the downtown area in large numbers.

All other major categories (city. county, & federal government, general business, the other professions, transportation, communication, and public utilities) are predominately oriented to The CBD. The importance of each type of office occupancy to The CBD is shown below.

Table 34 % DISTRIBUTION OF OFFICE SPACE WITHIN CBD

Type of Office Space	% Distribution Within CBD
Transportation, Communications	23.2%
Government	33.6
Finance	17.6
General Business & Professional	11.0
Insurance	3.2
Industrial & Warehousing	2.9
Medical	4.2
Legal	2.2
Real Estate	2.1
	100.0%

Note: All medical services (including veterinary) and all legal services are classified separately from the other professions.

Source: Urban Consultant Associates

Lodging Space

Major Accommodations: Montgomery has four major hotels (all located in The CBD); their rooms, combined, total 745. Two new downtown motels, The Town Plaza and The Albert Pick, have been built on the fringe of The Central Business District. They have 105 units combined. The motels in the surrounding area (about 20 in number) have been overwhelmingly oriented to the outlying areas; therefore, the total lodging picture is one of decentralization.

Lodgings Compared: The surrounding motels can accommodate

almost as many people as the hotels & motels in the downtown area. Although some renovation and restoration has taken place since World War II, no new additions have been made to any of the four major hotels. Both downtown motels are recent structures; The Albert Pick is the most recent. Richmond, Virginia, compares favorably with Montgomery in the lodging picture. Metropolitan Richmond is over twice as large as Metropolitan Montgomery, and, as expected, it has about 2½ times as many hotel rooms. Accommodations in Austin, Texas, are slightly better, in comparison, when they are proportioned to the size of the city. Austin's CBD has five major hotels with a combined total of 1,325 rooms.

Lodging Needs: There is an urgent need for more and better lodging facilities in Montgomery because Montgomery is the capital city, is strategically located, is a business center, is a potential industrial center, and is filled with historical buildings & many other points of interest to tourists. In recent years, Montgomery has become very competitive in the convention field. In anticipation of much more convention business in the near future, two of Montgomery's major hotels have formulated plans for major hotel improvements.

Manufacturing & Wholesale Business

There are about one million square feet of manufacturing and wholesaling space within The Montgomery Central Business District. Much of this space is located on the fringes of The CBD, with the heaviest concentration of warehouses being located along the railroad tracks that run east and west from Union Station. Wholesale merchandise, coming into Montgomery by train, can easily reach these warehouses. By making extensive use of trucks to carry wholesale goods, some businesses have moved to the very fringes of The CBD. Manufacturing companies, needing large one story buildings and adequate parking facilities for their workers, have steadily been moving to outlying areas. Land is less expensive in the fringe areas and just as useful to the wholesale dealers & manufacturers; thus, it is doubtful whether manufacturing and wholesaling will regain its earlier role as a major downtown function.

Residential Space

There are approximately 760,000 square feet of occupied residential space in The Frame Area; included in this figure is The Hilltop Arms, one of two tall elevator equipped apartment buildings in Montgomery. The other, The Walter Bragg Smith Apartments, is situated immediately outside The Frame Area on the southwest corner of Court & Clayton. Another similar apartment building is planned for construction in the near future.

At the present time, permanent housing is not a major downtown function in Montgomery (this same situation exists in most cities). A sharp decentralization has taken place not only in single family dwellings, but also in rental units. There is nothing unusual in this trend. The bulk of residential space in The Montgomery CBD (at present) is occupied by relatively low-income families with needs for easy access to places of employment & central transit facilities.

Entertainment & Other CBD Space Functions

As a rule, motion picture theatres, eating & drinking establishments, offices & meeting halls of private organizations, public assembly halls (like Montgomery's City Hall Auditorium), communication and transportation elements, news media (broadcasting, telecasting & publishing), selected special public & business services, and certain specialized public establishments still find that The CBD serves them best.

Recently, The Southern Bell Telephone & Telegraph Company remodeled and enlarged their Montgomery office; their newly completed building is capable of serving The City's future telephone & telegraph needs. A modern new building was recently completed to house The Montgomery Public Library and The Montgomery Museum of Fine Arts. This long needed facility is situated just outside The CBD, and it is equipped with adequate off-street parking.

With a movement of residents to the suburbs, the public schools in the downtown area were closed; The Administrative Building, one of the new state buildings, was built on a former school site. In the final analysis,

The Montgomery CBD remains a major complement of diverse activities that is unique in The Metropolitan Area.

Summary

The CBD's Future: The future of Montgomery's Central Business District depends largely upon steps that are taken to realize the available potential in The CBD. If little or nothing is done, there is every reason to expect deterioration in The CBD's relative position and in its actual position. In the final analysis, The CBD's degree of success will depend upon its ability to attract new large-scale private investments -- the only factor that can justify increased public investments in The CBD.

Removal of Obstacles: In physical terms, The Montgomery CBD needs a substantial renovation even though major improvements have been made in office, financial, retail, and government facilities in recent years. A substantial portion of The CBD is blighted. The buildings in The Core Area are old, and although many have had a "face lifting", they are not adjustable for future growth.

A number of CBD blocks (just north of Dexter Avenue) are in third class condition, and they do not serve the needs of The CBD adequately. In addition to being and looking run down, many upper floors of most buildings in these blocks are vacant. Taken as a whole, The Montgomery CBD lacks the cohesiveness and the efficiency demanded of a major central area that serves a broad regional market.

PROJECTED FUTURE CONDITIONS & TRENDS FOR THE MONTGOMERY CBD

15. PRIMARY ECONOMIC FACTORS & TRENDS

Most historians, sociologists, and economists agree that the most important factor in evaluating any country's relative international power is manpower. Likewise, most will agree that the primary economic factors of an area are directly related to manpower in some form. This section will explore the primary economic factors and trends in Montgomery and in its CBD, including some of the main facets of manpower (population, employment, etc.). The Montgomery economy will be compared, in general, to other similar urban economies. Retail sales in The CBD, one of the major metropolitan economic factors, will be explored extensively. Finally, projections of future economic conditions will be made based on the detailed data summarized in this section.

Outlook For The Region's Economy

Metropolitan Montgomery, actually Montgomery County, has grown steadily over the past two decades. Since 1940, Metropolitan Montgomery has added almost 60,000 people to its population -- more than a 65% gain in 20 years.

The 1960 Census of Population stated that the population of The Metropolitan Area was 169,210. Of course, this is the area and the population on which The Montgomery CBD depends for its main support; its secondary support comes from the 15 counties that surround Montgomery County. In return, The Montgomery CBD provides a key center for its own population and the some 361,000 people of the 16 county region.

Population Trends: Since 1940, national population trends have consistently pointed to a nation-wide shift in the densities of inhabited areas; rural areas have

lost population and urban areas have grown swiftly (economically, physically, etc.) as they gained population.

Table 35 POPULATION OF THE REGION: 1940, 1950, & 1960

	1940	1950	1960
The Region, including Montgomery	548,234	535,691	530,813
The Region, excluding Montgomery	433,814	396,726	361,603

Source: U. S. Census of Population, 1960.

Employment Gains

Metropolitan Montgomery has a well balanced economy with a broad base of diverse income sources. All employment areas have made gains except transportation; construction gained the least in employment, but managed to hold its own. The employment gains in manufacturing and trade have been steady; services and government have shown the two largest gains in employment. The following table (Table 36) clearly shows the employment trends of the ten year period 1950-1960.

Table 36 TRENDS IN NON-FARM EMPLOYMENT IN MONTGOMERY METROPOLITAN AREA: 1950-1960

	Average 1950	Average 1960	Change 1950-1960
Manufacturing	5,900	6,992	1,092
Trade	10,587	11,732	1,145
Transportation	4,092	3,640	- 452
Finance, Insurance, Real Estate	2,000	2,784	784
Construction	3,819	3,973	154
Miscellaneous Services	13,033	15,201	2,168
Government	6,908	9,134	2,226
TOTAL	46,339	53,456	7,117

Source: U.S. Census of Population (General Characteristics) 1950 & 1960

Montgomery Economy Compared

Montgomery's economy has much in common with the economies of two sister cities, Austin, Texas and Richmond, Virginia; they serve the south and the southwest from strategic locations on water, rail, and highway networks. Although both of the sister cities are larger than Montgomery (Richmond is more than twice as large), all three Metropolitan Areas have diversified economies with similar patterns of employment. Austin and Richmond, like Montgomery, are the capital cities of their respective states; furthermore, all three cities are centrally located. (Note: Austin and Richmond were selected as the comparative cities in this instance because their related statistical data was complete & was genuinely comparable). Thus, Austin & Richmond provide two accurate and valid bases for comparison.

Table 37 COMPARATIVE TRENDS IN POPULATION IN SELECTED METROPOLITAN AREAS: 1940, 1950, 1960

	Population 1960	1940-50 gains Number	1940-50 gains Percent	1950-60 gains Number	1950-60 gains Percent
Montgomery, Alabama	169,210	114,420	21.5	138,965	21.8
Austin, Texas	212,136	111,053	45.0	160,980	30.1
Richmond, Va.	408,494	235,002	24.7	328,050	24.6

Source: U.S. Census of Population, 1950 & 1960.

A closer examination of their similarity might be justified in the process of appraising Montgomery's economic future. All three cities share certain locational advantages. The similarity of their three economies is clearly shown in the following table, which gives the percent distribution of non-farm employment by major categories in 1960. Montgomery's population has been growing steadily, but not quite as rapidly as Richmond's; Austin's rate of population growth has been greater than Montgomery's and Richmond's.

Table 38 PERCENT DISTRIBUTION OF NON-FARM EMPLOYMENT IN SELECTED METROPOLITAN AREAS: 1960

	Montgomery	Austin	Richmond
Manufacturing	13.1%	9.1%	22.6%
Trade	21.9	10.6	22.3
Transportation, public utilities	6.8	21.1	8.4
Construction	7.5	11.2	6.4
Finance	5.2	3.1	6.8
Services	28.4	30.1	22.3
Government	17.1	14.8	11.2
TOTAL	100.0%	100.0%	100.0%

Source: U.S. Census of Population, 1960.

Nature of Montgomery's Economic Growth

It is inevitable that Montgomery will experience some economic expansion by "natural causes" at some time in the future; in other words, if Montgomery's economy is not given any more momentum than it already possesses, it would progress some small amount by its own inertia before it came to a standstill (probably followed by a slight decline). Therefore, in order to prevent any lag in Montgomery's future economic growth, every businessman and every city official should put forth a combined and sustained maximum team effort to promote economic growth & health in Montgomery. The city's reward, theirs, would be forthcoming in the form of a prosperous, thriving, and swiftly progressing Metropolis whose magnitude would be in direct proportion to the team effort put forth by the aforementioned citizens. This very day, certain American cities, and certain foreign cities, live in wonderfully prosperous climates because of previously successful team efforts that were followed-up with aggressive and progressive programs of growth. Montgomery can live in such a climate if its officials and its businessmen are willing to "pay the price" of a combined and sustained maximum team effort followed-up with aggressive and progressive programs of growth.

Economic Competition: Although overall potentials for economic expansion (in Montgomery) are substantial, competition for many prospective new business and professional firms will be intense not only on the part of larger major cities, but also from smaller cities with vigorous industrial development programs. The existence of a strong CBD certainly will be a major asset in Montgomery's future economic growth.

Employment Setbacks & Gains

Local manufacturing took a sharp setback in the total number of employees during the 5 year period 1951-1956; however, looking back from the present (in 1962), this setback in local manpower does not seem to represent a local industrial decline because it appears that increased plant efficiency and improved machinery accounted for a considerable reduction in the number of employees.

Although Montgomery lost approximately 1,000 trade employees during the period 1956-1959, this loss is only a temporary setback; trade should regain these 1,000 employees by 1965, and it should reach an employee total of 14,000 by 1970 -- a new high.

Other non-farm employment has shown a steady gain since 1951, and it will probably continue to gain in the future according to the trend shown in the following table (Table 39).

Table 39 PROJECTIONS OF NON-FARM EMPLOYMENT IN METROPOLITAN MONTGOMERY

	1951	1956	1959	1965	1970
Manufacturing	7,695	6,744	6,883	7,200	7,439
Trade	10,904	12,291	11,230	13,000	14,000
Trans., Com. & Pub. Util.	1,898	2,118	2,140	2,320	2,470
Construction	3,163	3,605	3,916	4,540	5,160
Finance, Ins., & Real Estate	7,623	3,182	3,315	3,580	3,850
Services	4,062	4,485	5,471	7,440	9,410

Source: 1951, 1956, & 1959 from County Business Patterns.
1965 & 1970 projections by Urban Consultant Associates.

Future Employment Trends

These projected employment gains reflect a continuation of Montgomery's multiyear trends that followed recovery from manufacturing and trade employment setbacks. It is reasonable to expect that the above employment gains will occur if local leaders, officials, & businessmen continue to expand, increase, and pursue vigorous actions to fully develop Montgomery's industrial potential, commercial potential, and other economic potential. To attain maximum success, these actions must be taken according to the aforementioned team effort.

If the employment trends in Table 39 are utilized, projections can be made with regard to population & income in The Montgomery Metropolitan Area and in The Montgomery Retail Trade Area; projections for 1965 and 1970 are given in Table 40, which follows:

Table 40 PROJECTED POPULATION AND INCOME: MONTGOMERY, MONTGOMERY COUNTY, METROPOLITAN AREA & RETAIL TRADE AREA 1960, 1965, & 1970

	1960	1965	1970
Projected Population	(actual)		
City of Montgomery	134,393	152,000	170,000
Remainder of Montgomery Co.	34,817	33,000	32,000
Total Metropolitan Area	169,210	185,000	202,000
Remainder of Trade Area	361,603	345,000	328,000
Trade Area Total	530,813	530,000	530,000
Projected Income ($1,000)			
Montgomery Metropolitan Area	$293,461	$354,000	$410,000
Remainder of Trade Area	357,314	405,000	456,000
Trade Area Total	$650,775	$759,000	$866,000

Source: Urban Consultant Associates based on Federal, State, and local sources.

Projected Income Gain: The figures in Table 40 indicate a gain of almost $215,225,000 in total personal income within The Retail Trade Area; they also indicate that over ½ of this increase will take place in The Metropolitan Area. They also reflect both a steady rise in population (directly related to employment gains) and a steady increase in per capita income & family income.

Trends in CBD Retail Goods

In 1958, Montgomery CBD shoppers-goods sales totaled approximately $37,284,000; this was noted earlier in Table 31. This CBD sales total accounted for about 54% of the total shoppers-goods sales in The Montgomery Retail Trade Area. In addition, CBD convenience-goods stores and other retail stores in The CBD had sales that totaled $50,094,000; thus, the total of all CBD sales in 1958 was approximately $87,378,000.

Although Montgomery's CBD sales had dropped 4% (in 1958) since 1954, CBD sales remained at the top of the national CBD sales list, percentagewise, according to the 1958 Census of Business (Metropolitan Statistics for Sales in CBD 1954-1958). The following table (Table 41) compares Montgomery's CBD, percentagewise, with The CBD's of other comparable cities with regard to CBD sales for the years 1954 and 1958.

Table 41 COMPARABLE PERCENTAGES OF CBD RETAIL SALES: 1954 & 1958

City	Year 1954	1958
Montgomery, Alabama	58.2%	52.4%
Savannah, Georgia	38.8	32.6
Little Rock, Arkansas	41.3	34.5
Baton Rouge, Louisiana	24.0	12.6
Rockford, Illinois	28.5	23.4
Austin, Texas	46.1	38.3
Nashville, Tennessee	32.3	29.0
Richmond, Virginia	35.3	27.8

Source: U. S. Census of Business, 1958.

The following table (Table 42) compares the amounts & percentages of shoppers-goods sales in The Montgomery

CBD with those in Montgomery County and in other Retail Trade Area stores.

Table 42 SHOPPERS-GOODS STORE SALES: MONTGOMERY TRADE AREA 1958

	Shoppers-goods Sales	Percent of Total
Montgomery CBD Stores	$37,284,000	40.3%
Other Stores in Montgomery County	12,404,000	13.4
Montgomery County Total	$49,688,000	53.7%
Other Trade Area Stores	42,840,000	46.3
Retail Trade Area Total	$92,528,000	100.0%

Source: U. S. Census of Business, 1958.

Projections of Retail Sales in The CBD

Table 43 TOTAL RETAIL SALES PROJECTIONS FOR CBD, METROPOLITAN AREA, AND REMAINDER OF METROPOLITAN AREA

Year	Metropolitan Area ($1,000)	CBD ($1,000)	Remainder of Metropolitan Area ($1,000)
1948	$ 108,432	$ 71,016	$ 37,416
1954	150,368	87,573	62,795
1958	166,651	87,378	79,273
1962	230,000	110,000	120,000
1970	350,000	141,300	208,700

Source: 1948, 1954, 1958, U. S. Census of Business.
1962 & 1970 projections by Urban Consultant Associates.

The importance to The CBD of the annual volume of retail sales has been noted in the previous pages. Table 43 shows the volume of retail sales for the years 1948, 1954, and 1958; the figures are taken from the Census of Business for these years. By studying the population growth and income increases for the same years, as well as the retail sales reported to The State Revenue Department, Urban Consultant Associates calculated projected retail sales figures for 1962 and 1970; these figures are shown in Tables 43, 44, 45, 46, & 47. The charts, that follow, illustrate these projected gains graphically.

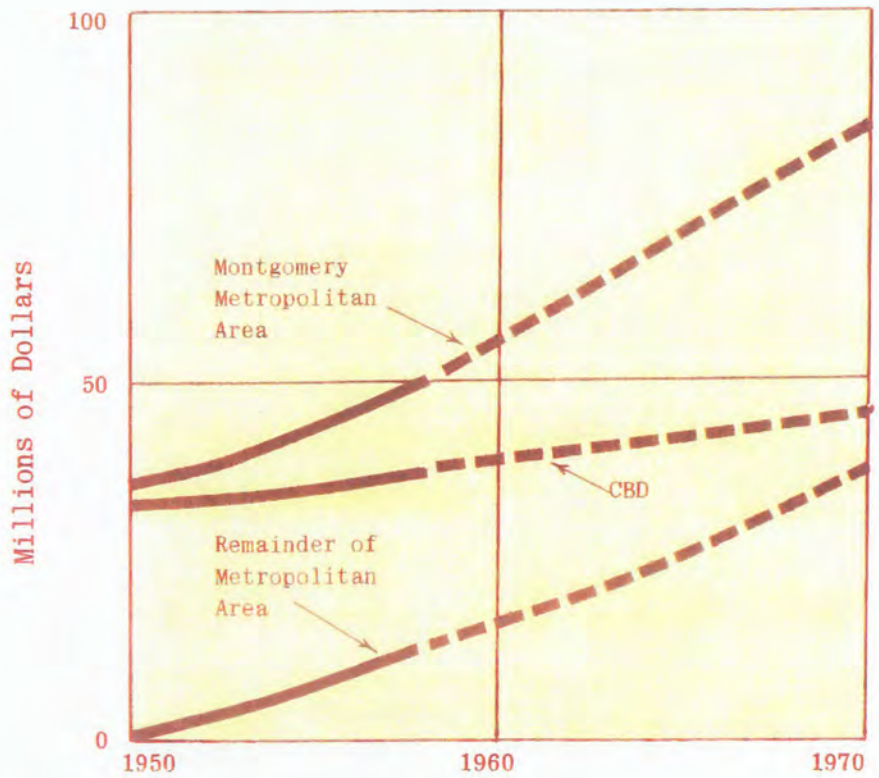
Shoppers-goods: By using past retail sales trends in Montgomery and retail sales data extracted from the U. S. Census of Business for the years 1948, 1954, and 1958, projections have been made for shoppers-goods (general merchandise, apparel & accessories, and furniture & appliances) for the years 1962 and 1970. In 1948, all but 3% of shoppers-goods sales were in The CBD. By 1958, this figure dropped 23%. Although The CBD shoppers-goods sales (percentagewise) are still diminishing and the remainder of The Metropolitan Area is still gaining in shoppers-goods sales, Montgomery's CBD maintains a high percent of shoppers-goods sales in its CBD compared to other American cities. Table 44 describes these projections more clearly.

Table 44 SHOPPERS-GOODS SALES PROJECTIONS FOR MONTGOMERY METROPOLITAN AREA, CBD, AND REMAINDER OF METROPOLITAN AREA

Year	Metropolitan Area ($1,000)	CBD ($1,000)	Remainder of Metropolitan Area ($1,000)
1948	$31,750	$30,098	$ 852
1954	40,763	35,508	5,255
1958	49,763	37,284	12,479
1962	60,900	39,200	21,700
1970	82,500	45,300	37,200

Source: 1948, 1954, and 1958 from U. S. Census of Business.
1962 & 1970 projections by U. C. A.

SHOPPERS-GOODS RETAIL SALES PROJECTIONS
Volume at 1960 & 1970



NOTE: The shoppers-goods sales figures for 1958 are the very latest accurate figures available. Thus, a valid projection has been made for 1960 in lieu of invalid figures.

Source: Urban Consultant Associates.

Convenience-goods: Convenience-goods (food, drugs, and eating & drinking establishments) have shown a sharp decline in The CBD in the past few years. Although there will be gains in population and possible gains in personal income during the eight year period 1962-1970, convenience-goods sales will remain about the same in The CBD (See Table 45).

Table 45 CONVENIENCE-GOODS SALES PROJECTIONS FOR MONTGOMERY METROPOLITAN AREA, CBD, AND REMAINDER OF METROPOLITAN AREA

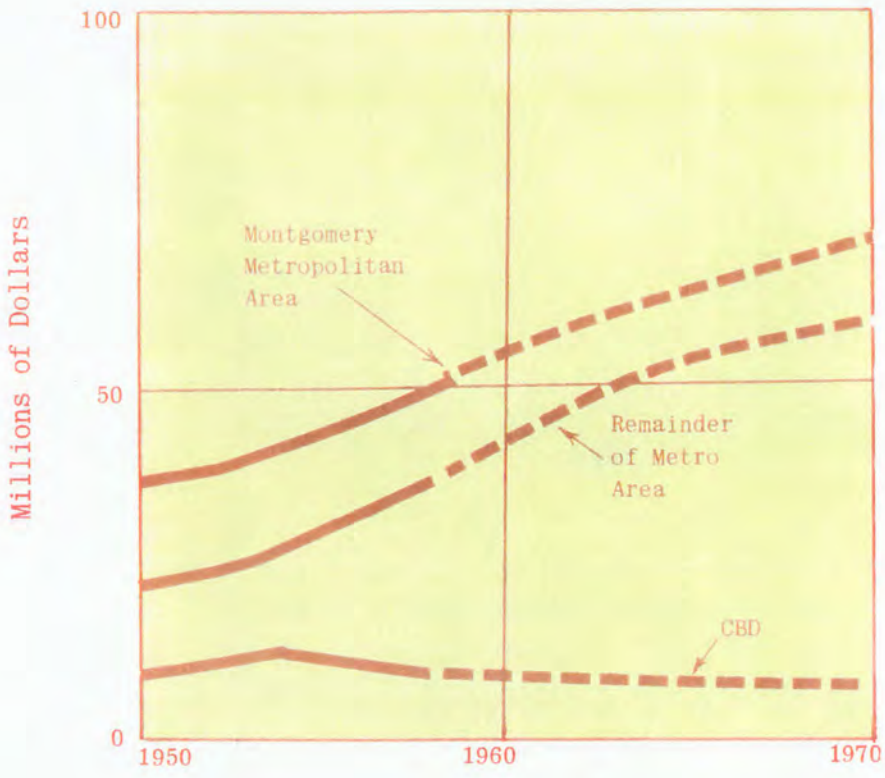
Year	Metropolitan Area ($1,000)	CBD ($1,000)	Remainder of Metropolitan Area ($1,000)
1948	$33,700	$11,613	$22,087
1954	42,765	13,213	29,552
1958	50,017	10,680	39,337
1962	63,000	11,000	52,000
1970	80,000	11,000	69,000

Source: 1948, 1954, & 1958 U. S. Census of Business. 1962 & 1970 projections by U. C. A.

There are several important characteristics of Montgomery's convenience-goods stores that should be noted at this point. Almost all of The CBD drug stores are in The Core Area. There are no genuine food stores in The Core Area and only several food stores in The Frame Area. H. L. Green is classified as a variety store even though it posseses a large food department and a large drug department. The retail sales from H. L. Green's food & drug departments are classified as shoppers-goods sales, not convenience-goods sales. Drug stores & food stores are completely different in their retail natures. Their sales are made on different retail bases even though both are equally vital. Even if all of the anticipated growth occurs by 1970, there will be no need for any more food stores, drug stores, or eating & drinking establishments in The Montgomery CBD. As it was previously mentioned, CBD convenience-goods will probably remain at the current level through 1970.

CONVENIENCE-GOODS RETAIL SALES PROJECTIONS

Volume at 1960 & 1970



NOTE: The convenience-goods sales figures for 1958 are the very latest accurate figures available. Thus, a valid projection has been made for 1960 in lieu of invalid figures.

Source: Urban Consultant Associates.

Miscellaneous Goods: Miscellaneous CBD retail sales (other than shoppers-goods and convenience-goods) have been rapidly increasing, and they will probably continue this trend through the next eight year period, 1962-1970; the expected increases in population and personal income will help to make these gains possible. Table 46 shows past annual miscellaneous retail sales (1948, 1954, & 1958), and it shows projected miscellaneous retail sales gains for the years 1962 & 1970.

Table 46 MISCELLANEOUS RETAIL SALES (OTHER THAN SHOPPERS-GOODS & CONVENIENCE-GOODS) FOR METROPOLITAN AREA, CBD, AND REMAINDER OF METROPOLITAN AREA

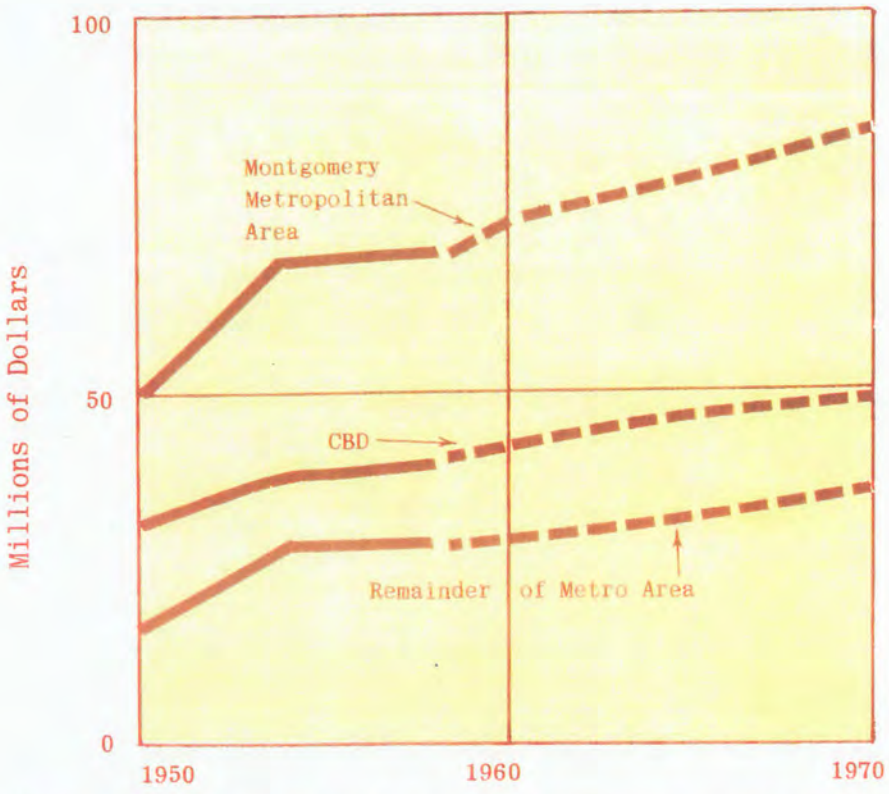
Year	Metropolitan Area ($1,000)	CBD ($1,000)	Remainder of Metropolitan Area ($1,000)
1948	$42,982	$28,505	$14,477
1954	66,840	38,852	27,988
1958	66,871	39,414	27,457
1962	106,100	59,800	46,300
1970	187,500	85,000	102,500

Source: 1948, 1954, & 1958 U.S. Census of Business. 1962 & 1970 projections by U. C. A.

The reader may wonder why a rapid increase is anticipated in CBD miscellaneous goods sales through 1970 while CBD convenience-goods sales are expected to remain at their current level through 1970. A mathematical answer lies in the midst of pure CBD economic factors & trends. A more concrete answer can be found in the differences between the very natures of the two types of goods. Each of the three elements of convenience-goods has a unique but relatively limited role in The CBD; generally speaking, each CBD element operates on a non-neighborhood basis. This particularly affects convenience-goods since each type has limited depth & scope in The CBD. In contrast, miscellaneous goods consist of a very wide range of goods each of which is not negatively affected by the new cosmopolitan business atmosphere of The CBD. In addition, these goods can & will prosper outside of The CBD. The wide range, depth, & scope of miscellaneous goods place them well ahead of 2nd place

shoppers-goods since shoppers-goods are similar in their weaknesses to convenience-goods but not to the same extent.

MISCL. RETAIL SALES PROJECTIONS



It should be noted that the term "miscellaneous retail sales" refers to all retail sales other than shoppers-goods and convenience-goods sales.

NOTE: The miscellaneous retail sales figures for 1958 are the very latest accurate figures available. Thus, a valid projection has been made for 1960 in lieu of invalid figures.

Source: Urban Consultant Associates.

Summary: Gains in CBD retail sales should increase to over $32 million by 1970. This is a 12.8% gain over 1962. The percent of total retail sales in The CBD (as a part of The Metropolitan Area sales) will show a 6% drop, but many CBD's throughout The United States have been suffering much greater losses. 1970 CBD retail store sales (as a part of The Metropolitan Area sales) should show a 38% gain over new retail store gains in 1962. Tables 47 and 48 show these projected gains in retail sales for The Central Business District. Table 48 shows the distribution of gains in retail sales. Only convenience-goods cannot be expected to increase its yearly volume of sales; it will do well if it remains at its present level for the next few years.

Table 47 PROJECTED GAINS IN CBD RETAIL SALES: 1962-1970

Anticipated increase in CBD sales, 1962-1970	
"New" Retail Sales	$32,300,000
Percent Gain CBD Store Sales, 1970 over 1962:	12.8%
CBD Store Sales as Percent of Metropolitan Total, 1970:	40.4
New CBD Store Sales Gains as Percent of Metropolitan Gain, 1970 over 1962:	38.3

Source: Urban Consultant Associates.

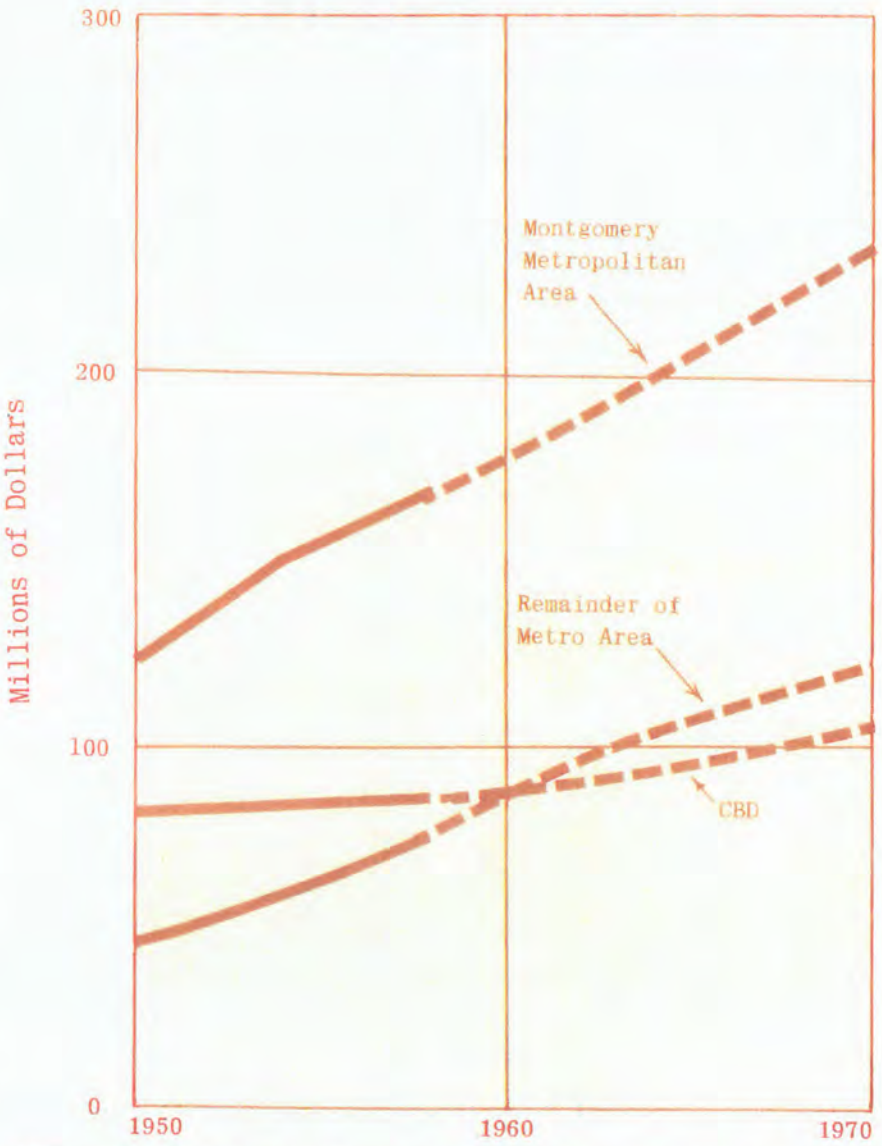
Table 48 DISTRIBUTION OF CBD RETAIL SALES PROJECTED GAINS: 1962 - 1970

Total Retail Sales Gain	$32,300,000
Shoppers-goods sales	6,100,000
Convenience-goods sales	No Gain
Miscellaneous retail sales	26,200,000

Source: Urban Consultant Associates.

TOTAL RETAIL SALES PROJECTIONS

Volume at 1960 & 1970



NOTE: The total retail sales figures for 1958 are the very latest accurate figures available. Thus, a valid projection has been made for 1960 in lieu of invalid figures.

Source: Urban Consultant Associates.

16. EFFECTIVE DEMAND FOR FUTURE SPACE

In a previous section, basic trends in major functions of Montgomery's CBD were briefly reviewed. In this section (Section 16), the nature of, the characteristics of, and the types of existing CBD space elements will be examined. The aspects of Core Area space will be discussed separately from the aspects of Frame Area space because of the differences in nature and characteristics of the two areas.

The Core Area is the most concentrated and valuable single type of business area in all of The Metropolitan Area. Each of the space elements contained within The Core Area is vitally important to the welfare of The CBD. In fact, each element is so important that it should be continually developed so that it will constantly contribute its maximum service ability to the CBD.

The Frame Area is the second most important concentrated and valuable single type of business area. This is not to construe that any single Frame Area element is second to any single Core Area element; in many cases, Frame Area elements are larger and much more valuable, financially, than many Core Area elements are. It simply means that, as a particular type of business area, The Frame Area is not quite as important as The Core Area is.

As it was explained earlier in this study, The Study Area consists of almost all of The Frame Area. The Study Area is not comparable in value or in importance to either The Frame Area or The Core Area because The Study Area is a special area that was delimited solely for the purpose of analyzing certain types of CBD data. It should be noted that "The Core Area and The Frame Area both delimit themselves in a natural fashion."

As The CBD grows & progresses, its Core Area and its Frame Area will continually redefine themselves. Accordingly, some of the future demand for additional space in Montgomery's CBD will very likely occur outside the present Frame Area.

The CBD's growth & progress will occur as a result of improvements (additions, modifications, renovations, etc.) to existing CBD elements. Specific CBD improvements are determined both by public need and by private business need. If these needs (these improvements) are not met, then The CBD will become stagnant and its life-giving growth will not occur.

It is mandatory that each & every necessary improvement be made within The Core Area and to The Core Area just as soon as each improvement is needed. Core Area improvement actions are compulsory because The CBD's most important elements & functions are located in The Core Area.

Major & minor necessary improvements within The Frame Area and to The Frame Area are also mandatory because the growth and rejuvination of The Frame Area is just as essential to the future development of the entire CBD as The Core Area is.

A summary of all available CBD space data is presented in the form of tables. Projected future trends of CBD space (that probably will occur as a result of an aggressive program of development) are presented in Sections 17, 18, & 19. A basic purpose of this section (Section 16) is to lay a firm foundation for the three sections that follow as well as to outline existing CBD space elements and conditions as noted above.

The following table (Table 49) offers a schedule of existing CBD building space by nature of occupancy as classified by Urban Consultant Associates in May of 1962. Table 49 illustrates several important characteristics of occupied building space in Montgomery's CBD. The Core Area and the remainder of The Frame Area possess almost equal amounts of retail building space; however, a review of building values and building conditions, etc. will reveal vast differences in these two areas with regard to building space. These differences will cast the factor of equal amounts of retail building space into the realm of relative unimportance. The same is true for general and commercial office space. The relationship of governmental office space in The Core Area to the same space in The Frame Area should be self-explanatory.

Table 49 OCCUPIED BUILDING SPACE IN MONTGOMERY'S CORE AREA & FRAME AREA: APRIL, 1962

(Areas Expressed in Square Feet)

	Core Area	Frame minus Core	Frame@ Total
Retail Sales & Services	1,121,708	1,255,909	2,377,617
Office:			
General & Commercial	439,798	311,977	751,775
(utilities, communications, & transportation)	67,351	159,915	227,266
Governmental (state*, federal, county, city)	35,150	851,081	886,231
Industrial:			
Manufacturing & wholesaling	189,761	883,010	1,072,771
Residential:			
Hotels & rooming houses	132,325	743,790	876,115
Other residential	26,410	657,846	684,256
Amusement & Recreation	58,114	35,512	93,626
Parking:			
Private & public	196,678	1,144,158	1,330,836
Total building space in 1962	2,257,295	6,043,198	8,300,493

* State Buildings that surround The Capitol are not included in Urban Consultant Associates' study area.

@ Each of the figures in the Frame Total column is equal to the sum of the respective figures in the other two columns and represents the actual total building space in The Frame Area. (Here, "Frame" means the overall Frame Area.)

Source: Urban Consultant Associates.

As it was noted in the introduction to this study, this Economic Analysis of The CBD is not concerned with land use in The CBD as such. After all, this is not a land use study of The CBD much less a land use plan of The CBD. So far, this study has treated the use of space (and land) in The CBD only in terms of its economic aspects. This study will continue to treat CBD space only in terms of its economic aspects.

As it was also noted in the introduction to this study, the "Frame Area" column (of the tables in this study) sometimes essentially represents the comparable figures for the entire CBD when "The Frame Area" is meant to consist of The Frame Area plus The Core Area. When thinking of The Frame Area as an overall area (the regular Frame Area plus The Core Area), certain figures for this overall Frame Area will be exactly the same as the figures for The CBD (as delineated by the map on page 32). This occurs when all, or almost all, of a particular category in The CBD is located within The (overall) Frame Area. In this case, figures are noted under a "CBD" column since The Frame Area is effectively The CBD for this data.

Retailing Space In The Core Area & In The Frame Area

As shown in Tables 49, 50, & 51, almost one-half of The CBD's retailing space is concentrated in The Core Area. This central concentration is even more pronounced when only shoppers-goods stores are considered. The important "GAF Stores" (general merchandise, apparel & accessories, and furniture & appliances) are heavily cencentrated in The Core Area, although there is a liberal distribution of furniture stores in The Frame Area.

General merchandise shops and apparel & accessory shops should be located as close together as possible because they not only mutually support each other but are now absolutely necessary for each other's success. Apparel & accessory shops are usually concentrated between the general merchandise stores. (In Montgomery, almost all of these stores are located in The Core Area.) A few apparel & accessory shops are located just one block outside The Core Area.

Table 50 % DISTRIBUTION OF OCCUPIED BUILDING SPACE IN CORE AREA, FRAME AREA, AND CBD: APRIL, 1962

(% Distribution By Function & Area)

	% Core Area	% Frame Area	CBD Total
Distribution by function:			
Retail	42.6%	20.0%	26.0%
Offices	21.8	20.5	20.7
Industrial	17.6	15.3	15.8
Residential (includes hotels, etc.)	4.0	24.0	18.7
Public utilities, communications, transportation	2.8	2.6	2.9
Amusement & recreation	2.6	.6	1.1
Parking	8.6	17.0	14.8
Total %	100.0%	100.0%	100.0%
	Core as % CBD	Frame as % CBD	CBD
Distribution by area:			
Retail	43.2%	56.8%	100.0%
Office			
General & Commercial	53.5	46.5	100.0
Governmental	4.0	96.0	100.0
Industrial	29.3	70.7	100.0
Residential			
Hotels	15.1	84.9	100.0
Other Residential	3.3	96.7	100.0
Public utilities, communications, transportation	5.4	94.6	100.0
Amusement & recreation	62.8	37.2	100.0
Parking	15.2	84.8	100.0
Total Core & Frame as % CBD	14.8%	85.2%	100.0%

Source: Urban Consultant Associates.

Table 51 DISTRIBUTION OF OCCUPIED RETAIL SPACE IN THE CORE AREA & THE FRAME AREA: May, 1962

(Areas Are Expressed in Square Feet)

	Core Area	Core as % CBD	Frame Area (minus Core Area)	Frame as % CBD	Frame Total	CBD Total %
Shoppers-goods						
General Merchandise	303,000	100.0%	None	None	303,000	100.0%
Apparel & Accessories	194,208	65.7	98,472	34.3	295,680	100.0
Furniture & Appliances	279,269	66.4	141,692	33.6	420,961	100.0
Sub-Total	876,477	74.0	240,164	26.0	1,119,641	100.0
Convenience-goods						
Food Stores	6,991	11.6	53,512	88.4	60,503	100.0
Eating & Drinking	56,712	41.2	81,071	58.8	137,783	100.0
Others	16,917	66.5	8,541	33.5	25,468	100.0
Sub-Total	80,620	36.0	143,124	64.0	223,754	100.0
Miscellaneous Retail Service	88,305	15.2	449,103	84.8	537,408	100.0
Personal Service Stores	33,273	44.1	42,135	55.9	75,408	100.0
Auto Sales & Services	32,277	8.4	351,684	91.6	383,961	100.0
Auto Service Stations	10,806	28.8	26,689	71.2	37,495	100.0
Sub-Total	164,611	15.0	869,611	85.0	1,034,222	100.0
TOTAL	1,121,708	47.1	1,252,899	52.9	2,377,617	100.0

Source: Urban Consultant Associates.

Almost all of The CBD drug stores and many of The CBD eating and drinking establishments are located in The Core Area. Jewelry stores (not classified under GAF stores), photographic studios, etc. like to locate in The Core Area because their particular type of merchandise is sought by the same customers that seek merchandise in the GAF stores. These latter types of CBD retail stores require much smaller amounts of CBD retail space than the GAF stores do.

In The Core Area, more than 3½ times as much retail space is occupied by shoppers-goods stores than is occupied by all other types of retail stores combined. This is in complete contrast to the use of retail space in The Frame Area.

In The Frame Area, more than 4 times as much retail space is used by convenience-goods, miscellaneous personal services, and auto sales & services than is used by shoppers-goods stores.

Certain types of stores need a large amount of store area & storage area both at relatively low rental rates (furniture stores, etc.); thus, this type of store will usually seek a fringe location. The same tendency exists with regard to several other types of businesses, particularly auto sales & service establishments which need larger land areas and larger buildings than most retail businesses need. Only about 10% of the total number of Montgomery's automobile retailers are located in The Study Area; almost all of the remaining 90% are located either in The Frame Area or in a limited outlying area that immediately surrounds The Frame Area.

The previous table (Table 51) presents a distribution of retail space in The CBD with regard to The Core Area & The Frame Area and according to major retail categories. It is interesting to note that Table 51 shows that The CBD more than meets the "Standards" of CBD Retail Space Distribution. Apparently, Montgomery's CBD retail stores have successfully proportioned themselves up to the present time. However, anticipated physical growth in Montgomery and increased competition for The CBD will both soon bring pressure to bear on The CBD's retail stores to readjust themselves once again.

Office Space in The Core Area

Office space is more concentrated in The Core Area than retail space. Nearly 63% of all general & commercial office space is in The Core Area. However, with the exception of a few isolated offices in commercial buildings in The Core Area, all city, county, and federal offices are in The Frame Area. The following table (Table 52) offers a distribution schedule of occupied CBD office space by major categories within The Core Area and within The Frame Area.

Table 52 DISTRIBUTION OF OCCUPIED OFFICE SPACE IN CORE AREA & FRAME AREA AND % OF EACH OFFICE TYPE IN CORE AREA: MONTGOMERY, APRIL, 1962

(All areas are expressed in square feet)

	Core Area	Frame Area (minus core)	Frame Total	% of Type in Core
Gen. & Commercial	85,569	189,245	274,814	31.1%
Legal Services	63,516	21,165	84,681	75.0
Financial	163,036	68,938	231,974	70.3
Real Estate & Ins.	127,677	92,629	220,306	58.0
Transportation, Communications, Utilities	65,291	115,082	180,373	36.2
Industrial Services	12,585	23,723	36,308	34.7
Medical Services	46,644	58,986	105,630	44.2
Sub-Total	564,318	569,768	1,134,086	49.7
Governmental				
Federal	35,150	79,440	114,590	30.7
State		515,818	515,818	.0
County		191,688	191,688	.0
City		64,135	64,135	.0
Core Office Space as % Total				29.7%
Total Area	599,468	1,420,849	2,020,317	

Source: Urban Consultant Associates.

Other Occupied Building Space Uses

Industry, residences (including hotels, motels, etc.) amusement & recreation, and parking (both public & private) occupy a very small amount of building space within The Core Area; their combined total number of square feet of occupied building space (about 593,000 sq. ft.) is only half as much occupied space as is used by retail sales & services; the above figure is only slightly more than the figure for office space (general, professional & governmental.)

In contrast, industry, residences (including hotels, motels, etc.) amusement & recreation, and parking occupy a very large amount of occupied space in The Frame Area; their combined total number of square feet of occupied space (approximately 3.5 million sq. ft.) is three times as much building space as is occupied by retail sales & services; in addition, industry, residences, and so forth occupy three times as much space as office space (general, professional and governmental) occupies. Occupied residential space (which includes hotels, rooming houses & apartments) is the largest single user of occupied building space in The Frame Area. Retail sales & services and offices are the second largest users of occupied space in The Frame Area; parking (public & private) follows very closely in third place.

Tables 49, 50, & 51 show these comparisons both percentagewise and in actual number of square feet of occupied building space.

Existing CBD Vacant Space

Slightly more than 4.1% (350,000 square feet) of all CBD building space is vacant; most of this vacant space is located on the upper floors of old walk-up buildings. Because The Core Area buildings are generally old and depreciated, the vacancy rate is higher in The Core Area than it is in The Frame Area. This fact is illustrated by the following table (Table 53).

Table 53 OCCUPIED AND VACANT BUILDING SPACE IN THE MONTGOMERY CBD

(Areas Expressed in Square Feet)

	Core	Frame	CBD Total
Occupied Space	2,185,795	6,213,664	8,298,476
Vacant Space	142,532	192,176	358,856
Total Space	2,328,327	6,405,840	8,657,332
% Vacant	6.1%	3.0%	4.1%

Source: Urban Consultant Associates.

As has already been noted, a substantial amount of this space is in older buildings (those built before 1900) and on upper floors for which there is no elevator service.

Second and third floor vacancies are common on the primary downtown streets of most American cities: the volume of vacancies is even greater on the secondary streets.

An Additional Note About The Sub-Areas

As it was noted in the introduction to this study, The Frame Area, The Study Area, & The Core Area were delimited and delineated for analytical purposes. It has been explained that "The Frame Area" carries two connotations and that the first & primary connotation is that of a 30 block "border" area around The Core Area and that the second connotation is that of a 41 block "overall" area that includes The Core Area. It was also explained that, for simplicity's sake, The Study Area would also be referred to as The Frame Area (in the text) since much of The Study Area data is exactly the same as The Frame Area data. Furthermore, it was explained that The CBD (as delineated by the map on page 32) contains many non-business elements, and that the real "downtown area" is

contained within The Frame Area -- thus (in most cases) The Frame Area is also The CBD in a statistical sense.

Because of the above and because many readers often desire a detailed or "legal type" description, the following detailed description of each of the three sub-areas is made and included at this point. The Montgomery CBD's three statistical sub-areas are:

(1) An 11 block Core Area that is specifically defined as that area contained within the following bounds:

Begin at the intersection of Hull & Washington, proceed west on Washington to Court; then in a southwesterly direction approximately "½ block" to Lee; then in a northwesterly direction on Lee to Bibb; then in a northeasterly direction on Bibb to Commerce; then in a northwesterly direction on Commerce to Tallapoosa; then in a northeasterly direction on Tallapoosa to Coosa; then in a southeasterly direction on Coosa to Court; then south on Court approximately "½ block" to Monroe; then east on Monroe to McDonough; then south on McDonough to Dexter; then east (up) Dexter to Hull; then south on Hull to Washington -- the point of beginning.

Note: Note that the portion of The Core Area on Dexter begins at Court Square and extends up Dexter to Hull (on the south side of Dexter) and to McDonough (on the north side of Dexter).

(2a) A 41 block "Overall" Frame Area that is specifically defined as that area contained within the following bounds:

Begin at the intersection of Hull and Washington, proceed west on Washington to McDonough; then south on McDonough to Adams; then west on Adams to Court; then south on Court to Clayton; then west on Clayton to Goldthwaite; then north on Goldthwaite to Bell; then in a northeasterly direction on Bell to Molton; then in a northwesterly direction on Molton to Tallapoosa; then in a northeasterly direction on Tallapoosa to Coosa to the intersection of Jefferson Street; then east on Jefferson to McDonough; then south on McDonough to Madison; then east on Madison to Hull; then south on Hull to Washington -- the point of beginning.

(2b) A 30 block "Border" Frame Area that is specifically defined as that area contained within the above "Overall" Frame Area minus the area contained within the above Core Area.

(3) A 33 block Study Area that is specifically defined as the above "Overall" Frame Area minus the 8 block triangular area bounded by Clayton, Goldthwaite, & Catoma.

Section 16 As A Summary

It was noted on page 69 that a basic purpose of Section 16 is to prepare the reader for Sections 17, 18, & 19. To achieve this purpose, Section 16 exists as a condensed & detailed summary in itself. A glance ahead will reveal that the projected gains & demands for The CBD are now at hand. The reader should prepare himself for these very important subjects -- the real crux of this Economic Analysis. The reader should use Section 16 to assist in reviewing Sections 8 through 15 and to form a mental outline of CBD space, conditions, & trends. If there is any questions in the reader's mind about any point discussed so far, or if the reader does not have a clear overall picture of The CBD, the reader should now pause to resolve any questions and to clarify his mental picture of The CBD. General retrospect at this point will be most beneficial because Sections 17, 18, & 19 are not only based on the previous sections but are the end result of all of the previous fundamental data.

17. PROJECTED GAINS IN CBD RETAIL SPACE

The importance of CBD retail trade has been previously discussed with regard to the amount of sales each year. A remarkably high volume of net retail sales is yielded from the relatively small amount of CBD retail space currently used; in other words, almost all current CBD retail space is being used very efficiently. This is especially true for CBD shoppers-goods retail space.

It is anticipated that by 1970, shoppers-goods will have achieved a 12.8% sales gain over the current amount. (This has been previously discussed and shown by Table 47 and 48). Even if the above efficiency is increased to almost perfection, it will be impossible to attain the anticipated possible 12.8% sales gain without increasing retail shoppers-goods space. This space increase can be obtained in several ways. Existing shoppers-goods stores can be expanded and further modified. If this is not practical, then new buildings for shoppers-goods could be & should be constructed on strategic Core Area sites, because The Core Area is the mandatory location for a shoppers-goods store if it is to succeed. Many Core Area buildings (that contain shoppers-goods stores on the ground floor) have vacancies on their 2nd and 3rd floors. This empty upper floor space should be fully utilized by the ground floor occupant. Even with extensive renovation, 122,000 square feet of additional shoppers-goods floor space will be needed by 1970 - only 8 years away! Therefore, plans should be made now to provide the space needed to obtain the possible 12.8% sales gain by 1970.

The Core Area does not serve miscellaneous retail trade goods in the same capacity as it does retail shoppers-goods; therefore, a necessary 510,000 square feet of additional space for miscellaneous retail trade goods should be located in The Frame Area (see Table 55). The Frame Area can provide the customer and the merchant with rapid turn-over curb parking in front of its stores in addition to relatively fast traffic circulation.

All evidence indicates that CBD convenience-goods stores have ample retail space at the present time; it also indicates that no additional CBD convenience-goods space will be needed by 1970 because convenience-goods sales have apparently leveled-off after a 19.2% drop during the 1954-58 period.

Table 54 OCCUPIED RETAIL SPACE IN CBD: 1962 NUMBER OF SQUARE FEET IN CORE AREA AND FRAME AREA

	Core Area Sq. Ft.	Frame Area Minus Core Sq. Ft.	Total Frame Area Sq. Ft.
Shoppers-goods	683,400	240,164	923,564
Convenience-goods	80,620	143,124	223,774
Miscellaneous retail goods	164,611	913,673	1,078,284
Total Retail Space	928,631	1,296,961	2,225,592

Source: Urban Consultant Associates.

Table 55 PROJECTED DEMAND FOR ADDITIONAL RETAIL SPACE CBD - 1970

Shoppers-goods	122,000 sq. ft. (Core Area)
Miscellaneous Retail Goods	510,000 sq. ft. (Total Frame Area)
Total Retail Space	632,000 square feet

Source: Urban Consultant Associates.

18. PROJECTED GAINS IN CBD OFFICE SPACE

According to a field study of April, 1962 (by Urban Consultant Associates), office space in The Montgomery CBD occupied more than 2 million square feet of CBD space. The following table (Table 56) summarizes the distribution of this downtown office space by general categories.

Table 56 OCCUPIED OFFICE SPACE IN MONTGOMERY CBD: 1962

	Number of Square Feet
General and Professional Services	274,814
Legal Services	84,681
Insurance and Real Estate	231,974
Financial	220,306
Medical Services	105,630
Sub-Total	917,405
Government	886,231
Other:	
Industrial, machinery, etc.	36,308
Transportation, communications, & public utilities	180,373
Sub-Total	216,681
TOTAL AREA	2,020,317

Source: Urban Consultant Associates.

Detailed calculations have been made concerning a realistic demand for additional CBD office space during the next 8 years. These calculations have taken several important factors into account: (1) the trend in decentralization affecting certain types of office space, (2) the physical & economic conditions of existing space, (3) the relationship between office activities and increasing population & income, and (4) the potential development of new types of white-collar activities within the Montgomery economy.

It is estimated that 450,000 square feet of new office space will be required in The Montgomery CBD between 1962 and 1970. These estimates are enumerated in the following table (Table 57) by types; the needed amounts are "gross" figures that represent the total new building area required to house the "net" demand; these figures also take into account the unoccupied service areas in new buildings.

The projected new demands for CBD space (with regard to legal, insurance, real estate, banking & finance office space) take into account similar growth and decentralization factors.

Although medical & dental establishments have been leaving The CBD for the past few years, there will still be a need for new office space in the downtown area to supply the dental & medical needs of a growing metropolis. Some doctors & dentists that already have CBD offices will want to change the location of their offices; however, most of them will still want to remain in The Central Business District; thus, a need for 20,000 square feet of such office space by 1970 is further justified.

A steady growth of population in Montgomery will make it necessary to enlarge the existing communications buildings; intraurban & interurban transportation needs will increase considerably (especially with the completion of the two Interstate Highways, No. 65 & No. 85). The current need for a new & larger interstate bus terminal must be met with additional space somewhere within or adjacent to The CBD. (See "Transportation" in Table 57). This terminal should house all of the bus lines that serve Montgomery; it will be further discussed in The Land Use Plan. The reader will note that in Table 57, "Transportation" and "Communications" are presented as parts of a large group noted as "etc.". This large group is represented by the figure, 40,000 square feet. The purpose of Table 57 is to present a compact summary of new office building space needed by 1970. Thus,

all figures in Table 57 represent larg[illegible] defined) groups. A detailed enumeration of figures in Table 57 would destroy its purpose and its effect.

Table 57 PROJECTED DEMAND FOR NEW OFFICE BUILDING SPACE IN MONTGOMERY CBD: 1970

	New Square Feet Needed CBD: 1970
General Business and Professional	60,000
Legal Services	20,000
Insurance and Real Estate	50,000
Financial	50,000
Medical	20,000
Sub-Total	200,000
Government	200,000
Other:	
Industrial, Machinery	10,000
Transportation, Communications, etc.	40,000
Total New Office Building Space Requirements CBD: 1970	450,000

Source: Urban Consultant Associates.

A note on vacancies: It is difficult to make an accurate projection of net additional demand for CBD office space in face of the current vacancy situation. Any projection of this type is further complicated by a possible shift of existing private & public agencies from older buildings into new structures. This shift would have the effect of increasing the demand for new facilities while at the same time increasing the vacancy rate in older structures ; for example, the new Federal Building (presently under construction) will remove a large number of government employees from The Old Post Office Building to their new location; this move will leave an entire building vacant (The Old Post Office).

All over America, first class office buildings are filled to capacity while older buildings are either left entirely vacant or left with a large number of vacant offices. The Core Area of Montgomery's CBD has many old buildings with vacant offices that are apt to remain vacant; they give a "run down" look to the most important section of The CBD.

An important point should be noted in evaluating future overall construction - a demand for a supply of local office space. This is the expansion factor that operates when firms shift from existing locations in an older building to a location in a new structure. Almost invariably, these firms will expand to meet two needs: (1) the need for more space to relieve existing space shortage, and (2) the need for extra expansion space to take care of future requirements. Experience has shown that shifts of existing firms to new buildings have always resulted in a considerably larger total space occupancy than was predicted ahead of time.

19. *PROJECTED GAINS IN OTHER FUNCTIONAL SPACE*

Projected Gains in Downtown Lodging

A growing Montgomery CBD (as projected for 1970) will surely need more and better hotel & motel accommodations. The four existing major hotels and the two existing downtown motels will not be adequate for heavy lodging loads by 1970. Since the two downtown motels have proven themselves a very necessary part of The CBD, a plan for a third downtown motel is being considered for a site on Madison Avenue. The location of this future downtown motel will not be in the immediate CBD but, like the other two motels, it will be located just outside The CBD. A fourth downtown motel (oriented toward the intersection of the two new Interstate Highways but near The CBD) would accommodate tourists using the two Interstate Highways and would draw them into The Central Business District to rest, to shop, to eat, to sightsee, and to find entertainment.

Some expansion will soon be expedient for the existing CBD hotels since they shoulder the main responsibility of Montgomery's lodging needs at present, they will ultimately be overcrowded and inefficient if they do not renovate & expand in the future. Increased demands for "new" accommodations will eventually occur as a result of Montgomery's future growth.

Montgomery is a convention city because of its central location in the state and its diversified activities. There has been an increase in the number and size of conventions held in Montgomery because more and more business firms & professional organizations are using conventions to contact other members of their specialized fields. Many other cities are host to more conventions for the same reason.

It is interesting to note the characteristics of convention growth in Montgomery. Only 91 conventions were held in The City in 1950. In 1955, 152 conventions were held, and the yearly total rose to 213 in 1961. The 91 conventions of 1950 attracted 22,900 delegate-visitors to Montgomery; the 1961 total (65,900) was almost triple the 1950 total. Montgomery's yearly financial gain from conventions has risen from about $1 million in 1950 to about $4.5 million in 1961.

If conventions in Montgomery are only relatively large, the present CBD hotel & motel accommodations will be able to take care of their needs. But even so, there must be sufficient dining & assembly space for large groups to gather together in. At present, The Whitley Hotel can provide its Blue & Gray Room and its State Room. The Jefferson Davis Hotel can presently provide its existing ballroom; however, the hotel has already foreseen its need for a new large ballroom & assembly room, and just such an addition is in the active planning stage today. This new room will adjoin the present building and will seat & serve some 1,000 persons. The new room will make it possible to further increase the size of conventions in Montgomery's CBD.

When a very large convention group chooses Montgomery as its meeting place, the convention mass meetings can be held in The State Coliseum on Federal Drive. In this case, every hotel & motel in the entire Metropolitan Area would be needed to accommodate the additional guests. Such a convention is beneficial to The Metropolitan Area as a whole, but its benefit to The CBD is very limited.

Montgomery's CBD must make preparations now to meet increased future convention needs because there is every indication that the present "convention in Montgomery" trend will continue.

In addition to larger assembly rooms, the major hotels need a number of convenient smaller rooms where important meetings can be held in small groups. Prospective large convention groups will make additional lodging facilities necessary. The additional visitors will bring additional income to The CBD, and every effort should be made to provide for all of their needs during their relatively short stay in Montgomery.

Projected Demands For CBD Housing

Montgomery's CBD population probably will con-

tinue to grow smaller, rather than larger (by 1970), as was mentioned in a previous section; in the future, most of The CBD residences and apartments will be used for non-residential purposes. Some urban residents like to be near their downtown occupations, and therefore they will want to live downtown. Several large apartment buildings could adequately serve these persons. Plans are in the making for one more apartment building (elevator operated) to be located near The CBD.

Projected Demands For CBD Parking

This is not a study of the adequacy of existing parking in The Montgomery CBD. However, it is clear that there will be a substantial demand for new parking facilities in the next eight years if business expansion activity successfully takes place as projected. At the present time, curb parking is not adequate in the heavy retail (shoppers-goods) area of The CBD and in the block which contains The CBD banks. The construction of new parking facilities will be necessary to ease these congested areas. Wilbur Smith and Associates made a parking study of The Montgomery CBD (in 1959) and their study shows an immediate need for additional parking space, especially in The Core Area. Their first recommendation was that a parking structure be built in the block bounded by Madison Avenue, Perry Street, Monroe Street and Court Street. The completed recommended structure would be on six levels and would provide 338 self-parking spaces. Part of the structure could be built now, and then added to in future years as the demand grew. This location is near The First National Bank, The Montgomery Fair (the leading CBD department store), and many business offices. Many of the apparel & accessory shops are located only one block from this location.

The property adjacent to the above suggested location (recommended by Wilbur Smith & Associates) has already been acquired and the existing buildings have been torn down. The newly cleared site will be used simply as a commercial parking lot for the time being (providing 75 parking spaces). The old City Police Garage behind (west of) the present City Hall property (and facing Madison Avenue) has also been torn down; the newly cleared site will be used by City Hall as a parking lot. Plans are being made to construct another parking lot at the northeast corner of Lawrence and Monroe Streets. Although this location is not quite as accessible as the first mentioned location, it would ease the parking situation that already exists on Dexter Avenue. A third downtown site has been acquired for future development as a commercial parking lot. All of these lots can be used immediately upon clearance. It is possible that a parking structure can be built on each of these lots (a floor at a time) as the need arises; however, the construction of a parking structure on any parking lot (especially the three aforementioned lots) depends on many legal & economic factors. The actual construction of another parking structure in downtown Montgomery will likely be a number of years away.

Table 58 (that follows) illustrates the projected necessary CBD off-street parking for 1970. These figures correspond to the projections made by Wilbur Smith and Associates. It is well that The CBD has begun its efforts to attain the necessary off-street parking goals.

Table 58 PROJECTED CBD OFF-STREET PARKING NEEDS 1962 & 1970

	1962 (sq. ft.)	1970 (sq. ft.)
Parking Structures	85,549	268,000 (additional)
Parking lots (commercial)	228,000*	20,000 (additional)
	1962 Number of Facilities	**1970 Number of Facilities**
Parking Structures	7	9
Parking lots (commercial)	15	17

This 228,000 square feet does not include the area of the new (15th) parking lot behind City Hall between Madison Avenue & Monroe Street.

WHY ACT NOW?

It would be very difficult to exaggerate how important The CBD is to all of Montgomery. The CBD's present & future elements and characteristics have been discussed in detail with the obvious conclusion that The CBD must grow and prosper. A number of CBD businessmen realized this fact and formed an organization whose sole purpose is the economic welfare of The CBD. The efforts & success of this organization are certainly commendable. Other interested groups, both business & civic, have contributed to Montgomery's CBD progress. The CBD would probably be in serious distress if it were not for the efforts of these interested groups.

The subject of the following discussion is an urgent need for an "all out", united effort by The entire CBD. This means that The CBD must muster all of its troops & forces together for a mass effort at reaching future goals. It is likely that The CBD will need the support of other elements in Montgomery to reach some of its goals. In any event, The CBD must use the right type & amount of action in working toward each of its goals. In order to grow and prosper, The CBD, itself, must plan and act in such a manner that every action it takes will produce a definite, positive, and commonly profitable reaction. It would be well to examine some more pertinent points concerning CBD action.

Decentralization & The CBD

A continued decentralization of all types of CBD commercial facilities should be expected in the future, especially in retailing, office operation, lodging, entertainment, eating & drinking establishments, etc.. However, there are certain specialized activities that function at peak efficiency only if they are located in the heart of a central area; the close relationships between these centralized activities constitute an essential function of the local economy. The CBD should certainly include the retention, promotion, & attraction of these activities as one of its primary goals.

An Argument For CBD Action

On any given future day, the total additional CBD business growth, since the present time, will obviously be the difference between total business then and total business now. This difference will be composed of the economic growth of local CBD business existing today, plus the economic growth of new CBD businesses established sometime between today and the given future day. Since the promotion of maximum business growth in The CBD is a major goal, the factor of new CBD business & its economic growth becomes as important as economic growth of current CBD business with regard to achieving maximum growth in The CBD.

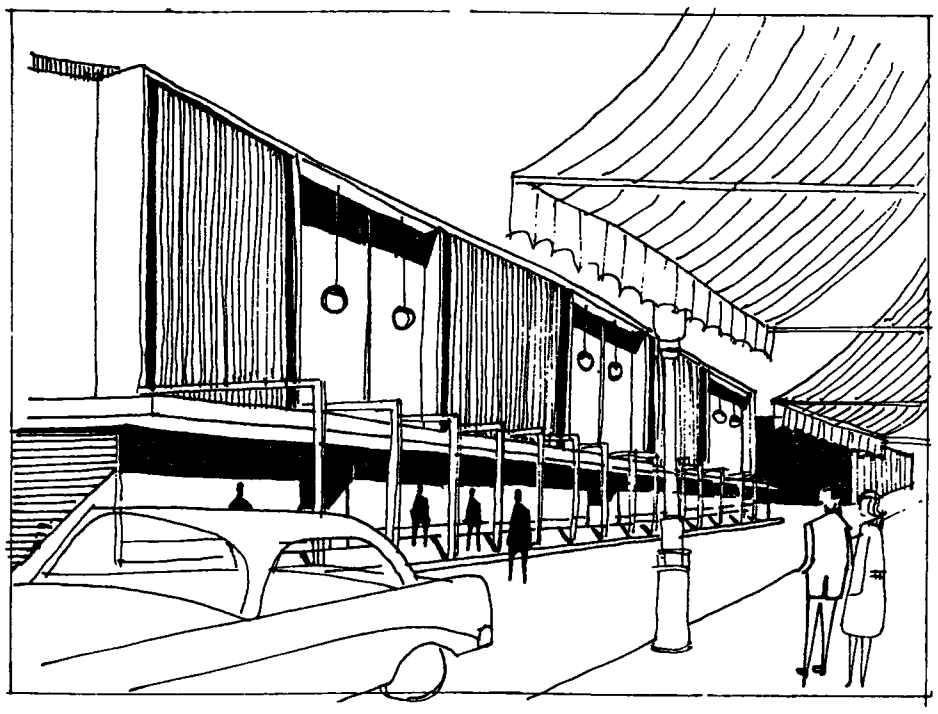
As has been previously discussed, certain types of businesses (banks, shoppers-goods stores, etc.) are singularly suited to a location within The CBD, and that (these) certain CBD businesses buttress each other by their very natures. With these facts in mind, it is obvious that only a small portion of Montgomery's total future new businesses will be best suited to CBD locations, and that any given future new CBD business will prosper most if located on a particular site.

As it exists today, The Montgomery CBD could only provide future new business with relatively small unoccupied areas, within itself, and it could only accommodate a small number of future new businesses because available sites are both few in number and small in size. (Reference is hereby made to the study of existing land use in The CBD for detailed data regarding the current scarcity of unoccupied sites in The CBD and possible availability of other sites.)

Because of the factors outlined in the three paragraphs above, it is of the utmost importance that (1) maximum use be made of each and every site in The CBD, and that (2) future new CBD business be properly advised and guided with regard to its site in The CBD, and that (3) maximum use be made of the expansion capabilities of existing sites.

A combination summary and conclusion of the previous four paragraphs yields two very important facts.

The first is that, if the entire CBD continues to exist unimproved in its current condition (thus maintaining only few vacancies), any or all of the small number of future new businesses that could possibly be accommodated by The CBD might very well locate somewhere else due to many factors other than the current lack of available space. And the second fact is directly related to the first; if The CBD is to gain its share of Montgomery's future new businesses, The CBD must plan now and act now in accordance with the previously discussed team effort. If The CBD does not plan and act now, The CBD will presently create very serious future difficulties for itself, and lose its mandatory goal of positive reactions. In other words, a lack of action now will mean negative reactions later and loss of CBD goals for the future.



Looking North on Court Street From Klein & Son

A CHALLENGE TO THE CBD

The Regional Area, which leans so heavily on Montgomery's shoppers-goods and other retail trade, has (within its own individual counties) a number of smaller towns from which residents shop for their everyday needs. Montgomery's CBD must provide a large, interesting, and select group of shoppers-goods & other retail business in order to bring these potential customers into The Montgomery CBD from distances of 50 miles or more. Regional cities (such as Selma, Troy, Tuskegee, and Clanton) can supply the needs of the customers in their own areas on a small scale; it is up to the retail merchants and businessmen of Montgomery's CBD to supply these individuals with the type & quality of merchandise that they are really seeking. The shopping centers in Montgomery's Metropolitan Area have already recognized the desires of the above out-of-town customers, and these centers are providing the out-of-town customers not only with enticing merchandise, but with merchandise that they cannot buy at home. These shopping centers are obviously prospering from their additional out-of-town trade, for new buildings have been added to both Normandale Shopping City and Eastbrook Shopping Center in the past two years.

Thus, out-of-town stores and nearby shopping centers have joined forces in offering a challenge to Montgomery's CBD. It should be a major goal of The CBD to meet this challenge with full strength and sustained competition.

A LAND USE PLAN FOR MONTGOMERY

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A LAND USE PLAN FOR MONTGOMERY

INTRODUCTION

It was stated in the Introduction of The People and The Economy of Montgomery that the extent and nature of future metropolitan growth in Montgomery will be largely determined by the future economic opportunity in Montgomery. The Introduction of An Economic Analysis of The Montgomery Central Business District stated that, like living creatures and plants, the urban organism needs to grow and refresh itself through a constant process of development and redevelopment, and that the status of a city's health is in direct proportion to the continuation of the above process. These two introductory statements are very closely related because urban economic opportunity is virtually synonymous with urban development.

Basically, all urban development and all urban growth are processes of land development. In turn, land development is the result of land use planning based on present and (calculated) future economic, physical, and social conditions. It should be remembered that many of these conditions have already been discussed.

On the urban scale, land use planning evolves from the conditions revealed by the existing urban pattern. Any urban pattern is actually the composite of all existing types of land use (in the urban area) in relation to each other. A Land Use Plan constitutes the focal point of a Comprehensive Plan. Every Planning Commission should use its Land Use Plan to establish the basic physical framework and structural outline of its city's future physical character. In other words, The Land Use Plan is related to The Comprehensive Plan as an artist's bold outline strokes are to his finished picture.

Like an artist, a Planning Commission should use the precise data of the other individual studies (of its Comprehensive Plan) to fill in the body of the total planning picture. All minute and final details should be filled in by the detailed construction plans of individuals & subordinate governing agencies that are concerned with the actual improvement, development, and construction of new growth in The City.

Every Urban Planning Commission should make certain that all of the available urban land (that is capable of being developed) will be used to the best advantage in meeting the needs of new residential, commercial, and industrial demands. Each Commission should also insure that its entire urban area is protected from the forces of urban blight. The Land Use Plan can be a strong, efficient, and valuable tool in the hands of a diligent and conscientious Urban Planning Commission that seeks the aforementioned goals.

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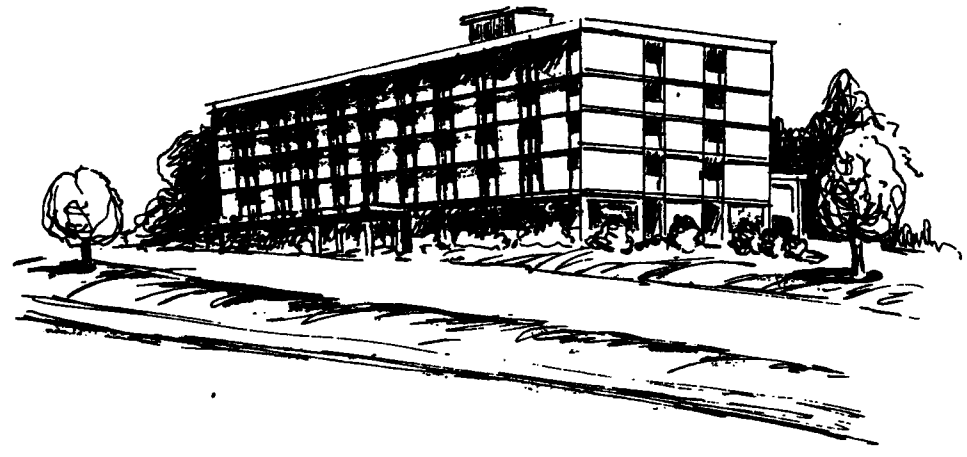

CONTEMPORARY LAND USE IN MONTGOMERY

20. LAND USE AND LAND DEVELOPMENT

It is the planning consultant's responsibility to suggest the most efficient methods of meeting the urban needs of projected future residential, commercial, and industrial expansion. Likewise, it is the duty of The Planning Commission to see that these needs are effectively and successfully met. These two important tasks call for the development of a workable Land Use Plan that is designed to make optimum use of all urban land. An over-all goal of such a plan is to insure that all urban land elements serve the total urban area in the best possible manner.

When an Urban Planning Commission undertakes to establish an optimum urban land use pattern, it must take at least seven basic & major considerations into account. These seven considerations are as follows:

1. The demands for urban land: Projected trends in population, industry, business, and public & semi-public needs must be translated in terms of required land area quantities.

2. The physical characteristics of the land: The future land use pattern must take the following land characteristics into account: size, slope, shape, depth, dimensions, location, and physical capability to serve different purposes.

3. The value of land: Land value should be essentially determined by land use. (Established land values tend to determine future land use.) In any event, every property owner's equity should be protected.

4. Protection of sound existing uses: When an existing use represents the most sensible land utilization, it should be protected against blight & depreciation by good planning and effective zoning. Undesirable land uses on adjacent property can destroy a parcel's usefulness, value, and appearance.

5. Property owner desires: Every property owner should be given due consideration concerning his land use desires. Limits on individual parcel land use should be clearly set in terms of public policy based on the best interests of an entire community.

6. The efficiency of the total land use pattern: The urban pattern must be based on the total urban community needs. The location of each function must be set in terms of these needs. The urban pattern must result in a coordinated urban community.

7. The workability of the land use pattern: The proposed pattern must possess the ability to provide a successful over-all framework for future urban growth & development to build upon.

Indiscriminate and inappropriate land uses militate against an urban area's over-all prosperity and welfare. More specifically, such undesirable uses militate against desirable living conditions, efficient & profitable business, industry, government, and against a city's attractive appearance.

In contrast to the aforementioned undesirable uses, orderly and well-balanced land uses stimulate and promote an urban area's over-all prosperity and welfare. More specifically, such desirable uses stimulate, promote, and are conducive to the enhancement & protection of property values, pleasant living conditions, efficient & prosperous business, thriving industry, efficient government, and the economical provision of public facilities. Such orderly and well-balanced land uses also have the positive effects of minimizing traffic difficulties and enhancing the entire appearance of a city.

Any successful planning process undertaken by a modern city must follow a logical and scientific process. If a city is to plan its future land use, it must first determine exactly how its existing land is being used.

Any accurate determination of existing land use must be made on the basis of extensive land use surveys and detailed land use analyses. Accurate detailed data concerning the existing physical condition of the entire urban area must be gathered and studied at length; the results of this step will yield a thorough & complete diagnosis of the existing land use problems in The City.

Complete and accurate records of the existing land uses in The City must be compiled and maintained if effective land use control is to be maintained by zoning and subdivision regulations. These records must accurately reflect the following items: the type of use of every parcel of land; the type of use, the character of, the size of, and the occupancy of every structure (including its surrounding land); the location of, the characteristics of, and the extent of every public facility.

These accurate records are absolutely mandatory to the successful accomplishment of any urban plan and any urban improvement program. These accurate records are also indispensible in the formulation of fiscal policies, land policies, ordinances, and regulations.

The aforementioned detailed land use analyses are as essential to the accomplishment of planned urban goals as the above accurate records are. Analyses of land use distribution, building practices & trends, housing conditions, public & private open land, public & private vacant parcels & sections, and type of utility service are the more important analyses.

The following sections of this Land Use Plan closely examine Montgomery's existing land uses according to the important processes noted above. As a unit, the land uses that are proposed for the future provide Montgomery with an outline for the establishment of an optimum urban land use pattern. Together, the various parts of this Land Use Plan provide The City with an important program for future land uses & land development.

21. LAND USE SURVEYS & ANALYSES

A comprehensive land use survey & inventory of Montgomery and its area of police jurisdiction was made during the latter months of 1961 and the early months of 1962. Field survey teams conducted a lot by lot inspection of every nook and corner of the above area. In some sections, motorcycles were used to penetrate otherwise inaccessible areas. It was often necessary for the teams to penetrate deep into unimproved areas on foot in order to achieve the desired accuracy. Every existing land use was accurately recorded. The Central Business District was surveyed in minute detail. (See: An Economic Analysis of The Central Business District.) All of the survey & inventory data was accurately recorded on Sanborn and subdivision maps. Sanborn maps, subdivision maps, and aerial photographs were used to determine the exact dimensions of blocks, parcels, lots, structures, and yards & land around structures; streets, roads, bridges, streams, ditches, and other geographical characteristics were determined in a similar manner. Ultimately, the use of every area, block, lot, undeveloped parcel, and structure was individually and accurately recorded on detailed maps of each quarter section. These maps are drawn at a scale of 200 feet to the inch. By means of symbols and map patterns, the maps accurately illustrate every actual site condition in minute detail.

The aforementioned land use details were plotted on these maps by the following categories and sub-categories:

1. Residential: One-family, two-three family, and multi-family.
2. Commercial: (Each type of business is noted by a code number.)
3. Light and heavy industry: (Each general type is noted by a code number.)
4. Railroads.
5. Institutional: Private schools, churches, cemeteries, clubs, etc..

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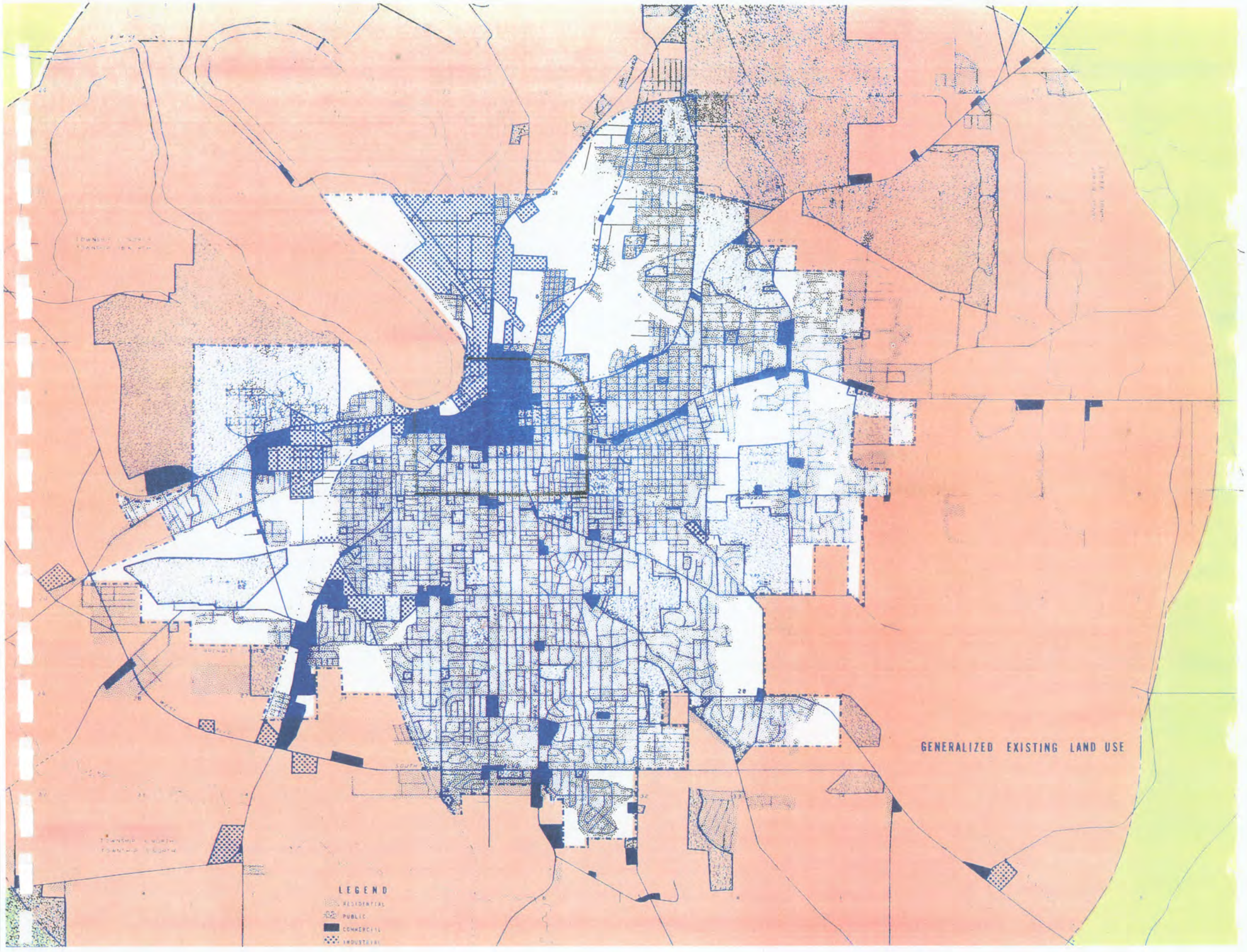
LEGEND
RESIDENTIAL
PUBLIC
COMMERCIAL
INDUSTRIAL
GENERALIZED EXISTING LAND USE

6. Government buildings, public schools and other public buildings and properties.

7. Recreation: Public, semi-public, and private.

8. Utilities: Public and private.

9. Streets and alleys.

10. Vacant land.

A large wall map of the police jurisdiction (that notes each and every land use) was prepared at a scale of 800 feet to the inch; this map was reproduced at a scale of 1.600 feet to the inch for more convenient use.

A generalized land use map (that covers the entire urban area) was prepared at a convenient scale of 2,000 feet to the inch; this map later served as one of several guides in preparing The Land Use Plan and The Zoning Map. This 2,000 scale map illustrates the existing land uses in Montgomery in general form; it also portrays an over-all picture of the land use pattern in the Montgomery area. A reduction of this map is on the opposite page.

The land uses on the aforementioned 2,000 scale generalized map were summarized and illustrated by the following categories and sub-categories.

1. Residential: One-family, more than 1/2 developed; one-family, less than 1/2 developed; two-family, and multi-family.

2. Commercial.

3. Industrial and railroads.

4. Institutional and cemeteries.

5. Public, including schools and public utilities.

6. Parks and playgrounds.

7. Streets and alleys.

8. Vacant and agricultural land.

All of the land use data (illustrated by The Detailed Land Use Maps and The Generalized Land Use Map) is of fundamental importance in the preparation of the various elements of The Comprehensive Plan. This data and these maps serve many very important purposes; some of these purposes are as follows:

1. To gain informative data concerning: the size of & the actual use of each parcel of property in Montgomery, and the use of & the occupancy of each structure in Montgomery.

2. To gain a complete picture of physical conditions & activities in each neighborhood and in each section of Montgomery.

3. To obtain a broad over-all view & understanding of the entire city and its surrounding area in terms of predominant land uses and in terms of urban activities in their true locations & interrelationships.

4. To gain a better understanding of the relationships between each of the various types of land uses and activities.

5. To ascertain the exact amount of land used for each of the various types of activities & purposes. (The determined amounts serve as one of the bases for estimating the amount of land that will be required to accommodate the anticipated future increase in population and similar increases.

6. To determine the areas and sites that are best suited for each of the various types of activities & land uses.

7. To delineate the appropriate boundaries of individual zoning districts.

8. To establish the proper general location of and the approximate sites of needed public facilities &services.

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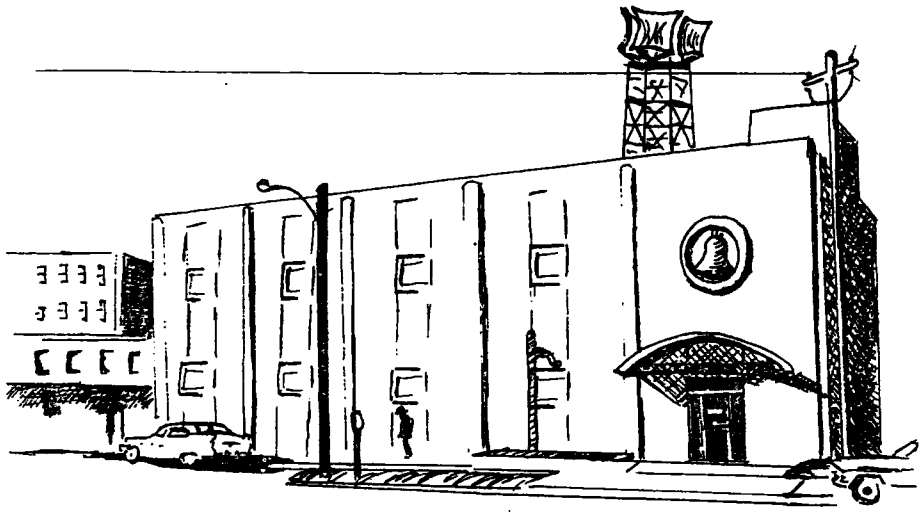
9. To gain clear insight into the existing conditions of relationships that are prerequisites to the best practical application of sound planning principles.

10. To aid the progress of the interrelated studies that lead to the formulation of The Land Use Plan for Montgomery, Alabama.

At this point, it is worthy to note that a base map of Montgomery was prepared from map data obtained from The Alabama State Planning and Industrial Development Board. This base map was drawn at a scale of 800 feet to the inch. This map includes The City of Montgomery and its area of Police Jurisdiction; it covers a geographical area of more than 144 square miles.

A skeleton base map was prepared at a scale of 2,000 feet to the inch; the primary purpose of this map was to graphically present U. S. Census statistics and other general research data. Detailed maps made from this base map illustrate such items as main thoroughfares, railroads, water courses, the city limits, and political boundaries. In addition to these maps, geological survey maps and topographic maps were obtained and used in the preparation of this Land Use Plan.



Residential Land Use

In order to achieve maximum benefit from the recently completed detailed land use survey and inventory, the Montgomery data was carefully summarized and compared to recognized standard data. The reference data that was used for comparison can be found in Land Uses In American Cities by Harland Bartholomew, Harvard University Press, 1955. Table 59 summarizes this data.

Table 59 SUMMARY OF EXISTING LAND USE COMPARISON IN PERCENTAGES: MONTGOMERY AND THE CENTRAL CITIES

Use	Montgomery % of Developed Area	Montgomery % of The City	Central Cities* % of Developed Area	Central Cities* % of The City
Residential - Total	55.1%	41.1%	41.4%	17.4%
Single-Family Dwellings	52.6	39.2	35.6	15.0
2 & 3 Family Dw.	.9	.7	3.6	1.5
Multi-Family Dw.	1.6	1.2	2.2	.9
Commercial	5.4	4.0	2.9	1.2
Industrial	4.9	3.7	5.9	2.6
Railroad Property	5.1	3.8	5.4	2.2
Parks & Playgrounds	1.8	1.2	5.8	2.4
Public and Semi-Public	11.2	8.6	11.2	4.7
Streets	16.5	12.3	27.6	11.6
Total Developed Land	100.0		100.0	
Vacant Area		25.3		57.9
		100.0		100.0

**Bartholomew's term for a group of his subject cities; in this study, they are called "The Comparable Cities".*

Single Family Residential: Bartholomew shows that about 40% of the developed land in certain types of American cities (like Montgomery) is devoted to residential use. In 1962, The City of Montgomery had 16,159.3 acres of occupied land; 8,494.8 acres were in single-family residential use. This means that 52.6% of Montgomery's developed land area was in single-family residential use. This percentage is considerably higher than the average single-family residential use in Bartholomew's comparative cities (35.6%). Single-family residences can be found throughout Montgomery, except of course in The CBD and in the industrial areas. The heaviest concentration of single-family dwellings were found to be in the eastern, southeastern, southern, and southwestern sections of Montgomery. Single-family dwellings in these sections were usually found to be located on large uncrowded lots.

Two-Three-Family Residential: These dwellings covered only 150 acres of developed land in Montgomery in 1962; this figure represents 0.9% of The City's developed land. The Comparable Cities has 3.6% of their developed land area in this type of residential use. Duplex and triplex structures were found to be scattered throughout Montgomery; usually, these structures were found to be located on slightly smaller lots than single-family dwellings. Many former single-family dwellings in the older residential areas have been converted into duplex and triplex dwelling units. At the present time, there are no large developments of duplex & triplex structures in Montgomery.

Multi-Family Residential: At present, there are 250 acres of city land in the multi-family residential category. These 250 acres represent 1.6% of the total developed land in Montgomery. The Comparable Cities had 2.2% of their total developed land in multi-family residential use.

Many of Montgomery's multi-family acres are contained in five public housing projects: a white project located on Bell Street in the western section of Montgomery; a negro project located on Cleveland Avenue; a negro project located between South Decatur and Union just south of Jeff Davis; a negro project located between Houston and High just west of Hall; a negro project located at the north end of Union between Bainbridge and Ripley.

Numerous large privately owned white apartment type developments are located in Montgomery; they are about evenly distributed in the eastern, southeastern, southern, and southwestern sections of Montgomery. For several blocks south of The CBD, almost all of the residential land is in multi-family structures; most of these structures are converted large single-family dwellings. A number of modern privately owned negro developments are located in Montgomery; these developments are well oriented and suited to expansion.

The physical condition of Montgomery's public housing structures appears to be very good. Most of the privately owned multi-family units are in good condition and are well kept. Some of the newly constructed private developments will cater to the elite renter because of their superior physical condition.

The physical condition of many of the converted single-family dwellings ranges from very poor to good. The physical condition of boarding houses and rooming houses generally runs from fair to good.

Residential Summary: As of 1962, Montgomery had 55.1% (8,894.8 acres) of its total developed land in residential use; this percentage represents 41.1% of the total gross (developed & undeveloped) area in Montgomery in 1962. The above 55.1% is 13.7% more than the average for The Comparable Cities. 96.0% of Montgomery's residential land is in single-family dwellings; the remaining 4% consists of two-three-family dwellings and multi-family dwellings.

Commercial Land Use

Montgomery has 868.3 acres of land in commercial use at the present time. These acres represent about 5.4% of the developed land in The City; 2.9% is the average for The Comparable Cities. The Central Business

District, Eastbrook Shopping Center, Normandale Shopping City, Forest Hills Shopping Center, Donaldson Shopping Center, Cloverland Shopping Center, and smaller shopping areas account for a large portion of the above commercial acres. The major shopping centers are all relatively new; their physical plants are in excellent condition as well as attractive in appearance.

Although some of the stores in The CBD are relatively attractive, their general appearance varies from fair to shabby. Most of the buildings in The CBD were built before 1900; although many of these buildings have been given new fronts (along with general repairs), most of them have a dingy air about them. Thus, it is not surprising to find many vacancies on the upper floors of these old CBD buildings (in addition to ground floor vacancies).

Automobile traffic is congested on Dexter Avenue, on Commerce Street, on Montgomery Street, on Court Street, on Lee Street, on Monroe Street, and around Court Square. Most of the time, unoccupied parking places are virtually impossible to find in The CBD from mid-morning until late afternoon, especially during rush seasons & regular sale days.

The facts presented in this summary emphasize that The CBD is suffering from a shift in contemporary commercial areas and the birth of new commercial areas (especially with regard to the numerable shopping centers and shopping strips). Many of the smaller (and older) shopping centers are suffering from poor planning or no planning at all. Most of these smaller centers lack proper parking spaces; this situation leads to congestion and a congested appearance. In turn, these conditions often cause shoppers to patronize the new major shopping areas where proper planning, adequate parking, and attractive surroundings make shopping easy and pleasant.

Miscellaneous commercial structures, scattered throughout The City, range in physical condition from good to poor. Some of the older commercial structures (of this type) are unkept and run down. Usually, the residential structures (that are located adjacent to these particular commercial areas) show definite signs of deterioration. Together, the negative conditions of various commercial & residential structures lend an unkept & shabby appearance to the surrounding neighborhoods.

Industrial Land Use

Light Industrial: In Montgomery, light industrial land use ranks immediately behind commercial land use and heavy industrial land use in size. However, Montgomery is graced with a number of fine light industrial plants; The Carlton McLendon Victorian Furniture Company and The Coca-Cola Bottling Company are two good examples of these plants. Only 1.6% of the total amount of developed land in Montgomery is used for light industrial purposes. The light industrial percentages for The Comparable Cities is only 1.0% higher (with 2.6%). The largest part of the above 1.6% is used for warehouse storage. Montgomery's warehouses are primarily located in the northern extremities of The CBD, in the area immediately north of The CBD, and in the area northwest of The CBD. There are a few miscellaneous warehouses located elsewhere in The City, and still others are located out in The Metropolitan Area. Some of these warehouses are in poor to very poor condition. Some of the large petroleum storage tanks are in need of paint and other general repair. These conditions detract from the appearance of The City, and they give their surrounding areas a depressing feeling. It should be noted at this point that several large warehouses have been constructed in the outlying areas of The City; these warehouses are not included in the figures presented as the total acres of developed land in The City.

Heavy Industrial: A much larger portion of Montgomery's Industrial land is used for heavy industrial purposes than is used for light industrial purposes. Heavy industries require large areas of land to meet their industrial needs. Montgomery is graced with a number of heavy industrial plants; some of them are: Hazel Atlas Glass, Buckeye Cotton Seed Oil, and Whitfield Pickles. The West Boylston Manufacturing Company (cotton mill) is located at Boylston, Alabama just outside of the city limits.

This mill has provided its employees with a number of residential acres in Boylston. Although the statistics concerning this mill and its functions are not included in the comparable figures for Montgomery, the mill and its positive influence are certainly worthy of mention. A number of smaller industries are located in the northern and western sections of The City, including several fertilizer and chemical companies.

Summary of Industrial Land Use: Montgomery's industrial land totals 802.5 acres; this figure represents 4.9% of the total amount of developed land in The City. This 4.9% is about 1.0% below the average for The Comparable Cities. (Their average is about 5.9%.)

If the figures for commercial land and industrial land are added together, Montgomery compares very favorably with The Comparable Cities; Montgomery has a figure of 10.3% while The Comparable Cities have a figure of 8.8%. These figures reflect the fact that Montgomery is presently a commercial city rather than an industrial city.

Public & Semi-Public Land Use

Semi-Public Land: A vast majority of the land that is noted as semi-public land is owned by Montgomery's churches. Without exception, congregations in Montgomery have kept and are keeping their churches' physical plants and related property in good to excellent condition. Many of the older churches lacked adequate parking areas at one time; most of them solved this problem by buying some land adjacent to the church to use for parking. Naturally, this has resulted in an increase in church use property in Montgomery. (The Zoning Ordinance now requires each new church to provide an adequate parking area for its congregation.)

Montgomery has four fine golf courses within the city limits. The Montgomery Country Club and The Standard Club are both located in the southern section of The City. Bonnie Crest Country Club is located in the eastern section of The City; the fourth golf course within the city limits is located at Maxwell AFB. The Elsmeade Golf Club and The Woodley Country Club are both located outside the city limits in southeastern Montgomery. A put'n'chip course (with driving range) is located outside the city limits on The Mobile Highway.

Varying amounts of public land are devoted to hospitals, convalescent homes, kindergartens, etc.. These several activities vary in physical condition & appearance from fair to good.

Educational institutions occupy a worthy proportion of Montgomery's public & semi-public land. Huntingdon College, with its beautiful campus, sets the pace for other educational institutions in Montgomery. Certainly, all will agree that Huntingdon is one of Montgomery's primary assets. The Sidney Lanier High School campus on South Court Street is known throughout Alabama as a stately and beautiful campus. The Robert E. Lee High School campus on Ann Street is fresh, shiny, and modern; however, it has an air of historic dignity lent by a handsome statue of General Lee.

Alabama State College on South Jackson Street stands as a dignified modern campus; its buildings and grounds are well maintained by its negro faculty and students. This college is a valuable asset to Montgomery and its educational institutions.

Semi-public land represents 5.2% (850 acres) of the total amount of developed land in Montgomery. Statistics & data for The Comparable Cities show public land and semi-public land together as one land use, therefore, no comparable figures can be given at this point with regard to public & semi-public land use in Montgomery.

Public Land: Public land usage ranks third in land use in Montgomery. Residential land use and public streets rank first and second, respectively. The largest single users of public land in Montgomery are The State Capitol and its surrounding buildings, Maxwell AFB (Gunter AFB is outside the city limits), and the numerous elementary schools, junior high schools, & high schools with their respective playgrounds & sports areas.

Montgomery's newer public schools had the advantage of proper planning at the time of their con-

struction. They are attractive, easily maintained, and efficient in operation. But, the public schools that were constructed at the turn of the century did not receive proper planning. They are all antiquated, difficult to maintain, and inefficient in operation. Most of them are in poor physical condition. They have very few up-to-date facilities and small recreation areas. These antiquated educational facilities are a shame and a disgrace to The City of Montgomery.

Montgomery has three cemeteries located within the city limits. They are well kept and properly maintained.

Before Oak Park was closed, Montgomery had a beautiful and spacious recreation area. Since Oak Park has been closed, Montgomery has had to rely on small, scattered, and relatively undeveloped areas for recreational purposes. Several community centers have been built in recent years, and they are being used in conjunction with the school playgrounds that are adjacent to them.

Summary of Public & Semi-Public Land Use: Montgomery has a total of 2,105.2 acres of developed land in public & semi-public land use (in 1962). These acres represent 13.0% of Montgomery's total amount of developed land. The Comparable Cities had an average of 16.9% of their total developed land in Public & Semi-Public Land Use.

Streets & Alleys

At present, there are 2,665.2 acres of street right-of-ways within Montgomery's city limits. This amount of public land represents 16.5% of The City's total developed land; it also represents 11.6% of The City's gross land area. Montgomery has over 10% less land in streets & alleys than The Comparable Cities have; yet, The City has an adequate number of streets that compose a pleasant & efficient street pattern. One can safely say that Montgomery does not have too many streets nor does it have any unnecessary streets. This is true for the entire city. These conditions result in a very good situation because The City must maintain all of its streets and alleys forever. Montgomery is a very fortunate large urban community because most of its residential areas are well designed with synchronized street patterns that are efficiently formulated. Montgomery's comfortable, beautiful, efficient, and coordinated residential areas are certainly responsible for the fine utilization of The City's attractive residential streets. Well designed residential blocks are neither very large nor are they very small, regardless of the number of lots within a block. Very large residential blocks are undesirable because many inconvenient access situations often result. Very small residential blocks are undesirable because an unnecessary number of streets usually result in addition to a generally cramped residential situation. Montgomery's residential areas are composed of medium-large sized residential blocks that are served by attractive & efficient thoroughfares with an almost ideal number of secondary & minor streets. Thus Montgomery has achieved a happy balance between the amount of its residential land and the amount of its residential streets.

Although most of Montgomery's streets are paved, many streets are in fair to poor condition, and many streets are badly in need of repaving and general repair. Montgomery has only a small percent of its land in alleys; however, many negro dwellings are located along alleys rather than streets. The majority of Montgomery's streets are broad, long, and efficiently used.

Railroad Land Use

There are 823.3 acres of railroad right-of-ways in Montgomery at the present time. These right-of-ways primarily serve industrial areas; however, they are more than adequate for all present and prospective future commercial & industrial use. These acres represent 5.1% of Montgomery's total amount of developed land. The Comparable Cities had 5.4% of their total amount of developed land in railroad use. It is evident that Montgomery compares favorably with The Comparable Cities with regard to railroad land use.

Vacant Land

Vacant land claims 25.3% of Montgomery's gross land area. At present, there are 5,469.5 acres of vacant land in Montgomery; only a few of these acres are unsuitable for development. Most of the acres that are unsuitable for development are in drainage ditches that exist throughout The City.

As a rule, Montgomery's vacant parcels are covered with litter and are overrun with weeds. It is virtually impossible to find well kept vacant land in Montgomery. In addition to being an eyesore, an unkept vacant parcel is detrimental to its owners because its value is temporarily decreased by its decadent appearance.

Vacant Usable Land: Vacant usable land can be defined as land that is suitable for any urban use although it is undeveloped at the present time. This definition includes agricultural land, forest land, and recorded (but undeveloped) subdivisions. Much of Montgomery's vacant usable land is earmarked for residential use; this land can be found primarily in the eastern, the southeastern, and the southern sections of Montgomery. Rolling plains and attractive wooded areas exist along that part of the city limits that borders the above three sections of Montgomery; these areas are ideal for residential development. The northern, northwestern, and western sections of The City possess geographical characteristics that make the land in these sections ideal for industrial, commercial, and business purposes.

It behooves the owners of vacant usable property to keep their land in excellent condition because well kept & maintained vacant land retains and increases its value. In addition, well kept vacant land is an asset to its entire community.

Vacant Unusable Land: Almost all of the vacant unusable land in Montgomery is contained in a network of drainage ditches that pass through almost every section of The City. During heavy rains, these ditches carry off the excess water from land, roads, & streets and funnel it to areas beyond the city limits.

Summary of Existing Land Uses

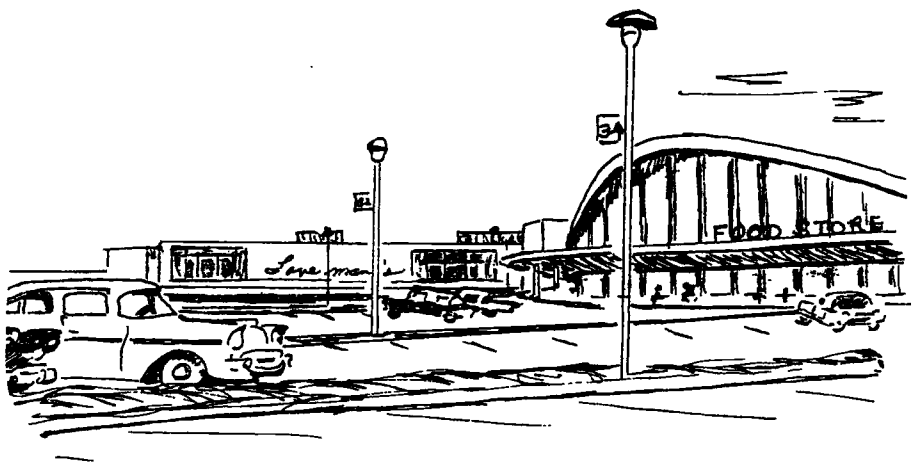
Montgomery compares favorably with The Comparable Cities with regard to its existing land uses. Montgomery excels in the residential, commercial, and public & semi-public categories. Montgomery excels most in residential land use, exceeding The Comparable Cities by 13.7%. Montgomery's residential areas have been well planned, and its shopping centers have been located on strategic sites. The locations of Maxwell AFB and Gunter AFB have been geographically as well as economically beneficial to The City as a whole. The State Capitol and its surrounding State Buildings not only contribute to Montgomery's healthy percentage of public land, but add an influential positive geographical factor as well. Federal, State, County, and City buildings and their surrounding grounds partially constitute and contribute to the healthy public land percentage in Montgomery. A shortage of recreation areas exist in Montgomery; it is likely that this problem can be solved by the development of community-centers and associated recreation areas. At the present time, Montgomery has a sufficient amount of industrial land and railroad property either in use or capable of being developed into these land uses.

Table 60 COMPARISON OF EXISTING USE CATEGORIES BY EXISTING PERCENTAGES FOR THE CITY OF MONTGOMERY & THE CENTRAL CITIES

Use	City of Montgomery	Central Cities*
Residential	41.1%	17.4%
Commercial	4.0	1.2
Industrial	3.7	2.6
Parks & Playgrounds	1.2	2.4
Public & Semi-Public	8.6	4.7
Streets	12.3	11.6
Railroads	3.8	2.2
Vacant	25.3	57.9
TOTAL LAND USE	100.0%	100.0%

* *Bartholomew's term for a group of his subject cities; in this study, they are called "The Comparable Cities".*

The preceding table (Table 60) shows the existing percentage of each of Montgomery's various existing land use categories and compares them with similar existing categories for The Comparable Cities.



PROJECTED LAND USE TRENDS & CONDITIONS IN MONTGOMERY

1970 - 1980

23. *PROJECTED LAND USE STATISTICS*

Studies of the Montgomery economy indicate that The City of Montgomery is facing a period of sound growth and development that will continue for the next two decades. Many problems will present themselves during this period of further growth and development. There will be problems of providing the basic land, facilities, and services that are needed to bring the anticipated growth about. Absorbing the impact of the changes that will take place will also be a problem that must be solved. Montgomery's new Comprehensive City Plan has been developed to anticipate these problems and to indicate the more important practical solutions. This new Land Use Plan (an integral part of The Comprehensive Plan) has been developed to attack Montgomery's existing & projected land use problems and to indicate the important solutions.

On the following page, Table 61 (Population Trends and Projections for The City of Montgomery) reviews the 1950-1960 population for The City; in addition, the table reviews the estimated population gains for the years 1970 and 1980, as presented in The People and The Economy of Montgomery. In The People and Economy study, Table No. 17 gives the population & related percentage increases over preceeding U. S. Censuses for The City of Montgomery from 1910 to 1960. During this period, losses and gains fluctuated from a low of 14.2% to a high of 52.0%. However, the average increase over a ten year period is (has been) about 26.0%; it can be expected that The City of Montgomery will increase in the same proportion during the census years of 1970 & 1980.

As The City grows, the city limits will certainly be extended to include industrial and residential areas that are now undeveloped but that are sure to be developed in the near future.

The anticipated population gain of 26.4% by the year 1970 will add some 35,608 persons to The City's population; another 45,000 persons will be added by the year 1980. This means that a total of 80,608 additional persons will be living in The City of Montgomery by 1980. The Comprehensive Plan has been formulated in order to prepare for and to accommodate this large dimension of growth.

Table 61 POPULATION TRENDS AND PROJECTIONS FOR THE CITY OF MONTGOMERY: 1950, 1960, 1970, 1980

1950		106,525	
1960		134,393	
1970		170,000	
1980		215,000	
1950-1960	Gain		
	Number		27,868
	Percent		26.2
1960-1970	Gain		
	Number		35,608
	Percent		26.4
1970-1980	Gain		
	Number		45,000
	Percent		26.5

Future Land Requirements

All long-range urban planning necessitates accurate estimates of future urban land requirements. Therefore, the 1980 employment and population projections for The City of Montgomery have been translated into specific estimates of future land use needs for The City of Montgomery and its planning area. These needs relate to the principal land uses -- residential, commercial, & industrial; thus, future land requirements have been expressed here in terms of these land uses. Later, as a part of The Comprehensive Plan itself, these land requirements will be broken down into specific allocations for each planning sub-area; then, land capability, availability of streets & utilities, & all other factors will be taken into account. Future public land requirements (etc.) are better analyzed in other parts of The Comprehensive Plan.

Residential Requirements: The anticipated gain of 80,607 persons in The City of Montgomery by 1980 will involve a net increase of more than 30,399 dwelling units. This increase may be compared with the existing 40,801 dwelling units that make up Montgomery's current housing inventory. There are 8,894.8 acres in residential land in use at the present time; these acres are developed at varying densities. The higher densities are in the older portions of The City, and the lower densities are in the newer outlying areas. The trend toward lower densities (manifested in the last 10 to 15 years) is expected to continue during the next two decades, and it will undoubtedly result in an ever-increasing proportion of residential land to population. By 1980, The City of Montgomery will need 17,800 acres of residential land, or more than twice as much land as the existing 8,895 acres. By 1980, a drop from 4.6 dwelling units per acre to 4.0 dwelling units per acre will occur due to the trend of larger lots, particularly in the new neighborhoods.

The following table summarizes the 1980 residential land needs in The City of Montgomery (planning area), and it compares them with the actual existing residential land uses in 1960.

Table 62 PROJECTED RESIDENTIAL LAND USE REQUIREMENTS FOR THE CITY OF MONTGOMERY: 1980

	Actual 1960	Projected 1980	1960-1980 Increase
Number of People	134,393	215,000	80,607
Number of Dwelling Units	40,801	71,200	30,399
Land Requirements:			
New Res. Acreage	8,895	17,800	9,277
Dwelling Units/acre	4.6	4.0	--

The actual gross land area for residential land use will be much greater than the projected 17,800 acres indicated above. Gross acreage (which includes land for streets, schools, playgrounds, churches, etc.) is usually about 25% greater than net acreage. This means that a total of about 22,250 acres will be needed for residential land use and residential related uses in 1980.

Commercial Land Requirements: The location of & the size of future commercial areas are almost impossible to project. To a greater extent than any other type of use, commercial land development is subject to rapidly shifting economic pressures that can change the entire concept of commercial land development almost overnight.

Commercial land is divided into two categories: (1) The Central Business District & the fringe areas surrounding it, and (2) outlying commercial areas, including neighborhood shopping centers.

As the population of The City grows, the need for more commercial land (to meet the needs of these additional persons) will grow. Montgomery's net acreage for commercial use is 768.3 acres at the present time. By 1980, Montgomery will need at least 1,200 acres for commercial use. Commercial land use in the downtown area will shift to some extent and it will grow slightly in the downtown fringe areas. Any commercial acreage added to The CBD will appear small when it is compared to the acreage that is proposed for future commercial development throughout Montgomery. However, it is very important that all commercial land in The CBD be fully utilized in the best possible manner so that the entire Metropolitan Area will receive maximum benefit from its business & commercial heart.

Table 63 PROJECTED COMMERCIAL LAND USE REQUIREMENTS FOR THE CITY OF MONTGOMERY: 1980

	Actual 1960	Projected 1980
Metropolitan Population	169,210	245,000
Com. Acreage/1,000 persons	3.8	4.5
Net Acreage	768.3	1,200

The preceding table (Table 63) shows an increase of 431.7 acres for commercial use by 1980.

Urban commercial elements serve a number of geographical areas; they serve the urban community, they serve the surrounding communities, and they serve the surrounding region. Specific future commercial areas will be discussed & analyzed later in this study.

Table 63 shows that a 41% increase in commercial land should occur by 1980. Nevertheless, only about 4.0% of the developed land in Montgomery will actually be in commercial use (See Table 59). However, the location of these valuable commercial areas is of prime importance to the development of the entire city.

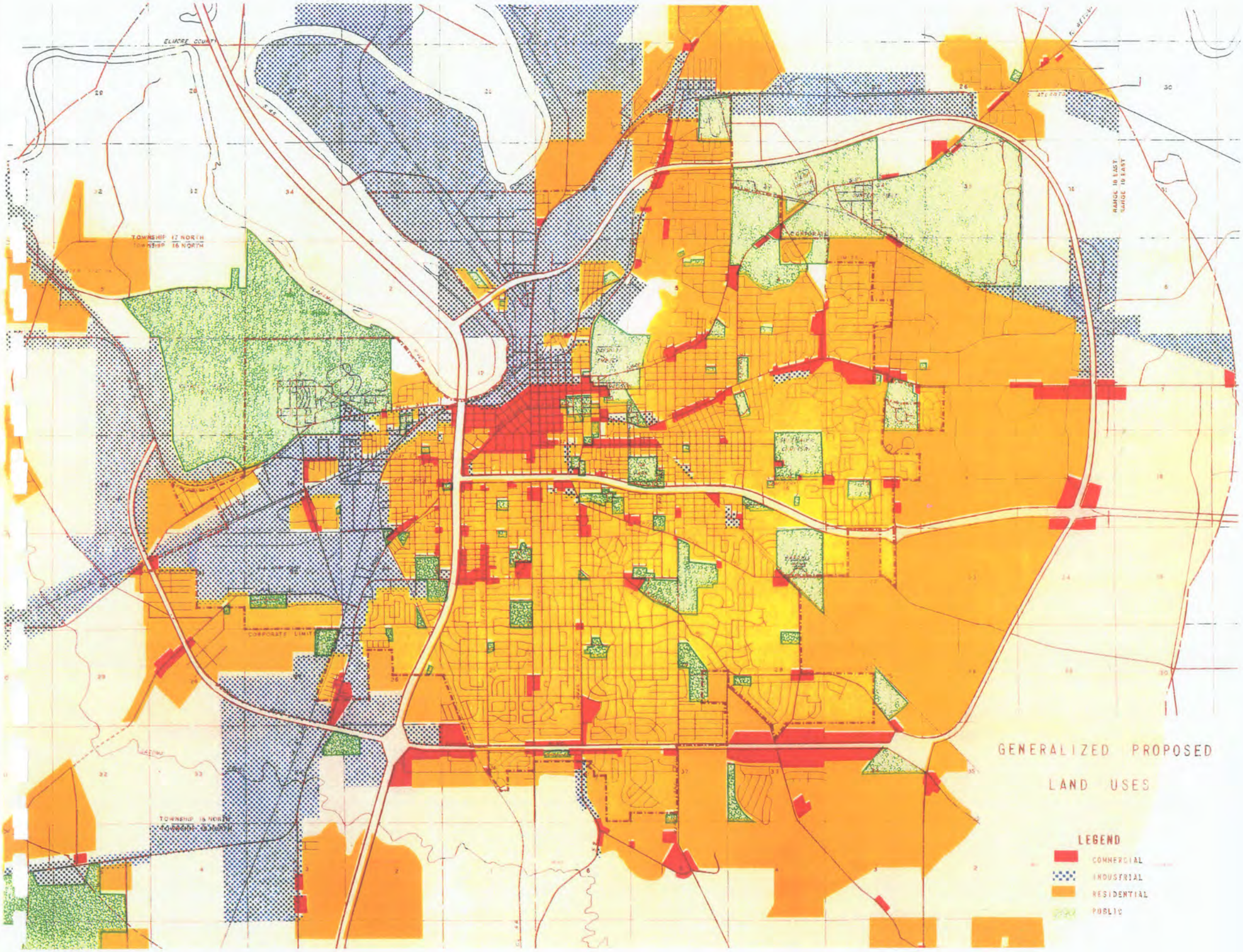
Industrial Land Requirements: Projected industrial employment was used as a basis in calculating the 1980 projected industrial land requirements in The Montgomery planning area. These employment estimates were derived from estimates for Metropolitan Montgomery. These employment estimates show an increase in industrial employment from 22,359 employees in 1958 to 39,100 employees in 1978; they are summarized in Table 64.

Table 64 INDUSTRIAL TYPE EMPLOYMENT IN THE MONTGOMERY METROPOLITAN AREA: 1958, 1978

	1958	1978
Manufacturing	6,627	16,500
Wholesaling	12,527	18,000
Construction	3,205	4,600
TOTAL	22,359	39,100

Table 65 DERIVATION OF INDUSTRIAL LAND REQUIREMENTS FOR THE CITY OF MONTGOMERY: 1980

	Actual 1960	Projected 1980
Industrial Type Employment	22,359	39,100
Employees per acre	30	12
Net Industrial Acreage	802.5	3,400


ELMORE COUNTY
TOWNSHIP 17 NORTH
TOWNSHIP 16 NORTH
CORPORATE
RANGE 18 EAST
RANGE 19 EAST
CORPORATE LIMIT
TOWNSHIP 15 NORTH
GENERALIZED PROPOSED
LAND USES
LEGEND
COMMERCIAL
INDUSTRIAL
RESIDENTIAL
PUBLIC

At the present time, 802.5 acres of land are being used for industrial purposes in The City of Montgomery. This land is being used at a density of about 30 employees per acre (much too crowded and cramped for maximum efficiency). It is anticipated that employee densities in new industrial areas will be appreciably lower than the present densities. National trends clearly show that industrial plants that are located in cramped quarters are moving to sites that provide them with spacious areas to work & expand in. For this reason, industrial employee densities in the Montgomery area can be expected to drop to about 12 employees per acre by 1980. At this density, a total of 3,400 acres of industrial land will be necessary to accommodate the industrial activity anticipated by 1980. (This means an addition of some 2,600 acres to the existing 802.5 acres). This figure (2,600 acres) represents net industrial acreage, and it must be increased by about 25 percent to allow for streets, utilities, rail facilities, waste, etc.; the needed increase in industrial acres will bring the needed gross industrial acreage to a total of about 4,250 acres, or an increase of some 3,450 acres within the corporate limits. In other words, Montgomery should plan for some 3,450 acres of industrial growth possibly within its corporate limits.

The reader should clearly understand that, even though the above 3,450 acres of expected industrial growth is described as being planned for & considered possible "within the corporate limits", it is very likely that some or all of the 3,450 gross acres of growth might occur outside of the corporate limits but within the police jurisdiction. Therefore, some 7,900 acres of proposed industrial land has been planned for the area between the corporate limits & the police jurisdiction. This will provide prospective industry with a wide selection of inexpensive industrial land both within & just outside of the corporate limits.

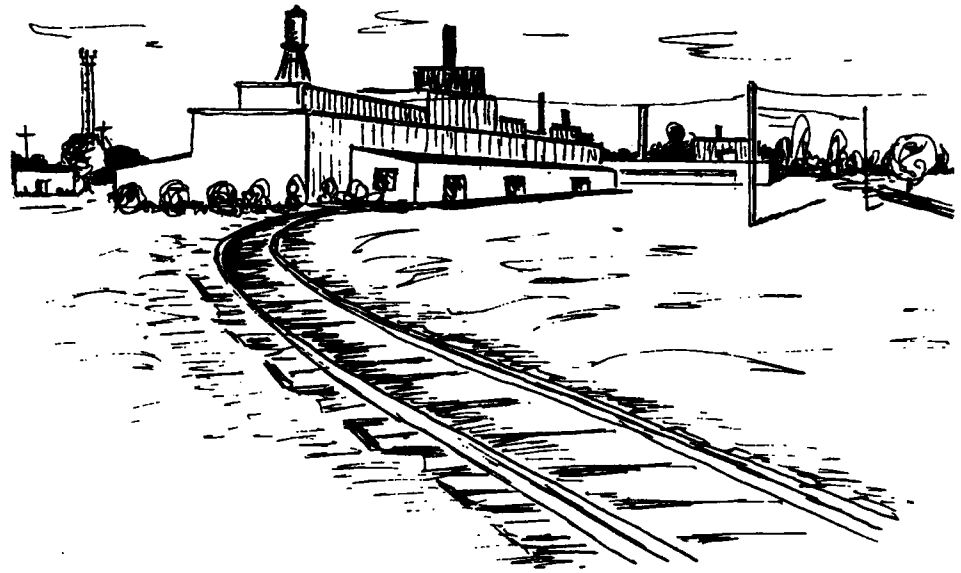
The premise that considerably more industrial land should be available than is actually needed is now an accepted fact. Most urban communities attempt to provide prospective industry with about three times as much land available for industrial purposes than is actually necessary for industrial development. There are a number of important valid reasons for this urban policy; some of these reasons are:

1. Neither a community, nor an industrial plant itself, can determine the size of the tract that a particular industrial plant can acquire. For example, a plant might need only 45 acres of land, but it might have to purchase all of a 75 acre tract in order to obtain any part of it.

2. As a matter of company policy, some large industrial plants purchase industrial land in amounts several times larger than is actually needed.

3. Every urban community needs a variety of industrial tracts to offer potential industrial clients just as a retail merchant needs a variety of retail goods in stock to offer his customers.

Thus, it can be said that residential land, commercial land, and industrial land comprise most of the land needed to accommodate Montgomery's planning area growth through 1980.



24. *MONTGOMERY'S LAND AREAS: EXISTING & PROJECTED CHARACTERISTICS*

Residential Land Areas -- Neighborhoods: There are both social and functional reasons for neighborhoods. It is for functional reasons that neighborhoods are delimited and analyzed in this Land Use Plan. For analytical purposes, The City of Montgomery has been divided into 39 neighborhoods (existing & proposed). In many instances, the "natural" neighborhood boundaries coincide with the 1960 Census Tracts for The City of Montgomery. When a census tract followed a natural neighborhood boundary, the neighborhood boundary remained the same as the census tract boundary; in the case of Neighborhood 1, the neighborhood number remained the same as the original tract number. All other neighborhoods were delimited from various parts of one or more census tracts, and these neighborhoods were assigned new and unique neighborhood numbers. In the periphery area, it was not logical to follow the boundaries of the census tracts nor was it helpful to do so; this is especially true of the sparcely developed areas that are planned for future residential land use.

A "Neighborhood" is generally defined as a residential land area that should ultimately provide for a population of 2,500 or more persons. It is desirable that a neighborhood be bounded by major streets; most of Montgomery's neighborhoods are bounded by major streets. Some of Montgomery's neighborhoods are large, and some of them are large enough to be served by two elementary schools.

The first 24 of the aforementioned 39 neighborhoods fall almost entirely within Montgomery's City Limits; some of the other neighborhoods are predominately within The City, but their outer areas lie outside of the city limits. Table 66 shows the present population for each of Montgomery's 39 neighborhoods, and it shows their anticipated population for 1980; it also shows the race of the residents and the density of housing units per acre for each neighborhood. Neighborhoods 1 & 2 comprise The Central Business District and The City's oldest residential areas. A large number of residential structures in Neighborhoods 1 & 2 are very old, and many of these structures are deteriorated. The only genuinely new residential structures in Neighborhoods 1 and 2 are modern apartment buildings. The population in each of these two neighborhoods is expected to decrease for two reasons: (1) the extension of The Central Business District will include many of the individual houses that are now being used for residences and apartments, and these houses will be converted into offices and commercial type businesses; (2) the coming dilapidation of these old houses will force their residents to seek a more desirable residential location. Many of the old houses in Neighborhoods 1 & 2 have already been converted into apartments, but they will probably be used for commercial purposes in the near future; some of these old houses are in the process of being changed from residences to commercial offices at the present time.

The construction of the two Interstate Highways (Nos. 65 & 85) through The City will cause a drop in the population of Neighborhoods 2, 3, 7 & 10. Neighborhood 7 is a large negro neighborhood; it is so located that it will be affected by both Interstate Highways. The existing houses in Neighborhood 7 are situated on very small lots; in addition, there are a large number of persons living in a majority of these houses. Neighborhoods 2 & 3 will be affected by Interstate Highways 85 & 65 respectively, and they will suffer a loss of population for this reason. These two neighborhoods are in an old section of Montgomery, and some of the residents in this section will seek a better residential location when the two Interstate Highways are completed. Neighborhood 10 will suffer a slight loss of population because of Interstate Highway 85.

While these five neighborhoods show losses in population (a total of 9,228 persons), the remainder of the 39 neighborhoods show both small and large gains. The smallest gains will be in Neighborhood 19 which is located in the northern part of The City (near the industrial district there.) Neighborhood 19 is an old and well established Negro neighborhood.

The Neighborhoods Map depicts Montgomery divided into neighborhoods. It can be noted from this

map that the neighborhoods located in the southern section and in the eastern section of The City will show the largest gains in population in 1980; these gains will occur in these sections because these areas are most suited to residential use. Several outlying neighborhoods are sparcely settled at the present time, but they will ultimately be the new, thriving residential areas of the future.

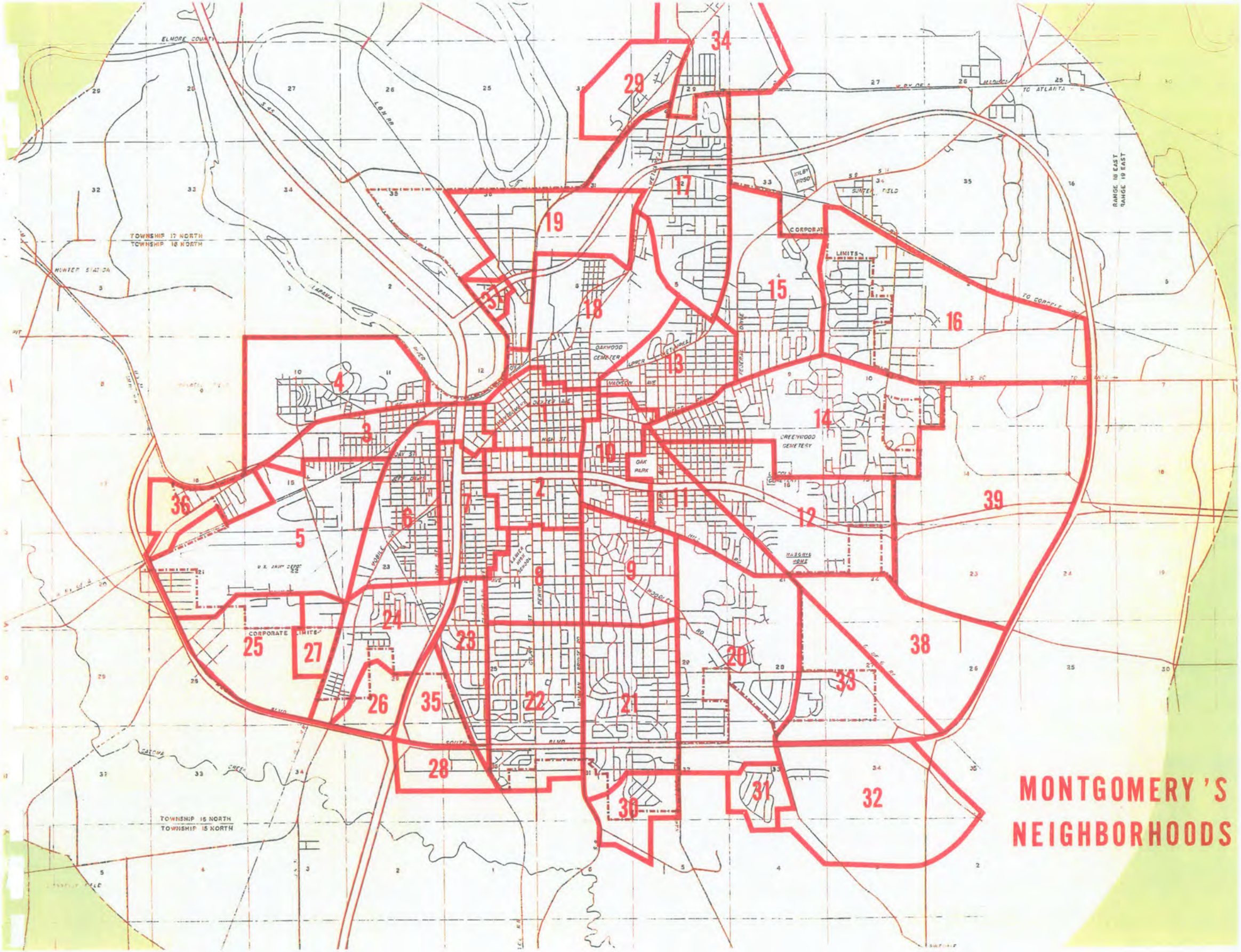
The neighborhoods that comprise the older residential sections of Montgomery can expect to gain only a small amount of population. Additional apartment units will house a large part of these additional people.

As it was previously noted, Table 66 shows the housing density (number of housing units per acre) for each neighborhood. High density residential areas are usually found in the older sections of a city and in those areas that are occupied by a minority race. This is certainly true in Montgomery, since high density residential areas can be found in the older parts of The City and in parts that are predominately negro. Newly developed residential areas in the southern, southeastern, southwestern, and eastern parts of Montgomery are all low density residential areas. Some of the newest residential sections have a housing density of 2.0 houses per acre; Neighborhood 20 has (and will continue to have) only 1.4 houses per acre.

It has been a national trend for the last two decades to build houses on large spacious lots. This has certainly been true in Montgomery, and it probably will continue to be true in the future. A sufficient amount of residential land exists in the southern, southeastern, southwestern, and eastern portions of Montgomery; in fact, these sections have enough residential land to supply Montgomery's growing population with ample residential space. Neighborhoods 30, 31, 32, 38 & 39 are almost entirely outside of the city limits at the present time; however, these neighborhoods are the areas that will grow most rapidly. Neighborhood 16, in the eastern part of The City, is also a fast growing area with a low population density of 1.8 persons per acre. The land in these six neighborhoods is excellent for residential use.

Table 66 EXISTING & PROJECTED POPULATION FIGURES FOR MONTGOMERY'S NEIGHBORHOODS: 1960, 1980

Neighborhood No.	Race	POPULATION 1960	1980	Gain	Loss	Density of Housing Units/Acre
1	White	5,012	3,200		1,812	17.0
2	White	6,946	6,050		896	8.5
3	White	6,601	4,850		1,751	9.4
4	White	3,059	5,000	1,941		
5	White	2,636	5,200	2,564		7.4
6	Negro	7,768	10,520	2,752		8.1
7	Negro	13,305	9,250		4,055	10.9
8	White	4,138	4,470	332		3.8
9	White	5,023	5,580	557		3.6
10	White	10,164	9,450		714	11.3
11	White	4,512	5,200	688		5.6
12	White	5,274	9,350	4,076		3.3
13	White	5,304	6,500	1,196		5.1
14	White	6,989	11,560	4,571		3.2
15	White	4,815	5,100	285		3.1
16	White	4,000	7,900	3,900		1.8
17	White	6,880	11,560	4,680		
18	Negro	7,086	7,800	714		8.5
19	Negro	1,903	2,000	97		10.0
20	White	3,184	4,204	1,020		1.4
21	White	5,253	7,100	1,847		2.3
22	White	9,379	10,300	921		3.6
23	White	4,821	5,350	529		4.9
24	Negro	4,077	8,150	4,073		8.9
25	White	342	5,600	5,258		3.0
26	White	22	1,730	1,708		2.6
27	White	205	2,100	1,895		4.0
28	White	122	1,350	1,228		2.3
29	Negro	660	2,680	2,020		2.2
30	White	60	1,370	1,310		2.0
31	White	540	1,700	1,160		2.3
32	White	122	7,440	7,318		2.0
33	White	415	3,520	3,105		2.0
34	White	1,150	4,500	3,350		2.2
35	White	358	2,180	1,822		2.0
36	White	610	1,300	690		2.0
37	Negro	540	780	240		6.4
38	White	75	7,450	7,375		2.0
39	White	550	16,849	16,299		2.1
	TOTAL	143,900	299,199	91,527	9,228	


MONTGOMERY'S
NEIGHBORHOODS

In the northern section of Montgomery, Neighborhoods 29 & 34 are planned for residential use, although most of the northern section is planned for industrial use. Neighborhood 29 will be a negro subdivision, and Neighborhood 34 will be a white residential area. The houses in these two neighborhoods will probably be located on moderate size lots.

Commercial Land Areas: Commercial land areas are divided into six categories, and they are as follows: (1) The Central Business District; (2) community shopping centers; (3) local shopping centers or neighborhood shopping centers; (4) individual stores or commercial strips; (5) highway commercial areas; and (6) utility areas (electric power sub-stations, radio & television transmission towers, telephone & telegraph transmission facilities, etc.).

(1) The Central Business District has been discussed at some length in An Economic Analysis Of The Montgomery Central Business District. All types of commercial establishments were listed, and the importance of each type of commercial establishments was also brought out. The number, type, condition, and age of each building in The CBD was shown on a map and was discussed in the text. The importance of The CBD to the entire city was also discussed. Since a CBD is a vital part of every city, it is important that The CBD's commercial land be utilized to the fullest extent possible. It should be noted that the amount of commercial land in The CBD is small in comparison to the total amount of commercial land in Metropolitan Montgomery. As the population of Metropolitan Montgomery grows and reaches an anticipated 245,000 persons by 1980, The Montgomery CBD will most assuredly need to & want to grow & develop to accommodate this added population. It is a widely known fact that no other commercial area (or areas) can take the place of a Central Business District. Therefore, it is of the utmost importance that the existing commercial areas and the planned commercial areas in The Montgomery CBD be used & utilized in the very best possible manner so that The Montgomery CBD can function at its highest capacity.

(2) A community shopping center should serve the populace (possibly of several neighborhoods) located within a three mile radius of the community shopping center. The stores in a community shopping center usually consist of a department store, one or more variety stores, at least one hardware & appliance store, shoppers-goods & accessory stores (dress shops, shoe stores, etc.) eating establishments, food & drug stores, and other miscellaneous stores. Montgomery has two excellent major shopping centers that fit this category, Eastbrook Shopping Center (with 28 stores) and Normandale Shopping City (with 35 stores). These two major shopping centers have been well planned in every respect. Both of these shopping centers have attractive & adequate parking areas for their customers. Normandale Shopping City primarily serves the populace of southeastern, southern, & southwestern Montgomery and the populace of the counties just south of Montgomery. Eastbrook Shopping Center primarily meets the shopping needs of the populace of eastern & northern Montgomery and the counties just east & north of Montgomery. However, it should be noted that local shoppers & out-of-town shoppers patronize both of these major shopping centers with no relative regard to their area of residence. Apparently, shoppers think nothing of traveling across The City to either of these major shopping centers. Both of these major shopping centers were planned in such a way that they might be expanded in the future. Both Eastbrook and Normandale have already had a number of additions in the few years that they have existed. It was previously noted that Montgomery's future residential growth will primarily occur in its southern, southeastern. & eastern sections. Accordingly, another large, business and community shopping center area is proposed & planned for an extensive tract of land on South Boulevard in the southeastern quadrant of Montgomery.

(3) Local shopping centers, or neighborhood shopping areas, are designed to serve the residents that are located within a one mile radius of these centers. These neighborhood centers always vary in composition, but they usually contain a food store, a drug store, several personal service stores (laundry, dry cleaning, shoe repair, etc.), and sometimes a hardware store & several miscellaneous shops. A neighborhood shopping center should serve from 5,000 to 10,000 persons; as it was previously noted, these persons should live within a one mile radius of the center.

This type of shopping center should be located on a site from 3 to 10 acres in size. Montgomery has a number of such shopping centers. The largest neighborhood shopping center in Montgomery is Cloverland Shopping Center. It is located in the southern section of The City, and it has some 20 stores including a branch Post Office, branch bank, several eating establishments, food stores, a variety store, a drug store, a sporting goods store, and numerous miscellaneous shops. Cloverland Shopping Center also has an adequate & attractive parking area for its shoppers. Forest Hills Shopping Center (located in the eastern section of Montgomery) serves the residents of its surrounding area; italso has a wide variety of shops. A new shopping center on Bell Street (Donaldson Shopping Center) is the only genuine shopping center in its section of Montgomery; it is designed to serve the Maxwell Field area as well as the populace of the surrounding neighborhoods. This shopping center has just been recently opened, and it will probably grow larger as the need for more space and more stores arises.

Numerous smaller neighborhood shopping centers are scattered throughout Montgomery; each center primarily serves the populace of the particular neighborhood in which it is located. As new neighborhoods develop with Montgomery's growing population, additional neighborhood shopping centers will be needed for each new neighborhood. When a neighborhood is designed & planned, it is very important that a certain amount of commercial land be set aside for use as a neighborhood shopping center. This commercial area should be centrally located within its new neighborhood. Montgomery's Land Use Plan specifies and plans for certain neighborhood shopping centers; some of these proposed shopping centers are planned for sites that are located on The Lower Wetumpka Road, on The Troy Highway at The Old Carter Hill Road, on The Troy Highway at The Central of Georgia crossing, and at other points noted on The Proposed Land Use Map. (See The Proposed Commercial Areas Map on page 105).

The new (existing) neighborhood shopping center located at South Boulevard & South Court Street will partially serve rapidly developing Neighborhoods 28 & 35. Neighborhoods 30 & 33 (primarily located within the present city limits) and Neighborhoods 31, 32, 38 & 39 (located outside the present city limits) are located in the southern, in the southeastern, and in the eastern sections of The City, respectively. Although these six neighborhoods are still only partially developed, they will certainly need neighborhood shopping centers within each of their areas as each neighborhood develops. Neighborhood shopping centers are proposed and planned for each of these six neighborhoods. At the present time, no neighborhood shopping centers exist in Neighborhoods 29 & 34 (located in the northern part of Montgomery outside of the present city limits.) However, neighborhood shopping centers (to be located along the Lower Wetumpka Road) are proposed & planned for these two neighborhoods; they are indicated on The Proposed Land Use Map just as the other proposed shopping centers are indicated.

(4) A fourth type of commercial land area is the individual & unrelated commercial sites that exist either singularly or in small groups along a particular street or road. The commercial strip of individual stores located along Mt. Meigs Road is a good example of this type of commercial land use inMontgomery. Most of Montgomery's older neighborhoods have a strip of unrelated stores extending along one of their most used streets; all of these strips consist of various types of commercial land uses. In the planning of new neighborhoods, this type of commercial land use has been replaced by neighborhood shopping centers in most cases. Individual commercial businesses often find new sites outside of The Central Business District that meet their needs better than a congested downtown site. Parking areas that surround these commercial structures make them more desirable for fast, run-in, or one-stop, type of shopping. Furniture, paint, hardware, & appliance stores, radio & TV repair shops, and other miscellaneous types of commercial businesses often find site locations in residential neighborhoods that meet their needs much better than other available sites can. These businesses have been found to be very beneficial to the populace of the surrounding neighborhoods.

(5) A highway commercial area is entirely different from the other five types of commercial areas because it primarily serves the tourist coming in or through The City rather than the local population. The Mobile

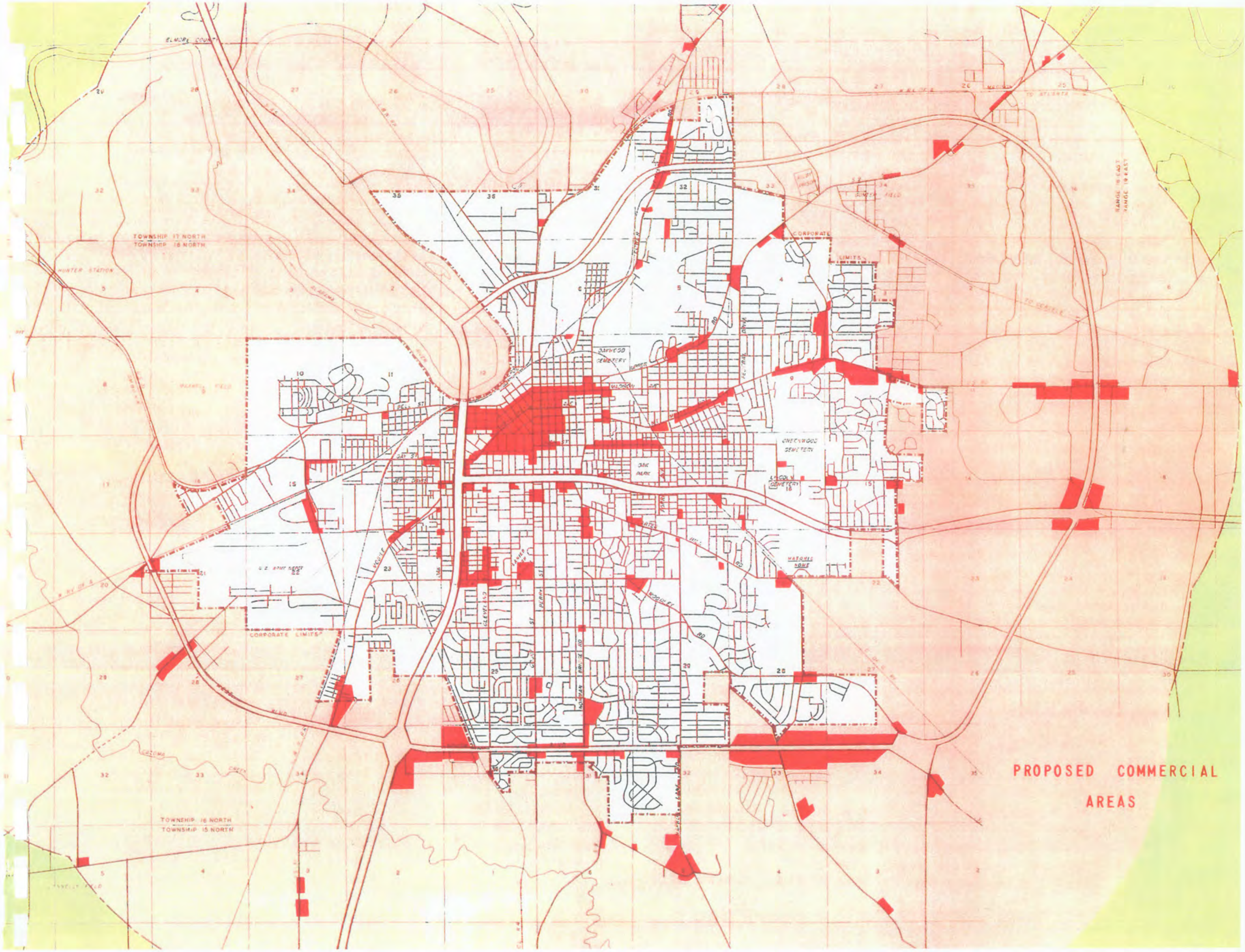
Highway, in the southwestern part of The City, has an extensive highway commercial strip along its right-of-way. This prosperous strip consists of a number of motels, restaurants, filling stations, and miscellaneous stores that are beneficial to the tourist type trade. The land near & around the intersection of The Mobile Highway and South Boulevard is fast developing into a thriving tourist-commercial area. The area near & around the intersection of Norman Bridge Road and South Boulevard is being rapidly developed for highway-commercial use. Commercial land areas that are located along the Atlanta Highway are a combination of highway-commercial areas and individual type commercial areas; these Atlanta Highway areas serve both local residents and tourists. Small highway commercial areas exist along most of the highways entering and leaving Montgomery. The two Interstate Highways should bring at least two large highway commercial strips to The City.* The future development of these commercial strips will necessitate careful planning to insure that the very best site for each new individual business is selected. If this is accomplished, local customers, tourist customers, the businesses themselves, and the entire city will all receive maximum benefit from these future highway commercial strips.

(6) Electric power sub-stations, telephone & telegraph transmission facilities, radio & TV stations, and other privately owned utility-type commercial sites are classified as a utility land use. These sites differ from all other commercial land areas in that they serve the public but are privately owned. All genuine public utilities (such as gas, light, water, sanitation, etc.) are classified as public land uses and are not included in commercial land uses. Montgomery has only a few "private utility" sites scattered about The City; however, these sites are large enough to be noted separately. (They are indicated simply as "utility" on The Existing Land Use Map.) Montgomery's growing population will necessitate additional sites of this type in the future; therefore, adequate, attractive, and properly located "private utility" sites should be planned in advance of their need. The Proposed Land Use Plan proposes several advantageous sites for utility use.

Each of these strips is noted on The Proposed Land Use Map.

Special Commercial Land Areas -- Offices: All non-governmental offices are related to commercial land areas; however, they are analyzed and listed separately. Throughout The City (especially in the fringe areas of Montgomery's CBD), residences have been converted into commercial offices. Many old houses easily lend themselves to commercial use. These residential-type offices are seldom found grouped together; the types of office-commercial use are also varied. The blocks immediately south of Montgomery's CBD contain many attractive residential-type offices interspersed with single-family and multi-family dwellings. At the present time, a number of residences in the above blocks are in the process of being converted into offices; this trend will very likely continue in the future. In all of the older sections of The City, certain types of commercial businesses have found residential structures that can be modified to suit their office needs; these businesses have converted these old houses into attractive office buildings. Although these converted dwellings house various types of commercial offices, they retain the appearance of private residences. Thus, the surrounding area is made more attractive rather than less attractive. Montgomery will soon need more scattered residence-type commercial offices than it has at the present time. The process of zoning & re-zoning should provide the necessary raw material for this type of commercial office development.

The importance of the office buildings that exist in The Central Business District has already been noted, analyzed, & discussed in An Economic Analysis Of The Montgomery CBD. The important role that commerce plays in every thriving metropolis was also noted. The Economic Analysis also brought out the fact that some professional offices have left The Central Business District and have found locations outside of The CBD. Montgomery has a number of business & professional office buildings located throughout The City. Many American cities are meeting their office needs by constructing office parks that are located on well landscaped lots. The Alabama Farm Bureau Insurance Companies & The Farm Journal Building is located on South Boulevard; this building is an excellent example of this type of business office. The Baptist Hospital, The Baptist Administration Building, and The Central Alabama Rehabilitation Center (for children & adults),


PROPOSED COMMERCIAL
AREAS
TOWNSHIP 17 NORTH
TOWNSHIP 16 NORTH
HUNTER STATION
CORPORATE LIMITS
OAK PARK
TOWNSHIP 16 NORTH
TOWNSHIP 15 NORTH

together with the aforementioned Bureau & Journal Building, form Montgomery's first major office park.

Modern office parks are carefully designed and controlled. Large size lots and well designed & constructed buildings are specified; a definite ratio of land to buildings assures a spacious, confortable, & attractive modern office area. Montgomery's growing population will have need of many office parks in the future, and enough commercial land should be set aside to adequately meet these future needs.

The Proposed Commercial Areas Map depicts all of the existing types & areas of commercial land use in Montgomery; it also depicts the types & areas that are planned for future commercial use. Properly planned commercial sites are of the utmost importance to the future growth of Montgomery.

It should be noted that existing offices are depicted simply as office areas; they are usually noted as a part of a proposed office area on The Proposed Land Use Map. The 200 scale Detailed Map(s) of Montgomery will show individual offices separately.

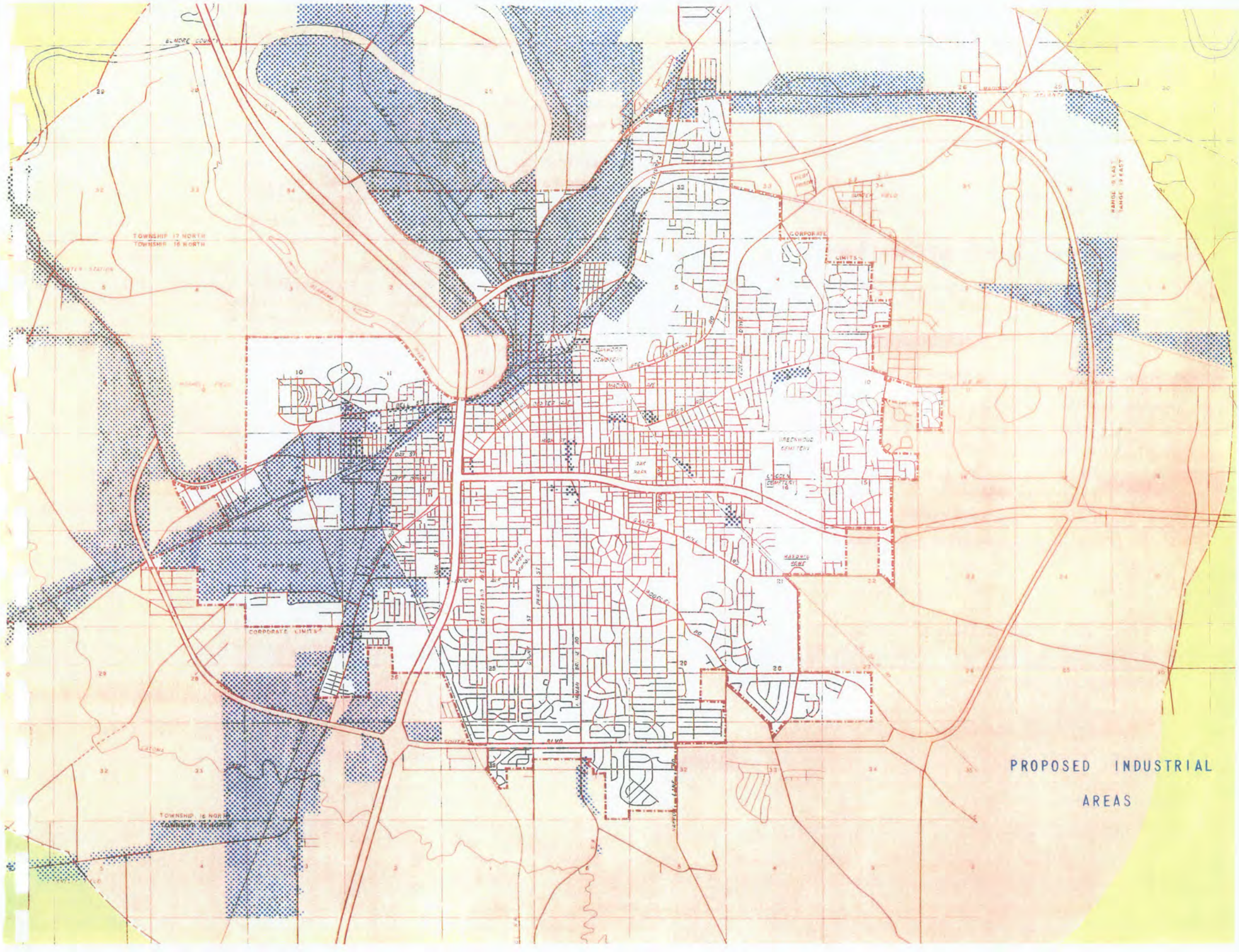
Industrial Land Areas: It is not always good to have all local industry in one area because traffic problems, transportation problems, utility problems, and similar problems tend to conflict & compound each other. It is desirable to have industry grouped in several areas that are strategically located with regard to the residential, business, and transportation elements of The City.

For some time now, it has been an established fact that new industry will not locate on inadequate or unattractive sites. Today, each new industrial plant is just as interested in the nature, appearance, and effect of its industrial site as the members of its urban community are. Industry now realizes that, if its employees and its community's populace have as much pride in the industrial plant as they do in the home & the urban community, the plant will enjoy greater industrial success. Therefore, modern industry seeks well planned, spacious, attractive, & well equipped industrial sites that are located in or near prosperous & progressive urban communities.

Many industrial plants now seek sites that are located in well planned industrial areas called Industrial Parks. Modern Industrial Parks possess a wide variety of spacious industrial sites that are equipped with industrial roads, streets, utilities, & transportation facilities. Each industrial park should be designed & developed as an integral part of the urban community in which it is located. Each Industrial Park should be carefully zoned & controlled to protect the interests & investments of the industrial resident as well as those of the urban resident. Sites must be well landscaped and industrial structures must be carefully & harmoniously designed and well constructed. Industries that locate in an Industrial Park should always be encouraged to develop and cultivate their surrounding grounds and yards. By & through the combined efforts of modern industrial plants and their urban communities, today's Industrial Parks have become shiny new neighborhoods of industrial plants that possess the physical elements & attractive appearance of residential neighborhoods. Truly, the advantages of an industry locating on a Modern Industrial Park site are legion.

Not every industrial plant will desire to locate or relocate on a site within an Industrial Park. The very nature of some types of industry demand that they locate in certain other areas. These industries with special site problems have been taken into consideration in formulating Montgomery's Land Use Plan.

Some industries base their choice of a site on price alone (if certain basic & minimum qualifications are met). Some industries base their choice primarily on the size of the available sites (again, if certain basic & minimum qualifications are met). It has been noted that many industries prefer a site in an Industrial Park. It is safe to say that there are as many reasons for locating on a particular industrial site as there are industries. Therefore, Montgomery's Land Use Plan has provided for over 11,000 acres of industrial land that span the spectrum of industrial land uses & industrial land requirements. In other words, Montgomery will ultimately be able to provide a prospective industry with a


TOWNSHIP 17 NORTH
TOWNSHIP 16 NORTH
CORPORATE LIMITS
TOWNSHIP 16 NORTH
TOWNSHIP 15 NORTH
PROPOSED INDUSTRIAL
AREAS

site in every size, type, & price range and all combinations thereof.

Although Montgomery is not a genuine industrial city at the present time, it possesses all of the essential ingredients to become an industrial city in the future. In addition to possessing excellent industrial sites, Montgomery has an abundance of industrial and domestic water. Montgomery's electric power and its natural gas are both available in large industrial quantities. Montgomery's industrial & domestic transportation facilities are more than adequate for all of the needs of the immediate future. Many transportation improvements for the Montgomery area are either under way or in the planning stage. Among these are the development of The Alabama River. Available information suggests that Montgomery's transportation facilities will be available in excess of the need in 1980. The reader is hereby referred to A Transportation Plan for Montgomery, Alabama (another part of The Comprehensive City Plan) for further transportation data.

For analytical & planning purposes, industries are usually divided into two categories: (1) light industry and (2) heavy industry or general industry.

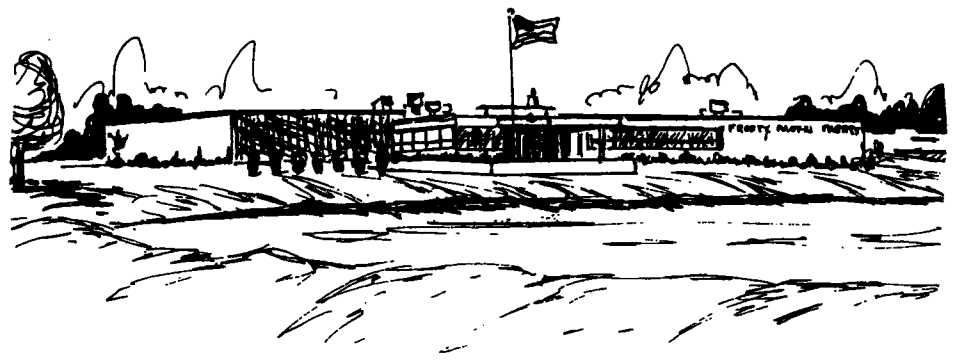
Light Industry is composed of small to medium sized industrial firms; some examples are: wholesale distribution, warehouses & warehouse transportation; a combination of manufacturing & wholesale or retail sales; bottling, packing, & packaging; wholesale baking; relatively small specialized manufacturing; brick & cement block casting; furniture & woodcarving manufacturing, and similar industries. As a rule, light industry does not require large industrial sites. The Proposed Light and General Industrial Areas Map depicts this characteristic (on the detailed map). It should be noted that some transportation oriented light industries require larger industrial sites than other types of light industry do. Future light industrial sites have been carefully planned. They are indicated on The Proposed Light and General Industrial Areas Map.

Heavy Industry or General Industry is composed of all industrial plants that are larger than medium sized plants. Heavy industry requires all types, sizes, and qualifications of industrial land. The site specifications and site requirements of heavy industry are complex and demanding. Usually, heavy industry requires extensive site planning and the detailed planning of nearby connecting facilities such as roads, streets, & utilities. Montgomery's Heavy Industrial Areas have been carefully planned; they are noted and defined on The Proposed Light and General Industrial Areas Map.

The reader will note that the northern & western sections of Montgomery contain most of The Proposed Industrial Land. These sections are better suited to industrial use than the other sections of Montgomery are.

Montgomery has instituted the development of industrial parks within its corporate limits. One is under development in the northern section of The City and one is under development in the southwestern section of The City. It is possible that, at the present time, several industrial areas in Montgomery possess the characteristics of an Industrial Park without meeting all of the necessary requirements of a genuine Industrial Park.

In conclusion, it can be said that Montgomery possesses all of the basic ingredients for industrial success. These ingredients have only to be fully developed and aggressively utilized to yield urban-wide dividends.



A COMMUNITY FACILITIES PLAN FOR MONTGOMERY

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A COMMUNITY FACILITIES PLAN FOR MONTGOMERY

INTRODUCTION

The Introduction of A Land Use Plan for Montgomery, Alabama stated that a Planning Commission should use the precise data of the (other) individual studies of its Comprehensive Plan to fill in the body of the total planning picture. As an integral part of The Comprehensive Plan, this Community Facilities Plan points out the important & urgent community-wide needs in Montgomery and it makes an equal number of proposals for meeting these needs.

Detailed plans for specific types of facilities to be located on particular sites are not a part of this study; detailed plans are in the realm of development and construction. This study will summarize & analyze Montgomery's public schools, parochial & private schools, colleges, & other institutions of learning. It will summarize & analyze Montgomery's indoor recreational facilities, outdoor recreational facilities, semi-public recreational facilities, and nearby camps & camping areas. This study will also summarize & analyze Montgomery's municipal protection services, The Police Department and The Fire Department. Montgomery's Water Distribution System and Sanitary Sewer System will also be subjects of a summary & analysis. Finally, recommendations will be made concerning each and every one of the aforementioned subjects.

The accompanying maps, tables, and sketches all illustrate current community facility conditions, existing community facilities, and proposed community facilities.

This Community Facilities Plan is an important element of The Comprehensive City Plan. It reveals important & urgent community-wide needs in The City. Montgomery should begin to meet these needs in the immediate future.

25. MONTGOMERY'S SCHOOLS & COLLEGES

The Growth of Public Schools

As almost every native Montgomerian knows, the oldest residential areas within The City surround and fan out from The Central Business District. These old residential areas are commonly referred to as "Old Montgomery". Generally speaking, the age of a residential area (in Montgomery) increases as its proximity to The CBD increases. Thus, the most youthful areas are those that are farthest away from The CBD.

A major portion of "Old Montgomery" is located within the area bounded by Fairview Avenue, Hall Street, Jefferson Street, and The L & N RR. This major portion is primarily inhabited by a mature, adult population. It is not likely that this older part of The City will ever regain a youthful population.

Young families have a strong tendency to locate in the new areas of a city, especially the outlying areas. Thus, all of Montgomery's new residential areas are inhabited by young couples most of which have or will have school age children. Montgomery's new residential areas are served by modern, well designed schools that have adequate play, athletic, & recreation areas.

The public schools in the older part of Montgomery are generally less crowded than ever before. These older schools have some type of play area but they do not have any kind of athletic or recreation area. However, the play areas of these older schools are not large enough for the number of students presently in attendance. At the time of the construction of Montgomery's older schools, the only real concern in school design was the school building itself; play & athletic areas came either from open land that was adjacent to the school lot or from what remained of the school lot after the school building was constructed. In most cases, the "adjacent" land was soon developed by its owners, and the new school was left with little or no play & athletic area. Modern types of school-neighborhood recreation areas simply did not exist at that time. Today, playgrounds, athletic

fields, and other recreation areas & facilities are considered to be essential parts of every school; these recreation areas and facilities are now designed & developed whenever and wherever a new school is constructed.

A special example of Montgomery's older public schools is Chilton Elementary School (formerly Sayre Street School), which is the oldest school building still in use in The City's school system. (It should be noted that this school building was not designed to serve as a grade school even under the old school design standards.) This brick building was originally designed & constructed (1891) for use as a female college; later, the college moved to its present location (now Huntingdon College), and the old college building was purchased by Montgomery's school system for use as an elementary school. The playground at Chilton School is very small and the lunchroom (in a basement area) is very inadequate. Several other city schools that are located in the old sections of Montgomery are not adequate for present school needs. Ledbetter School (on Decatur Street) uses two side streets as a play area during the school day because the school does not possess an actual playground.

Modern school design includes consideration for intensive play, athletic, & other school-oriented recreational activities, vehicular delivery & pick-up traffic, vehicular parking, and related community center & neighborhood park activities. Montgomery's new schools have taken these factors into consideration.

During the past ten years, a number of new residential sections have grown up in Montgomery's outer areas. All of these new sections are still growing rapidly (some faster than others, of course); some well known examples are: Dalraida, Druid Hills, Eastbrook, Forest Hills, Gay Meadows, Normandale, and Powelldale.

In addition to the aforementioned new sections, Montgomery has a number of completely new residential sections that are just beginning to grow; each of these new sections has a well established nucleus of fine new houses.

All of these new residential sections have created a present need for additional school facilities. The anticipated growth of these residential areas will place tremendous demands on Montgomery's school system by 1980; if definite plans are not soon made & carried out to expand the school system parallel with the anticipated growth, then Montgomery will find itself in an unforgivable & irrevocable negative school situation in 1980.

The nationally recognized standard for classroom density is 30 students per classroom. At the present time, the number of pupils per classroom is fairly well balanced both in the white schools and in the negro schools in Montgomery. There are some exceptions of course; some particular classrooms are overcrowded and some are sparsely occupied. But on an average, 32 to 35 students occupy each classroom. Montgomery's very newest residential areas are slowly pushing this average upward by small amounts. At the present time, the most crowded schools have an average of 35 students per classroom. If steps are not taken soon to construct more classrooms, this average will soon rise to uncomfortable levels.

Montgomery will need new public high schools in the near future. At the present time, more than 4,000 white students attend Robert E. Lee & Sidney Lanier High Schools; almost 1,600 negro high school students attend Booker T. Washington & George Washington Carver High Schools. The current elementary school enrollments and the current junior high school enrollments are all at an all time high. This means that more and more students will be attending Montgomery's four existing public high schools from now on.

Since Montgomery's two white high schools are presently operating at full capacity, steps must be taken immediately to prepare for the soon coming rapid rise in white high school attendance.

Although Montgomery's two negro high schools are not overcrowded at the present time, the anticipated future enrollments will eventually cause these two high schools to operate at full capacity. Thus, preparatory steps should be taken in the near future to prepare for this anticipated growth.

Montgomery's Existing Public Schools

Montgomery's public schools (City & County) are a function of The Montgomery County Board of Education; they are financed by a 7 mill portion of advalorem taxes, and they are provided with an earmarked city (general obligation) bonding capacity.

Existing Public School Facilities

An enumeration of Montgomery's existing public schools, their age, their number of classrooms, the total size of each school site, and the amount of recreation area of each school is given in Table 67. Montgomery's modern school sites are located in the newer parts of The City; these new sites conform to desirable standards with regard to the total size of each school site and its amount of play, athletic, & recreation area. The school buildings, their sites and their play, athletic, & recreation areas in the older part of The City do not conform to desirable standards.

Montgomery's existing schools are well located to serve the presently developed areas of The City. With the exception of The City's fringe areas, most students are within walking distance of their schools. As outlying areas develop, additional schools will be needed; as these new schools are scheduled, desirable standards can be realized in the planning & construction processes.

Montgomery has 22 elementary schools, 6 junior high schools, and 2 high schools that serve The City's white population. Montgomery has 13 elementary schools, 4 junior high schools, and 2 high schools that serve its negro population. Together, white and negro schools provide Montgomery with a total of 35 elementary schools, 10 junior high schools, and 4 high schools. All of these public schools are organized on a 6-3-3 basis, with grades 1-6 being defined as elementary schools, grades 7-9 as junior high schools, and grades 10-12 as high schools.

Generally speaking, the ages of Montgomery's older public school buildings are in direct proportion to the ages of the residential areas in which they are located. The same is generally true for Montgomery's newer schools; however, many of the new negro schools are located within the confines of Old Montgomery.

7 white schools were built before 1910 (6 elementary, 1 junior high). All negro schools have been built since 1920 except Booker T. Washington Junior High School which was built in 1911 and Booker T. Washington Elementary School which was built in 1916.

The following enumeration summarizes all of the public school construction that has occurred in Montgomery from 1910 through 1962:

5 elementary white schools were built between 1910-1930.
0 elementary white schools were built between 1930-1950.
11 elementary white schools were built between 1950-1962.*
3 junior high schools have been built since 1955.
1 high school was built in 1958 (Robert E. Lee High School).
6 elementary negro schools were built between 1923-1945.
1 negro junior high school was built in 1923.
2 negro junior high schools were built between 1950-1962.
Both negro high schools were built in 1948.
4 of the older negro elementary schools have recently built additions.

**Plus several additions.*

Table 68 lists 1962 enrollment figures for all of Montgomery's public schools. All of the public schools are listed by their current official names. These enrollment figures include students that live outside of The City in the outlying areas but that attend city schools. The future ratio of "out of city" students to "in city" students is expected to remain as it presently exists. It should be noted that these figures will be valid for analytical purposes throughout the current school year.

Table 67A ENUMERATION OF MONTGOMERY PUBLIC EDUCATIONAL FACILITIES: 1962

School	Date of Original Construction	No. of Standard Classrooms	Area of Site (Acres)	Play or Athletic Area (Acres)
White Elementary				
Bear	1956	24	9.9	6.0
Bellinger Hill	1904	10	2.6	2.0
Bellingrath	1950	12	8.6	4.5
Capital Heights Elementary	1917	19	3.4	2.0
Chilton	1891	8	2.2	1.5
Chisholm	1922	20	6.6	4.0
Cloverdale	1922	10	11.5	7.0
Dalraida	1954	22	7.7	4.0
Davis	1957	21	4.0	2.0
Flowers	1960	25	19.3	15.0
Floyd	1952	21	10.3	7.0
Forest Avenue	1925	16	6.3	3.5
Goode Street	1925	14	7.5	4.5
Harrison	1954	22	10.9	7.0
Highland Avenue	1904	14	2.1	.5
Highland Gardens	1955	21	9.2	5.0
Johnson	1961	21	10.0	7.0
Ledbetter	1900	7	.6	.3
MacMillan	1904	16	3.0	2.0
Maxwell	1956	21	5.5	5.0
Morningview	1950	20	9.4	7.0
[a]Rives	1904	10	2.5	2.0
		374		
White Junior High				
Baldwin	1910	34	2.7	2.0
Bellingrath	1955	25	8.6	4.5
Capital Heights Jr. High	1929	35	17.5	14.0
Cloverdale	1922	25	11.5	7.0
Floyd	1959	19	10.3	7.0
Goodwyn	1958	30	42.4	38.0
		168		
White High School				
Sidney Lanier	1929	68	21.9	13.0
Robert E. Lee	1958	64	14.5	7.0
		132		

Table 67B ENUMERATION OF MONTGOMERY PUBLIC EDUCATIONAL FACILITIES: 1962

School	Date of Original Construction	No. of Standard Classrooms	Area of Site (Acres)	Play or Athletic Area (Acres)
Negro Elementary				
Billingslea	1923	6	2.2	1.0
Booker Washington	1916 6 in 1961	15	2.0	1.0
*Carver	1952	20	41.6	30.0
Daisy Lawrence	1938 8 in 1960	24	2.0	1.5
Fews	1955	25	4.0	3.0
Hale	1930 4 in 1960	16	6.0	4.0
Lomax	1945	6	27.1	24.0
Loveless	1923 6 in 1960	18	2.2	1.5
McDavid	1956	22	2.6	2.0
McIntyre	1958	23	13.0	10.0
Madison Park	1953 6 in 1961	8	4.6	2.6
Paterson	1953	20	2.6	2.0
Abraham's Vineyard	1924	3	2.4	1.4
		206		
Negro Junior High				
Booker Washington	1911	23	4.0	.2
*Carver	1952 16 in 1958	25	41.6	30.0
Houston Hill	1962	21	16.0	13.0
Loveless	1923	16	2.2	.2
		85		
Negro High School				
Booker Washington	1948	31	4.0	2.0
*Carver	1948	41	41.6	30.0
		72		

**Carver Elementary School, Carver Junior High School, & Carver High School are all part of the 41.6 acre site noted above. The playground area (30.0 acres) serves as a combined play, athletic, & recreation area for all three divisions of George Washington Carver School.*

[a]To be abandoned.

Playground acre figures are a portion of site acre figures.

Table 68 MONTGOMERY PUBLIC SCHOOL ENROLLMENT: NOV., 1962

School	Enrollment	School	Enrollment
White Elementary		White Junior High	
Bear	509	Baldwin	1,092
Bellinger Hill	217	Bellingrath	881
Bellingrath	402	Capital Heights	1,065
Cap. Heights Ele.	558	Cloverdale	711
Chilton	246	Floyd	595
Chisholm	743*	Goodwyn	968
Cloverdale	286		
Dalraida	687	Total	5,312
Davis	720		
Flowers	828*	White Senior High	
Floyd	710	Sidney Lanier	2,296
Forest Avenue	493	Robert E. Lee	1,721
Goode Street	377		
Harrison	797	Total	4,017
Highland Avenue	441		
Highland Gardens	620		
Johnson	585		
Ledbetter	143		
MacMillan	553		
Maxwell	693		
Morningview	687		
Rives	325		
Total	11,620		
Negro Elementary		Negro Junior High	
Billingslea	218	Booker Washington	699
Booker Washington	522	Carver	1,087
Carver	716	Houston Hill	760
Daisy Lawrence	905	Loveless	505
Fews	885		
Hale	573	Total	3,051
Lomax	249		
Loveless	612		
McDavid	848	Negro Senior High	
McIntyre	857	Booker Washington	617
Madison Park	272	Carver	961
Paterson	780		
Abraham's Vineyard	112	Total	1,578
Total	7,549		

* *These enrollment figures represent an average of 35 pupils per classroom.*

The Proposed White Schools

Since the areas of new residential growth are expected to be in the southern & eastern quadrants of The City (growth is occuring there now), a closer look at these areas by neighborhoods is in order. The neighborhoods in question are delimited by The Neighborhoods Map which follows. Numerically, these neighborhoods are numbers 16, 20, 32, 33, 38, and 39. Table No. 69 shows the population in each of these six neighborhoods as of the 1960 census; it also shows the population for each neighborhood for 1980 (from A Land Use Plan for Montgomery, Alabama, Urban Consultant Associates; 1962). Table 69 also shows the existing ratio of white students per 1,000 population for elementary, junior high, and high school students.

Table 69 SELECTED NEIGHBORHOOD - STUDENT - POPULATION DATA

Neighborhood	1960 Pop.	Est. 1980 Pop.	Elementary Students Present	Elementary Students 1980	Jr. High Students Present	Jr. High Students 1980	Sr. High Students Present	Sr. High Students 1980
16	4,000	7,900	474	938	212	420	161	317
20	3,184	4,204	380	563	170	200	128	200
32	122	7,050	14	831	6	371	5	281
33	415	3,520	50	415	21	230	16	150
38	75	7,450	9	900	4	410	3	285
39	550	16,849	65	1,995	29	892	22	675
Total	8,346	46,973	992	5,642	442	2,523	335	1,908

	White
1962 ratio of Elementary students per 1,000 population	118.77
1962 ratio of Jr. High students per 1,000 population	53.12
1962 ratio of High School students per 1,000 population	40.17

Elementary Schools: At the present time, a total of 992 white elementary students live in neighborhoods 16, 20, 32, 33, 38, & 39. A total of 5,642 white elementary students are expected in Montgomery in 1980 in the 6 outlying neighborhoods noted above and in Table 69. This means that there will be an increase of 4,650 elementary students in these 6 neighborhoods by 1980.

Future expansions of most of the existing elementary schools are possible, and any additional needed classrooms above & beyond the aforementioned 125 classrooms can be added to these existing elementary schools.

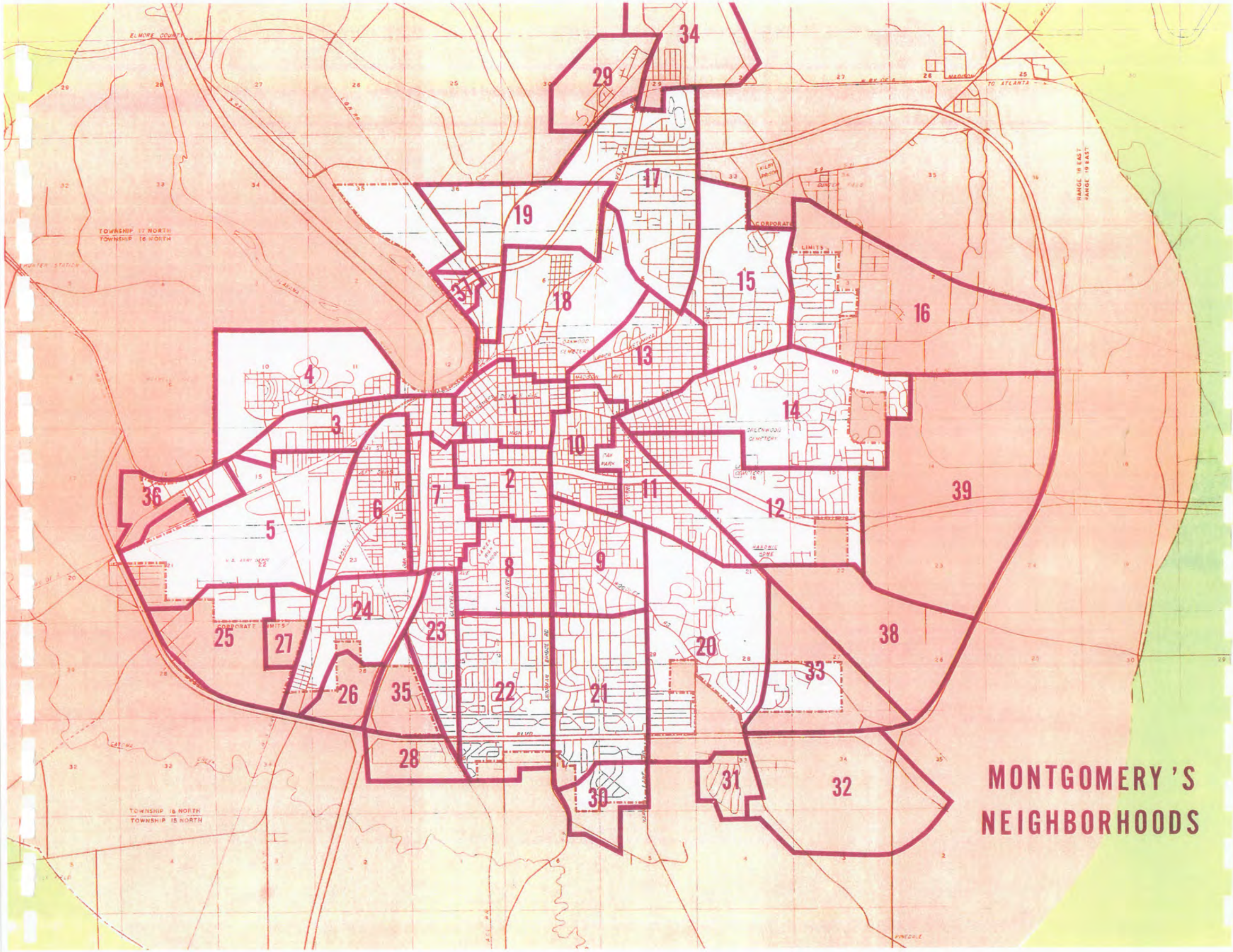
Junior High Schools: 1,525 additional negro junior high school students are expected in 1980. As it was previously mentioned, a new negro elementary & junior high school is now under construction near The "H & R Point"; this new junior high school should be able to accommodate a large portion of the anticipated increase in the negro student population. The remainder of the above number of additional students can be easily accommodated by the future expansion of each of the existing negro junior high schools.

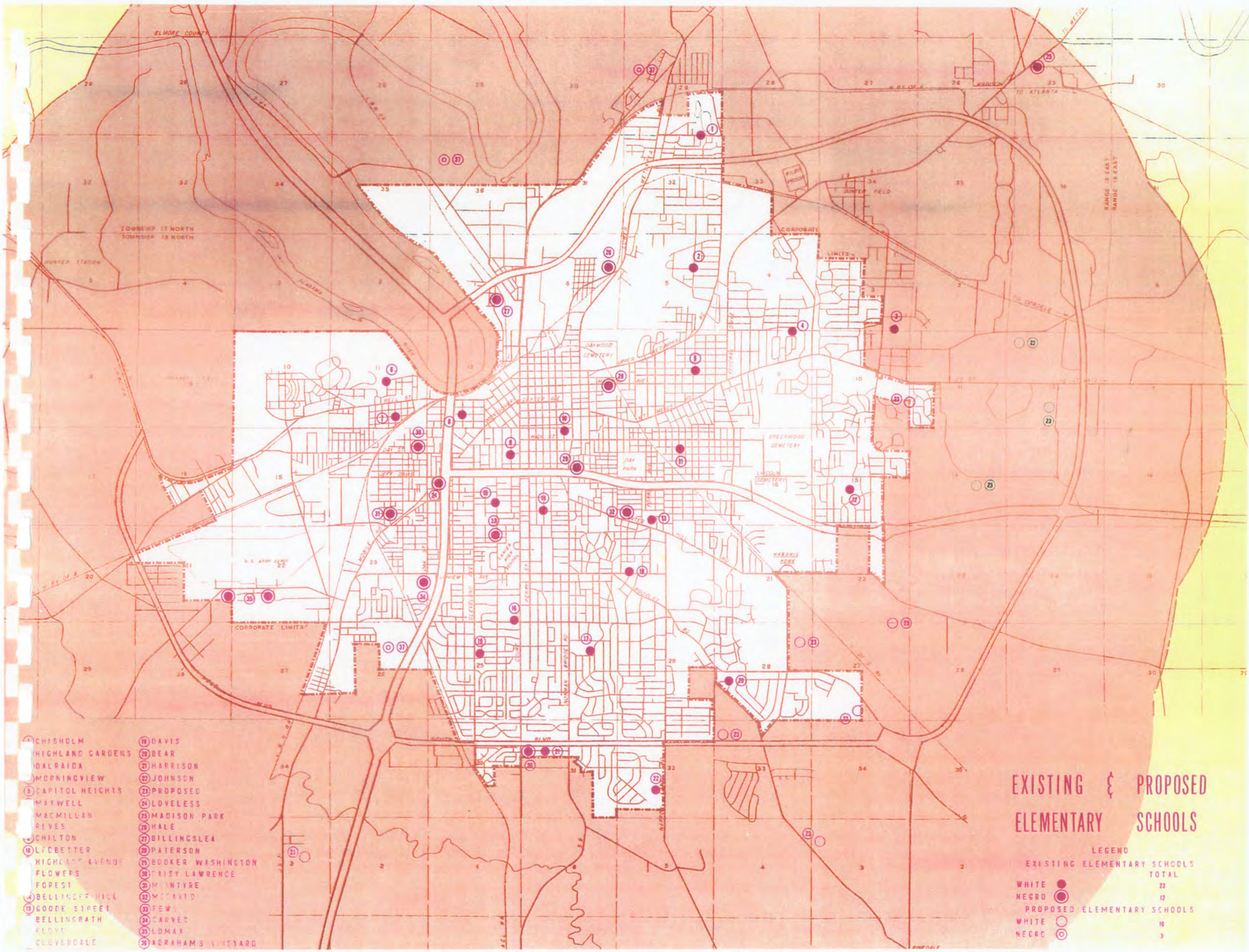
High Schools: The 1962 ratio of negro high school students to The City's negro population was 31.56 students per 1,000 population. Using this same ratio on The City's projected negro population (75,000 persons), it is found that the negro high school students will number 2,367 in 1980; this is an increase of 789 negro high school students over the present number. One additional negro high school will be needed by 1980. The proposed site for the additional high school is shown on The Map of Existing & Proposed High Schools. The proposed site is located in the vicinity of Hale Elementary School (on North Decatur Street).

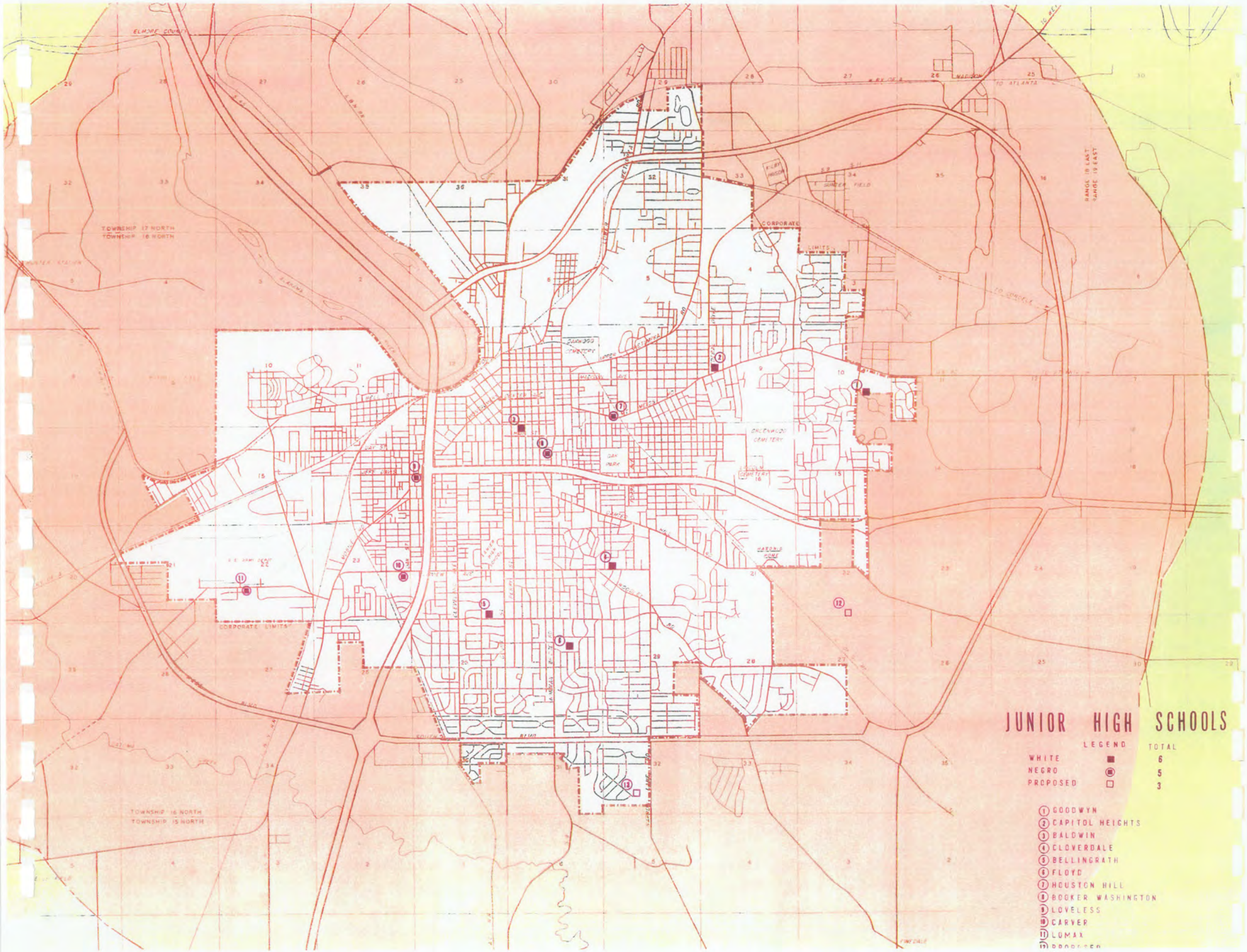
Table 70 ESTIMATED PUBLIC SCHOOL ENROLLMENTS AND CLASSROOM NEEDS 1962, 1970, 1980
CITY OF MONTGOMERY

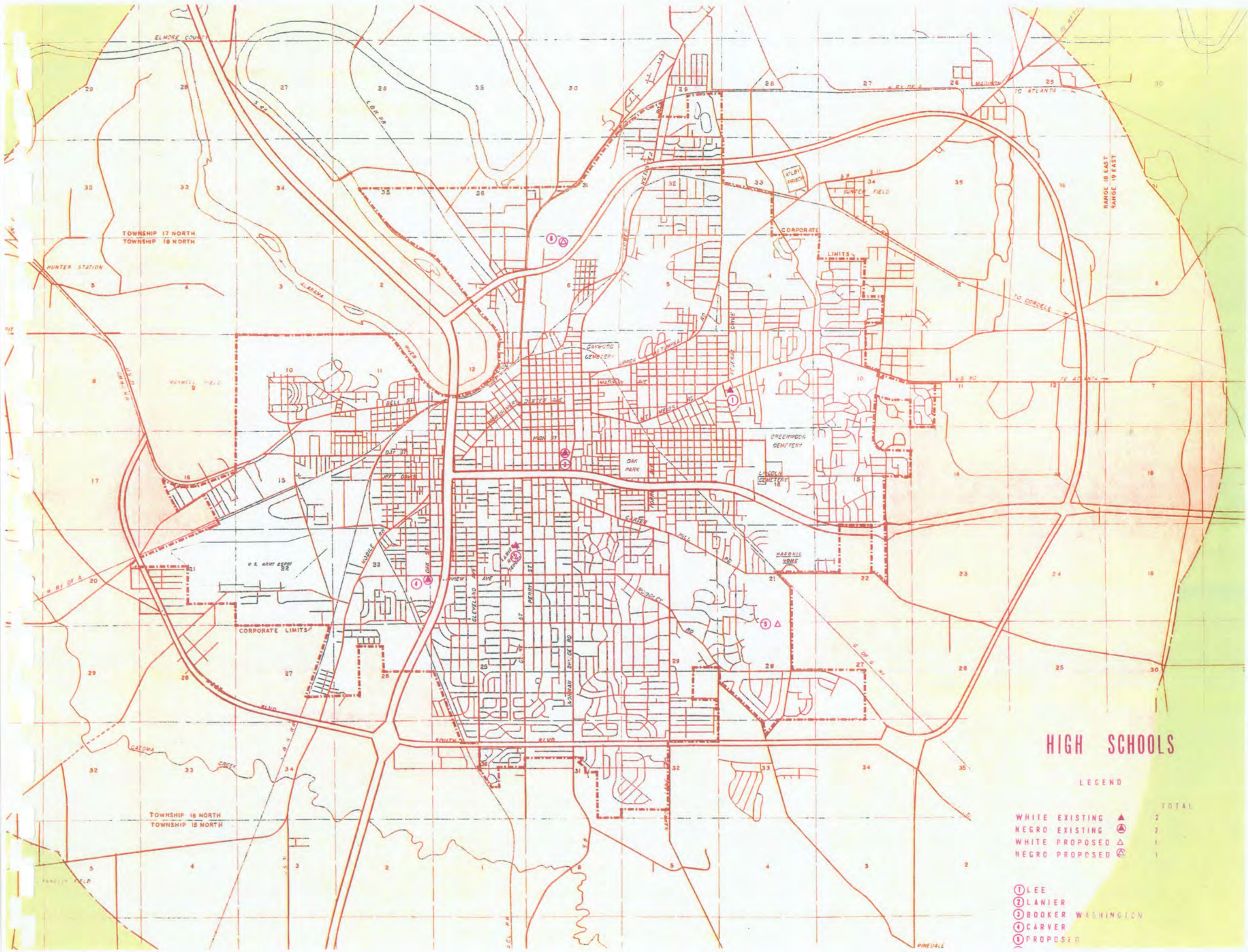
	WHITE				NEGRO				
	Grades 1 - 6	Grades 7 - 9	Grades 10 - 12	Total White	Grades 1 - 6	Grades 7 - 9	Grades 10 - 12	Total Negro	Total White & Negro School Enrollment
Nov. 1962									
Enrollment	11,620	5,312	4,017	20,949	7,549	3,051	1,578	12,178	33,127
Total Existing Classrooms	374	168	132		186	85	72		
Total Classrooms Needed	389	190	143		251	109	56		
Nov. 1970									
Estimated Enrollment	14,930	6,678	5,041	26,649	9,436	3,814	1,972	15,222	41,871
Total Estimated Classrooms Needed	497	238	180		314	136	70		
Nov. 1980									
Estimated Enrollment	17,983	8,044	6,065	32,092	11,323	4,576	2,367	18,266	50,358
Total Estimated Classrooms Needed	599	287	216		377	163	84		

*These classrooms are needed to achieve & maintain an average of 30 students per classroom for Grades 1 - 6 and 28 students per classroom for Grades 7 - 12.


MONTGOMERY'S
NEIGHBORHOODS


EXISTING & PROPOSED
ELEMENTARY SCHOOLS
LEGEND
EXISTING ELEMENTARY SCHOOLS
TOTAL
WHITE 23
NEGRO 12
PROPOSED ELEMENTARY SCHOOLS
WHITE 10
NEGRO 3
CHISHOLM
HIGHLAND GARDENS
DALRAIDA
MORNINGVIEW
5 CAPITOL HEIGHTS
MAXWELL
MACMILLAN
RIVES
CHILTON
FLOWERS
FOREST
15 GOODE STREET
BELLINGRATH
CLOVERDALE
19 DAVIS
20 BEAR
21 HARRISON
22 JOHNSON
23 PROPOSED
24 LOVELESS
25 MADISON PARK
26 HALE
27 BILLINGSLEA
28 PATERSON
29 BOOKER WASHINGTON
35 LOMAX
ELMORE COUNTY
TOWNSHIP 17 NORTH
TOWNSHIP 16 NORTH
CORPORATE LIMITS
OAKWOOD CEMETERY
GREENWOOD CEMETERY
OAK PARK
TO ATLANTA


ELMORE COUNTY
TOWNSHIP 17 NORTH
TOWNSHIP 16 NORTH
CORPORATE LIMITS
TO ATLANTA
TO MONTGOMERY
RANGE 18 EAST
RANGE 19 EAST
OAKWOOD CEMETERY
OAK PARK
GREENWOOD CEMETERY
HAYNES HOME
U.S. ARMY DEPOT
CORPORATE LIMITS
TOWNSHIP 16 NORTH
TOWNSHIP 15 NORTH
JUNIOR HIGH SCHOOLS
LEGEND
TOTAL
WHITE 6
NEGRO 5
PROPOSED 3
1 GOODWYN
2 CAPITOL HEIGHTS
3 BALDWIN
4 CLOVERDALE
5 BELLINGRATH
6 FLOYD
7 HOUSTON HILL
8 BOOKER WASHINGTON
9 LOVELESS
10 CARVER
11 LOMAX


HIGH SCHOOLS
LEGEND
TOTAL
WHITE EXISTING ▲ 2
NEGRO EXISTING 2
WHITE PROPOSED △ 1
NEGRO PROPOSED 1
1 LEE
2 LANIER
3 BOOKER WASHINGTON
4 CARVER
5 PROPOSED
TOWNSHIP 17 NORTH
TOWNSHIP 16 NORTH
TOWNSHIP 16 NORTH
TOWNSHIP 15 NORTH
RANGE 18 EAST
RANGE 19 EAST
HUNTER STATION
CORPORATE LIMITS
KILBY PRISON
OAK PARK
GREENWOOD CEMETERY
MASONIC HOME
U.S. ARMY DEPOT
TO ATLANTA
TO CORDELE
CLEVELAND AVE
SOUTH BLVD

Private Schools, Parochial Schools, & Colleges

An account of Montgomery's total educational program would be incomplete without taking The City's large number of parochial and private schools into consideration. Although they are not tax supported to any extent, these schools educate a significant number of Montgomery's future citizens; in addition, these schools ease the educational burden of The City's public supported schools. About 8% of Montgomery's school children attend either parochial schools or private schools. Almost 3,000 students attend local colleges. Many of these college students are Montgomery residents. Percentagewise, parochial schools and private schools are about evenly distributed in their enrollments. It is interesting to note that Alabama State College possesses 61.2% of The City's college students.

Montgomery's institutions of higher education provide The City with a nucelus of learned men & women through their respective faculties & student bodies. Their campuses lend a scholarly appearance to the overall view of The City. But their real importance to Montgomery is that they provide halls of higher learning for the residents of The Montgomery Metropolitan area. This type of community asset is beyond any monetary value.

The Jones Law School, at 124 South Hull Street, is an integral part of The City's total intellectual activity. This school has provided an opportunity for hundreds of Montgomery men & women to study law. Many of the school's students have been able to study law solely because of the school's presence in The City. Thus, The Jones Law School is an invaluable asset to Montgomery.

Montgomery's two trade schools (see Table 71) are presently providing some 250 students with an opportunity for a technical education. These two schools are very important to Montgomery because they are excellent reasons for industry to locate in The City.

Montgomery's two business schools, The Massey-Draughon Business College and The Modern Business Academy, provide nearby residents with an opportunity to better equip themselves for business careers.

Table 71 notes the grades that are taught in each of Montgomery's private & parochial schools; Table 71 also notes the 1962 enrollment figures for each of these schools. These schools & colleges are valuable assets to Montgomery. In addition, these institutions are well oriented within the confines of The City. A following map depicts the locations of these schools & colleges.

Table 71 GRADES & ENROLLMENTS OF PAROCHIAL AND PRIVATE SCHOOLS IN MONTGOMERY: 1962

Parochial	Grades	1962 Enrollment
Catholic High School	9 - 12	201
St. Bedes	1 - 8	350
Our Lady, Queen of Mercy	1 - 8	375
St. Judes	1 - 12	480
St. John The Baptist	1 - 8	211
Nazareth Mission School	1 - 8	199
Alabama Christian	1 - 12	160
Private Schools		
Starke	4 - 12	87
Williams	1 - 12	271
Montgomery Academy	1 - 9	145
Stella Patterson	1 - 2	15
Romeo & Juliet	1st.	23
Rooks	1 - 6	118
St. James	1 - 3	Not Available
Colleges		
Huntingdon		839
Alabama State College		1,587
Alabama Christian College		165

Trade Schools	Minimum Age	Minimum Schooling	
Alabama Technical Institute	16	8th Grade	62
Patterson Trade School	16	8th Grade	185

PAROCHIAL AND PRIVAT SCHOOLS

LEGEND

PAROCHIAL SCHOOLS

	WHITE	NEGRO
ELEMENTARY	▣	▣
SECONDARY	△	▲
COLLEGE	△△	▲▲
TRADE SCHOOL	○	●

PRIVATE CHOICE

ELEMENTARY

SECONDARY

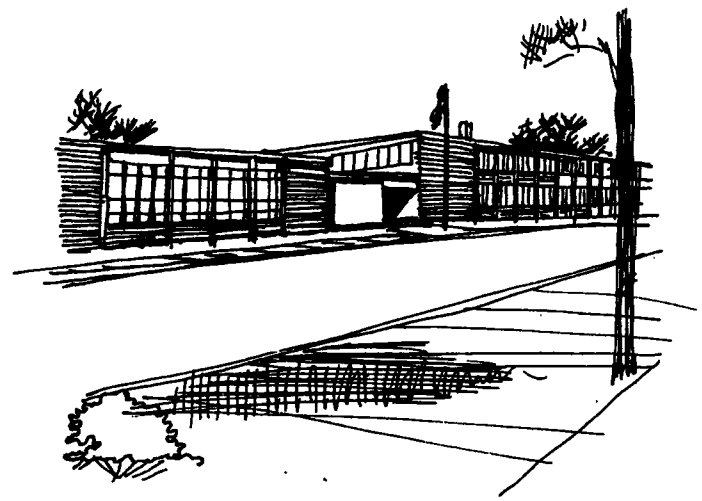
1. NAZERETH MISSION SCHOOL
2. CATHOLIC HIGH SCHOOL
3. WILLIAMS SCHOOL
4. ALA TECHNICAL INSTITUTE
5. MONTGOMERY ACADEMY
6. ST JOHN THE BAPTIST SCHOOL
7. STARKE SCHOOL
8. ST BEDES SCHOOL
9. ALA CHRISTIAN COLLEGE
10. ALA STATE COLLEGE
11. ST JUDE S SCHOOL
12. HUNTINGDON
13. OUR LADY QUEEN OF MARY SCHOOL
14. PATTERSON TRADE SCHOOL STATE
15. NEW LOCATION MONTGOMERY ACADEMY
16. ROMEO AND JULIET
17. ROCKS
18. STELLA PATTERSON

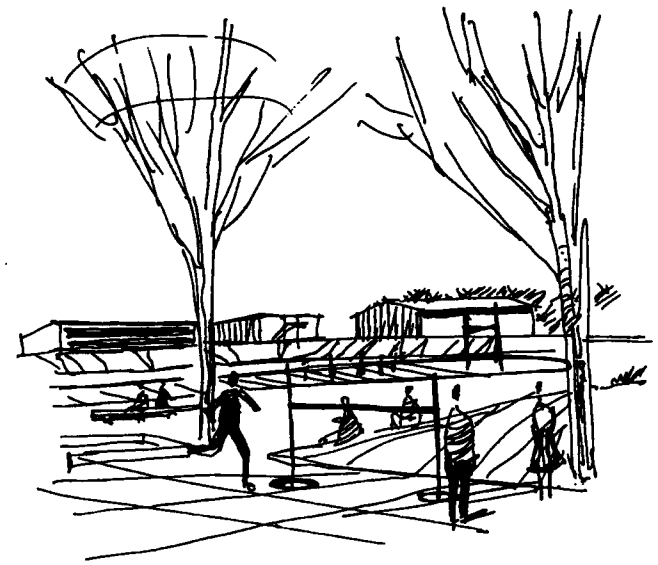
Selecting A School Site

The overall size of a prospective school site is only an initial consideration in the selection of an appropriate school site. Many other factors are either equally important or more important. A prospective site must be free from detrimental external physical influences like industrial plants, commercial operations with considerable activity, & major street traffic. The prospective site's topography must be adaptable to a full range of modern school activities. The topography must be agreeable with modern school design & school site layout, especially with regard to the following items: (a) the type & size of the school buildings; (b) the accessibility of the school building to delivery & pick-up traffic; (c) parking areas; (d) athletic & recreation buildings, areas, etc.; (e) the layout of athletic, play, & recreation areas. The overall shape of school sites should also be considered. Odd shaped sites should be avoided because they not only present serious problems in the design of the outdoor portion of the school site, but in the design of the school building itself. In addition, odd shaped sites often present problems of improper relationships between the school site and its surrounding residential areas, especially with regard to automobile traffic. Generally speaking, an odd shaped school site results in an inefficient school.

If the school sites are purchased well in advance of the development of the site's surrounding area, a plentiful amount of land can be obtained. Future growth of the school should be considered in the selection of a prospective school site and the amount of land purchased. The growth of athletic, play, & recreation areas should be a major consideration, especially on a neighborhood basis.

In most cases, an elementary school should serve as a center for its surrounding urban neighborhood; therefore, the school building should contain a multi-purpose room with miscellaneous equipment for school & neighborhood activities.





The Overall Proposed Schools Plan

The preparation of a plan for the future development of public school facilities in Montgomery requires that several basic physical factors be determined; these factors are: (1) The location of appropriate school sites; (2) The size of each future school; and, (3) The size of, the nature of, & the layout of playgrounds, athletic fields, & recreation areas. All detailed plans should be adjusted to the expected growth of The City & its individual residential areas. Similarly, these factors must be coordinated with other urban features & activities such as zoning, major thoroughfares, and existing recreation facilities. Since a major portion of The City's new residential development will probably occur in the southern and eastern quadrants of The City, adequate school sites should be acquired in these areas well in advance of the time they are actually needed.

Future Public School Sites

The proposed locations for Montgomery's future public schools are shown on three maps of existing & proposed schools; the first map shows the elementary schools, the second map shows the junior high schools, and the third map shows the high schools. In choosing the proposed sites, an attempt was made to conform to the following locational & spatial standards:

1. The proposed sites for future public schools should be located in districts that are zoned for residential use.

2. As a rule, elementary students should not have to walk more than one-half mile to school.

3. Since secondary schools must serve larger areas than elementary schools serve, the future sites for these schools should be located near major traffic arteries but the sites should not front on such arteries.

4. Sites that are located near railroads should be avoided.

5. The future school sites should be located in areas that either are or soon will be relatively free of smoke, polluted air, and noise.

6. Sites for elementary schools should contain at least 9 acres of relatively flat terrain.

7. Junior high school sites should contain at least 10 acres with one additional acre provided for each 100 students.

8. High school sites should contain at least 20 acres with one additional acre for each 100 students.

The Procurement of Future School Sites

Ideally, future school sites should be procured well in advance of their need because of the following: (1) from the standpoint of economy; (2) to secure sites precisely where they are needed; and (3) to facilitate the construction of the new schools before the existing schools become overcrowded. (School sites that can be purchased in the form of open land will be far less expensive than school sites that have to be assembled from platted lots).

Farsighted subdividers of substantial tracts of land are often willing to donate a school site, and they are almost always willing to negotiate about such sites on favorable terms; most subdividers realize that, once an urban community has acquired a site for a future school (within their subdivision area), the price of & the salability of the fronting lots & the adjacent lots will both be vastly increased.

Public School Land Acquisition

Advance land acquisition is extremely important to the economical provision of public school sites in growing residential areas. The three maps of existing and proposed schools show the approximate site locations for the proposed future schools. An early availability of the necessary funds would make it possible to take

maximum advantage of this advance knowledge. The School Board could purchase open land at the appropriate locations and hold it until the development of the surrounding residential areas warranted the actual construction of the schools. The alternative is to wait until the residential areas have so many school age children that the construction of the schools is mandatory.

If the appropriate locations (or some parts of them) are still available at that time, they will be very expensive. Usually, appropriate locations are quickly developed if they are not obtained early by The School Board. In this case, many much less desirable (and often inadequate) sites must be purchased, often at a very high price. It is easy to see why it is very important that a school site be purchased during the initial stage of a residential area's development.

Present Public School Problems

Some immediate problems are facing The Montgomery County School Board; they are: (1) Chisholm Elementary School on Vandiver Street is becoming overcrowded; therefore, 2 more classrooms must be added before the beginning of the next school year. So far, the classroom average for the 1962-1963 school year is 35 pupils per classroom. (2) Flower's Elementary School on Harrison Road has expanded several times to a (maximum) total of 24 classrooms; it is barely keeping up with the increased enrollment. (3) The 40 acre site at Goodwyn Junior High School (near The Veterans' Hospital) has an ample amount of room for an elementary school; The School Board is studying the feasibility of building an elementary school there. (4) Rives Elementary School (Herron Street) will become almost inaccessible when Interstate Highway 65 is constructed, just one block west of the school; both Clay and Herron Streets (which bound the school site on its north & south sides, respectively) will become one-way thoroughfares. This radical change in Rives School's environment, coupled with a slow decline in the number of students served by the school, will bring about the discontinuance of this school; the affected students will be assigned to one of three elementary schools: Goode Street School, Chilton School, or Ledbetter School. (5) A 5 acre site on Harrison Road (that is located only a short distance from Flowers Elementary School) is owned by The School Board; this site is being considered as the site for a new elementary school that is needed immediately to relieve the current overcrowded conditions at Flowers School and that will be needed in the immediate future because of a large amount of eminent continued growth eastward from The Flowers School Area. The aforementioned 5 acre site will not be adequate nor satisfactory in the long run because it has three basic weaknesses: (1) it is far too small for any type of public school; (2) it is located too close to Flowers School; (3) in the future, it will not be centrally located with regard to the new growth eastward from The Flowers School Area. Thus, the aforementioned 5 acre site is not the most desirable solution to the problem. A much better solution might be to swap the above five acre site (which is valuable as residential property) for a site that is located farther to the south. An ideal school site would be one that is located one half the distance between Flowers Elementary & Bear Elementary Schools; such a site would be more useful in accommodating future residential growth. (6) The School Board has wisely acquired a 20 acre tract of land on Carter Hill Road that is located not far from The Masonic Home; a future high school will be constructed on this site. With a city-wide high school age population of 6,065 students expected in 1980, this proposed high school will be required to provide an education for Montgomery's additional high school students. In view of the large number of anticipated high school students, it would be very wise for The School Board to purchase at least 10 acres that are adjacent to the above 20 acre tract; 30 acres would more nearly meet the ideal standards for this high school site.

26. *MONTGOMERY'S RECREATIONAL FACILITIES*

Montgomery is fortunate in its location on The Alabama River and its proximity to Lake Jordan, Lake Mitchell, & Lake Martin; these water assets afford Montgomery residents with ample "Regional" recreation opportunities for fishing, boating, and other outdoor sports. The City is also centrally located in an area that many people consider a hunter's paradise. Although these facilities afford regional recreation opportunities for many Montgomery residents, the total recreation area allocated for public use within The City of Montgomery is far short of desirable standards.

Existing Recreational Facilities

Montgomery's existing public recreational facilities primarily consist of school playgrounds and school athletic fields. The City presently has 6 neighborhood type recreation centers; each of these centers is physically connected to & functionally related to an existing playground or recreation area. Table 72 enumerates the locations of and the sizes of these city recreation facilities; it also notes the major equipment of each facility. As shown on The Map of Existing & Proposed Recreation Areas, The City's existing public recreational areas are well located; they are adequately dispersed over The City, although each area is deficient in its total space.

Privately owned recreational facilities in Montgomery contribute a great deal to the total recreation picture; they are also indicated on The Map of Existing & Proposed Recreation Areas.

Outdoor Recreational Areas

Montgomery "possesses" a number of wonderful major outdoor recreational areas; although these major areas are not located within The City itself, they are located near The City. Two Y.M.C.A. Camps, a Y.W.C.O. Camp, two Boy Scout Camps, and two Girl Scout Camps, are all available to the young people of Montgomery; these camps are discussed on the following pages, but they are not indicated on The Map of Existing & Proposed Recreation Areas. These camps are well staffed and admirably situated; they provide Montgomery's boys & girls with an opportunity for a short vacation in a wonderful, fascinating, and healthy outdoor atmosphere. All of the traditional camping activities are packed into a few busy but carefree summer days that, regretfully, come only once a year. Montgomery is certainly fortunate to "possess" each and every one of its nearby camps.

School sites have partially met Montgomery's current need for active outdoor recreation areas. Large tracts of cleared vacant land within The City have helped to reduce the current need for outdoor recreation space. Currently vacant sites within Montgomery's new, rapidly developing outlying neighborhoods have also helped to reduce the current need. However, as these vacant tracts and these outlying neighborhoods are developed more completely, the need for park and recreation facilities within The City will become more and more evident in the future. The need will become especially intense within The City's newest and fastest developing residential areas because they will be the residential areas that are farthest away from organized and developed recreation areas.

Outdoor Sports Arenas

Montgomery is graced with two major outdoor sports arenas, Cramton Bowl and Paterson Field. These major assets provide The City with a pair of valuable attractions that are capable of stimulating tourism and commerce for Montgomery if they are properly utilized. Cramton Bowl (located on the south side of Madison Avenue) is the site for all major football games that are played in the Montgomery area; Paterson Field (located on the north side of Madison Avenue) is the host for the area's important baseball games.

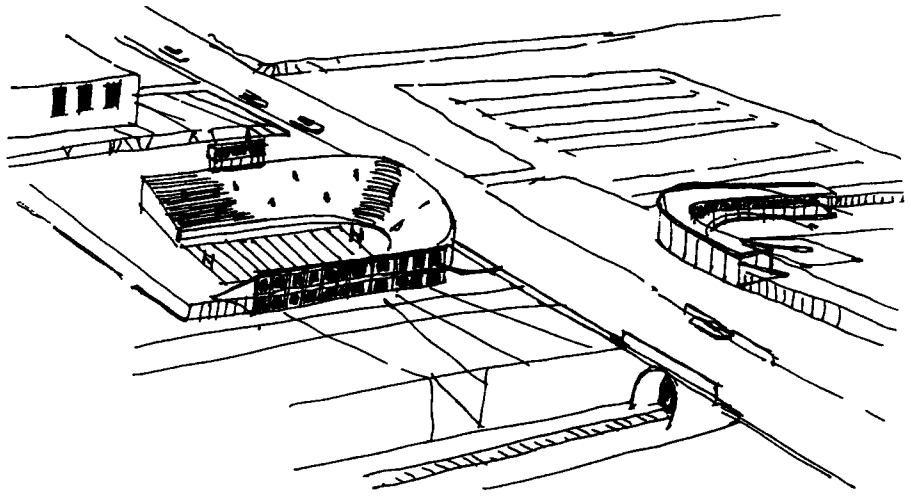
Cramton Bowl has recently undergone a number of long needed modifications and improvements. The playing field has been relocated closer to the west stands & to

the north stands, and a permanent bank of concrete stands has been constructed on the east side of the playing field. But equally important, a large and totally new parking area has been developed east of, south of, and southwest of the stadium. Cramton Bowl and its parking area occupy approximately 20.8 acres.

Paterson Field was designed and constructed according to modern baseball park standards. A large paved parking lot borders the park to the west, to the northwest, and to the north. Paterson Field and its parking area occupy approximately 10.0 acres.

As every resident of Montgomery knows, Cramton Bowl and Paterson Field are situated directly across Madison Avenue from each other. This arrangement permits their parking lots to be used in conjunction with each other. In addition, another parking lot is located on the north side of Madison Avenue immediately west of Paterson Field.

Fort Dixie Graves Armory (described & discussed in a following section) is located on the south side of Madison Avenue immediately west of Cramton Bowl. Together, Cramton Bowl, Paterson Field, and The Armory form a type of major recreation park for Metropolitan Montgomery and its surrounding area.



RESUME OF EXISTING CITY PARKS, RECREATION CENTERS, AND RECREATION AREAS

Bellingrath Recreation Center

Location: Bounded by South Court Street on the east side, Goode Street on the west side, and Edgemont Avenue on the south side.

Size: Approximately 16 acres.

Facilities: Community building with fully equipped gym and lighted concrete outdoor court.
Fully equipped field house.
Lighted Little League baseball diamond.
Lighted Babe Ruth baseball diamond.
Regulation football field, with bleachers.
2 clay basketball courts.
Children's area (on Goode Street) equipped with 2 sets of swings, 2 slides, 1 merry-go-round, 1 jungle gym, and 1 set of climbing bars.
Table and benches.

Civic Park Now owned by The Montgomery Spastic Children's School.

Location: Bounded by Yancey Avenue to the south, Madison Terrace to the west, the Upper Wetumpka Road to the north, and California Street to the east.

Size: Approximately 8 acres.

Facilities: Small office building.
Community building (without gym).
2 paved basketball courts.
1 lighted softball field.
1 regulation football field.
1 covered barbecue pit.
1 wading pool.
A large children's area that is equipped with 2 sets of see-saws, 2 sets of swings, 1 merry-go-round, 1 jungle gym, 3 basket swings, 2 sets of climbing bars.
Fenced tot lot equipped with swings, see-saws, slide.
4 clay tennis courts.

Hamner Hall This building is currently being used by The Montgomery Police Department.

Location: The area bounded by Mildred, Clayton and Holt Streets.

Size: Approximately 4 acres.

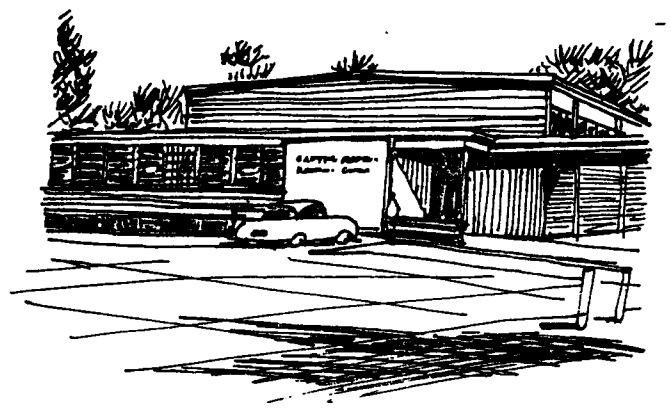
Facilities: Community building with fully equipped gym.
Lighted outdoor paved area.
1 softball diamond.
1 football field.
1 wading pool.
1 fenced tot lot equipped with swings, see-saws, jungle gym.
Children's area equipped with 2 multiple swing sets, 5 basket swings, 2 multiple see-saw sets, 1 large jungle gym, 2 merry-go-rounds, 1 chinning bar set, 1 set of climbing bars, 1 slide.

Capitol Heights Recreation Center

Location: East of Federal Drive, north of Capitol Heights Junior High School.

Size: Approximately 7 acres; this area is used by agreement with The Montgomery County Board of Education. Approximately ½ acre is owned by The City for the community building site.

Facilities: Community building with fully equipped gym and paved outdoor area.
1 regulation football field, with bleachers.
1 Little League baseball diamond.
1 regulation baseball diamond.
1 softball diamond.



Forest Avenue Recreation Area

Location: On Forest Avenue School grounds, south of Fifth Street and east of Pineleaf Street.

Size: Approximately 4 acres are used for recreation.

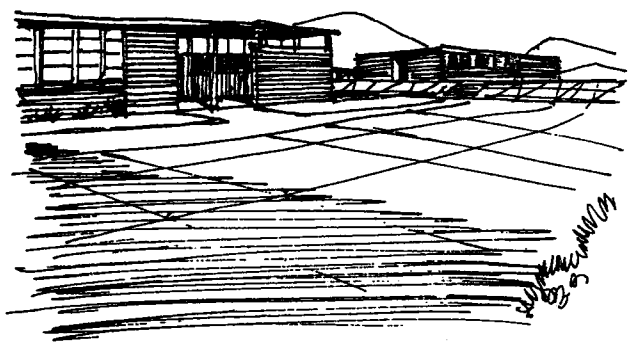
Facilities: 2 asphalt basketball courts.
1 softball field.
1 football field.

Carver Recreation Center

Location: Fairview Avenue at the intersection of Oak Street.

Size: Approximately 20 acres are leased, and approximately 1 acre is owned by The City for the community building site.

Facilities: Community building with fully equipped gym and lighted outdoor paved area.
Lighted softball diamond, with bleachers.
Regulation baseball diamond.
Regulation football field.



Goode Street Recreation Area

Location: Bounded by Goode Street to the east, Bellview Street to the west, Columbia Street to the north, and Georgia Street to the south.

Size: Approximately 4½ acres are used by agreement with The Montgomery County Board of Education.

Facilities: 1 regulation football field.
2 clay basketball courts.
1 lighted softball field.
Tables and benches.

Highland Gardens Recreation Center

Location: End of Miller Street, bounded by Johnson & Spiegle Streets, and Skyline Drive.

Size: Approximately 7 acres.

Facilities: Community building (without gym).
1 lighted baseball diamond with bleachers.
1 softball diamond.
1 regulation football field with bleachers.
2 clay basketball courts.
Children's area equipped with 1 multiple swing set, 2 slides, 2 see-saws, 1 set chinning bars, 1 jungle gym.
1 covered barbecue pit with benches and tables.

Morningview Recreation Area

Location: Morningview School grounds.

Facilities: 1 lighted Little League baseball field with bleachers (fenced).

Golden Age Center

Location: 316 Church Street.

Size: Approximately 1 acre.

Facilities: Lobby, game room, recreation room, kitchen, sleeping quarters, parking area.

The Community House

Location: 409 South Union Street.

Size: ½ acre.

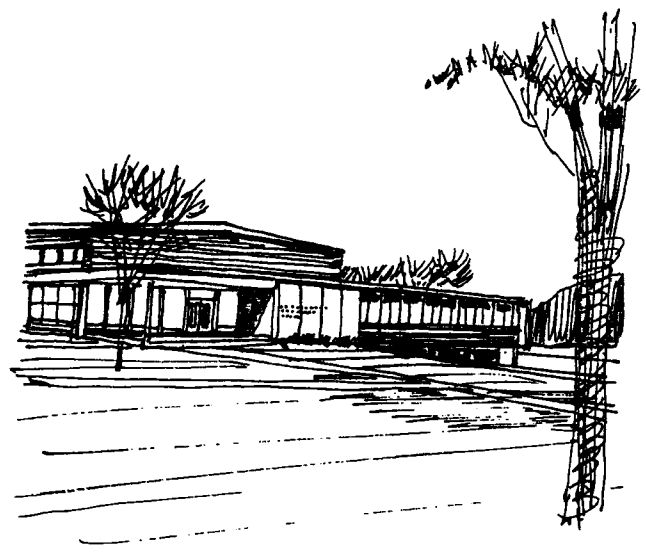
Facilities: Recreation room, day nursery room, kindergarden room, outdoor play area.

Cloverdale Recreation Center

Location: On the north side of Fairview Avenue, east of Boultier. & immediately east of Cloverdale School.

Size: ½ acre is owned by The City for the community building site; approximately 7 acres are used by agreement with The Montgomery County Board of Education.

Facilities: Community building with fully equipped gym.
2 asphalt basketball courts.
2 clay basketball courts.
1 regulation football field.
1 softball diamond.
1 lighted Little League baseball diamond, with bleachers.
1 regulation baseball diamond.
2 horizontal bars.
2 sets of chinning bars.



Montgomery Y.W.C.O. & Y.M.C.A. Buildings

The Montgomery Y.W.C.O. is presently located in a 106 year old former residence. It contains facilities for 17 boarding girls, offices, and classrooms. These classrooms are used for the teaching of bridge and other games, square dancing, ballroom dancing, foreign languages, rug hooking, millinery, and similar activities.

A successful fund drive has recently been completed and a new building is planned for construction in 1964. The new building will contain a swimming pool, a gymnasium, residence rooms, offices, and a cafeteria. Three lots in the 400 block of South Perry Street and two connecting lots on South Lawrence Street have already been acquired; this property will be the site for the new Y.W.C.O. building.

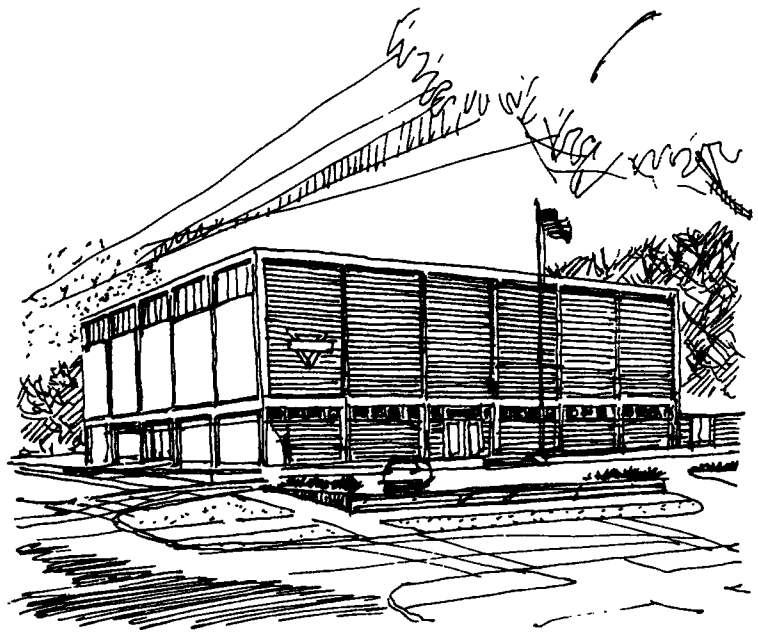
The Downtown Branch of The Y.M.C.A. is presently located at the corner of Washington Avenue and South McDonough Street. This old brick building is quite inadequate for current needs, and the pool in the basement is much too small for the number of boys that use it. The old building has been recently sold, and a new building will soon be completed at the corner of South Perry Street and East Jeff Davis Avenue.

When it moves to its new Perry Street location, "The Downtown Y" will possess a full range of indoor athletic and recreational rooms & equipment. The new building will contain a fully equipped gymnasium, 2 non-regulation handball courts, 1 regulation handball court, 3 exercise rooms, steam baths, and attractive locker rooms, shower rooms, & similar facilities. In addition, the new building will contain a separate and complete health club whose program will be directly oriented toward a mature adult membership. An adjoining outdoor swimming pool will be enclosed by a wall. Present plans are to cover the pool with a roof at some future date. The new building will also contain the main office of The Y.M.C.A.'s activities in Montgomery. It is of interest that "The Downtown Y" will become "The Central Y" when it moves into its new building.

The South Montgomery Branch of The Y.M.C.A. is located on Augusta Street adjacent to Floyd Elementary School. In addition to 2 swimming pools (1 indoor & 1 outdoor) and 2 gymnasiums (double gym), "The South Y" possess a number of clubrooms that are used by Tri-Hi-Y and Hi-Y groups. Bridge classes, ballroom dancing, and other types of activities are also held in the clubrooms for members of The South Montgomery Branch.

The East Montgomery Branch of The Y.M.C.A. is located on Pelzer Avenue near Eastbrook Shopping Center. Two large gymnasiums (double gym) and an outdoor swimming pool supply major recreation facilities for a large number of young people. Tri-Hi-Y and Hi-Y groups hold meetings in a number of clubrooms.

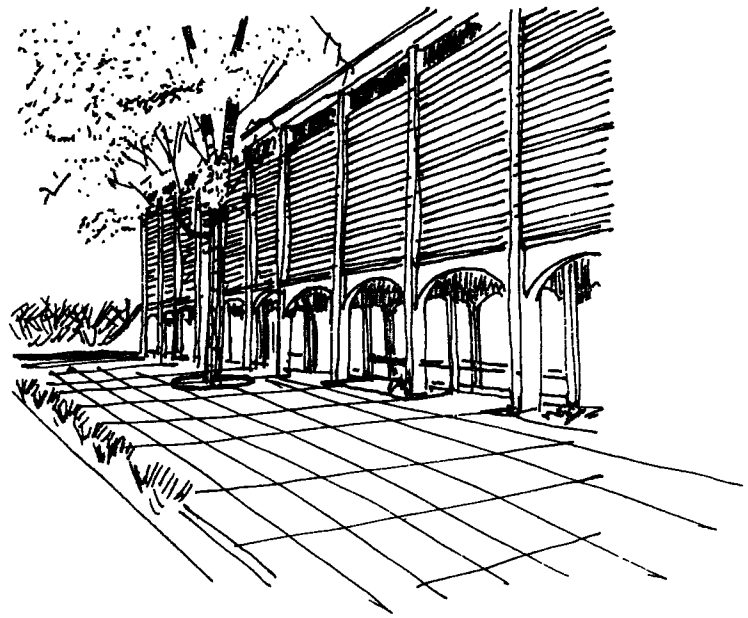
The Cleveland Avenue Branch of The Y.M.C.A. occupies almost an entire block. In addition to a large outdoor pool, there isa double gymnasium, a multi-purpose room, and a recreation room. This branch serves a large number of boys and girls of all ages that live in its vicinity.



Cultural, Social & Recreational Structures

Montgomery has a number of publicly owned & operated structures and a number of semipublicly owned & operated structures, all of which serve The Montgomery Metropolitan Area. Some of these structures serve the entire Central Alabama Region. Each of these structures fulfills a different role in the overall life of Montgomery. As a group, these structures form a complete, modern, & sophisticated metropolitan unit of cultural, social, & recreational facilities.

The Montgomery Public Library: The Main Branch of The Montgomery Public Library (at 445 South Lawrence Street) is housed in a beautiful new two level structure of modern design. The Main Branch occupies the (lower) level of the building that faces South Lawrence Street; The Montgomery Museum of Fine Arts occupies the (upper) level of the building that faces South McDonough Street. Together, the library and the museum form a cultural center that serves all of The Montgomery Metropolitan Area.



The Main Branch of The Library has 9 regular employees and 4 part time employees. There are some 71,700 volumes on file at The Main Branch at the present time. The new quarters of The Main Branch contain all of the elements that are necessary to provide Montgomery with a library that is worthy of The City. These elements include adult reading rooms, a separate reference section, a children's section, spacious offices, many large & spacious shelves that form attractive, convenient, & efficient stacks, ample shelf space for large numbers of new additional volumes, new furniture, and an adequate parking area. With the addition of a large number of much needed volumes, the new main branch will be a library that Montgomery can certainly be proud of.

The Cleveland Avenue Branch of The Library (at 1276 Cleveland Avenue) employs 2 regular workers and 1 part time worker. At the present time, there are 11,114 volumes on file at this branch.

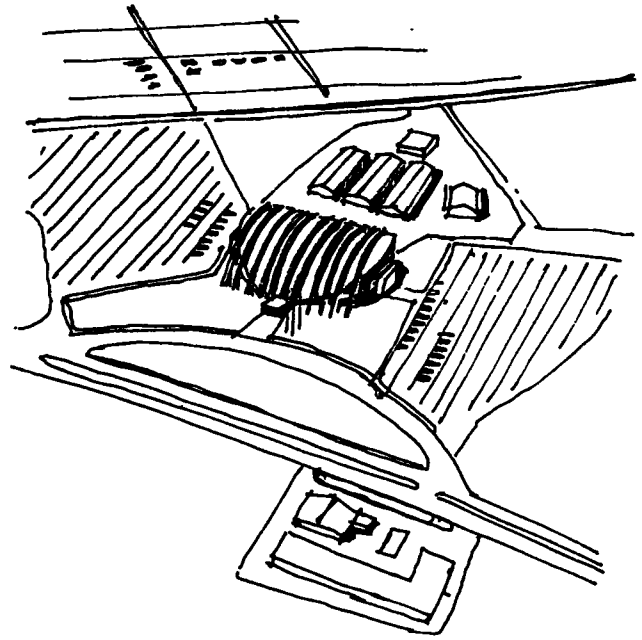
The Bookmobile, with a capacity of 11,425 volumes, operates out of The Main Branch of The Library (all 12 months) on a 3-week interval route to 15 elementary schools within The City of Montgomery. During the summer months, The Bookmobile operates within The City on a 2-week interval route that makes about 10 public stops.

Future plans for The Library include the construction of a children's patio at The Main Branch, and the addition of two more bookmobiles. The bookmobile garage is located in a basement area of The Main Branch, and it contains an ample amount of operational space for 3 vehicles.

The City Auditorium is located in The City Hall and its entrance is on North Perry Street. Many public meetings, dances, conventions, and so forth are held in this auditorium. Until The Alabama Agricultural Coliseum was constructed, The City Auditorium and The Lanier High School Auditorium were the only large indoor gathering places in the entire Montgomery Metropolitan Area.

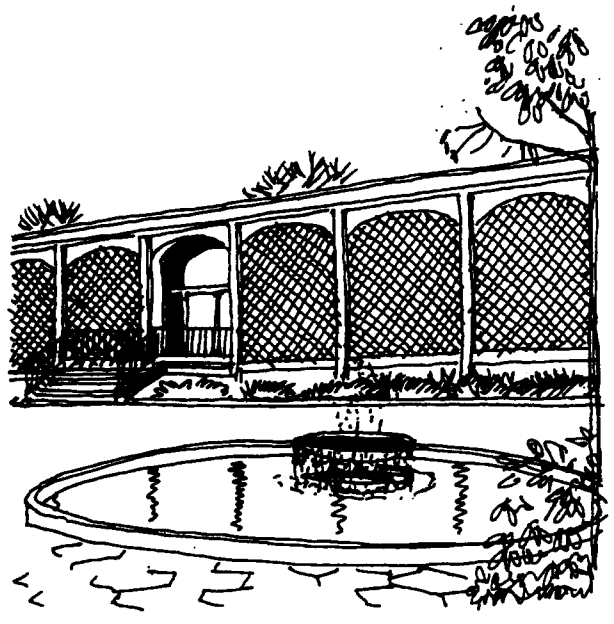
The Alabama Agricultural Coliseum is located in northeast Montgomery on Federal Drive. The Coliseum is used throughout the year for athletic, social, & cultural events; civic, professional, political, and other groups hold conventions & meetings there. Entertainment events usually high light a year's activities at The Coliseum. State fairs, rodeos, farm shows, horse shows, livestock shows, band, orchestral, & choral concerts, circuses, ice skating extravangazas, basketball, ice hockey, boxing, wrestling, indoor track, tennis, and ballroom dances for 3,000 couples are the major types of entertainment.

The Coliseum is the first building of its type of construction in the world; it has been studied by men from every land. Its permanent seating capacity is 8,528 and its total seating capacity is some 15,000. Over 90% of the permanent seats face the sides of the arena. Every seat has an excellent view of the entire arena. Its dormitories can house some 300 persons, and its parking area can contain some 5,000 cars. It is the only building of its type with theater-type sound facilities & characteristics; its lighting & electrical systems are both versatile & unique. A particular advantage of The Coliseum is that a convention can hold its meetings, exhibits, luncheons, banquets, and dances all under one roof; the end results are better attendance & more goals achieved. Truly, the advent of The Coliseum has vastly extended Montgomery's public & semi-public events capability.



As it was noted on page 126, Fort Dixie Graves Armory is a part of Montgomery's unique "major recreation park"; it is located at 1018 Madison Avenue, just west of Cramton Bowl. It mainly serves the famed 31st "Dixie Division". It covers an area of some 30,000 sq. ft. and it contains offices & rest rooms, a large assembly room with a stage, and a canteen & supply area. It is used for social events, sports events, and other similar uses.

The Montgomery Museum of Fine Arts is located at 440 South McDonough Street; it occupies the upper level of a striking modern building that was opened in September of 1959. As it was previously noted, The Museum shares this two level building with The Main Branch of The Montgomery Public Library. The Museum contains excellent exhibition facilities plus a small auditorium in which musical recitals and so forth are held.



A museum can be a dull and tiresome place unless it is blessed with an enthusiastic & imaginative staff to manage it; Montgomery's Museum of Fine Arts is graced with such a staff. It is both a joy & a refreshing experience to visit the many exhibits that The Montgomery Museum of Fine Arts presents each year.

The Alabama Department of Archives & History building houses an extensive reference library that is particularly useful in historical, sociological, geological, & statistical research. The Department has an excellent exhibit of Indian artifacts, Civil War relics, and pioneer costumes. These items are on display in upper rooms of The Archives Building.

The Montgomery Little Theatre is housed in a former church building that is located on South Goldthwaite Street just southwest of downtown Montgomery. The theatrical group is composed of talented amateurs that enjoy working together to present entertaining plays for Montgomery audiences. Several years ago, The Little Theatre group purchased the vacated church building of The Church of The Holy Comforter (of The Protestant Episcopal Church) whose congregation had moved into its new church building on Woodley Road. The old church building is a unique & picturesque structure, and its interior & exterior have been ideally adapted to use as a Little Theatre while maintaining the building's original atmosphere & architecture throughout. The building is a landmark in Montgomery.

Table 72

EXISTING RECREATIONAL FACILITIES IN MONTGOMERY: 1962

NAME	LOCATION	AREA OF SITE (ACRES)	MAJOR RECREATIONAL ELEMENTS
Bellingrath Recreation Center	70 West Edgemont Avenue	16	See Following Pages
Capital Heights Recreation Center	206 Federal Drive	7½	
Carver Recreation Center	3180 Oak Street	21	
Civic Park	Yancy Avenue and Madison Terrace	8	
Cloverdale Recreation Center	1155 East Fairview Avenue	7½	
Forest Avenue Recreation Area	500 Forest Avenue	4	
Goode Street Recreation Area	1000 Goode Street	4½	
Hamner Hall	Intersection of Mildred, Holt & Clayton Streets	4	
Highland Gardens Recreation Center	2801 Willena Avenue	7	
Morningview Recreation Area	201 Pelzer Avenue	2	
The Golden Age Center	316 Church Street	1	
The Community House	409 South Union Street	½	
School Playgrounds	At all existing elementary schools (see related map)		Play apparatus, open game areas.
Sportsfields	At all existing secondary schools & colleges (see related map)		Football fields, baseball fields, tennis courts, etc..
Private Facilities	At various locations (see related map)		Golf courses, riding stables, etc.
Cleared Open Spaces	At various locations (see related map)		
The Montgomery YMCA Downtown Branch	225 Washington Avenue	1/3	Buildings will be vacated during May, 1963; building has already been sold.
New Downtown Branch	Corner of Perry & Jeff Davis	1¼	Double Gym, outdoor pool, 3 hand-ball courts, complete health club.
East Montgomery Branch	3407 Pelzer Avenue	4	Double Gym, outdoor pool, kitchen, meeting rooms.
South Montgomery Branch	604 Augusta Avenue	2	Double Gym, 2 pools, (1 indoor, 1 outdoor), kitchen, meeting rooms,
Cleveland Avenue Branch	1201 Cleveland Avenue	2	Double Gym, outdoor pool, 2 recre-ation rooms, kitchen.
The Montgomery YWCO	204 South Lawrence Street	1/3	Classrooms, kitchen, lounge, office.
Fort Dixie Graves Armory	1018 Madison Avenue	1.1	Ballroom, stage, refreshment area, parking.
Cramton Bowl	1022 Madison Avenue	20.8	Permanent stands, press box, ample parking.
Paterson Field	Madison Avenue	10.0	Permanent stands, press box, ample parking.
Alabama Agricultural Coliseum	Federal Drive	152.0	33,000 sq. ft. arena, full range of optional & portable elements.
City Auditorium	City Hall	N/A	Ballroom, stage, box seats, balcony.

through the use of funds provided by Mr. Cramton's will. A new, large, & beautiful swimming pool now takes the place of a formerly used small, inadequate, & inconvenient pool.

The excellent facilities at Camp Grandview include:

An administration building with dining room, kitchen, & lounge
A recreation hall
Cabins
An outdoor swimming pool
Rifle and archery ranges
Riding stables
Hiking trails
Paved courts for tennis & badminton
A softball field

Camp Grandview is staffed by 60 college students & regular staff members during the summer season from mid-May to mid-September. The camp conducts weekly camping sessions for girls between the ages of 8 and 15. The camp also holds special camping sessions for church groups, school groups, and recreation groups. Camp Grandview is used extensively in the winter for evening meetings and weekend retreats.

The first of Montgomery's two Boy Scout camps, Camp Tuckabatchee, is located about 22 miles northwest of Montgomery on a 602 acre site. The camp is administered by The Montgomery Boy Scout Council which supervises a 14 county area of Central Alabama. This area is known as The Tuckabatchee Council Area.

The facilities at Camp Tuckabatchee include:

A lake for water sports
A dining hall
Cabins
A tent camping area
Rifle and archery ranges
A recreation area for horseshoes, ping-pong, etc.
Hiking & nature study trails.

Nearby Camps and Camping Areas

The first of Montgomery's two Y.M.C.A. camps, Camp Rotary, consists of a 60 acre site on Lake Jordan (located about 25 miles north of Montgomery); it provides weekly camps for boys between the ages of 6 and 20. The camp is supervised by 20 college boys & staff members for a 13-week summer season between June 1st and Labor Day. The Y.M.C.A. maintains 3 buses for transportation to & from The Camp.

The facilities at Camp Rotary include:

Cabins
A dining hall
An administration building
A gymnasium
Riding stables
Tennis courts
All water sports

The winter use of the camp includes evening meetings or overnight meetings of various church groups, Y.M.C.A. groups, & 4-H Club groups.

The second of Montgomery's two Y.M.C.A. camps, Camp Belser, is a 4 acre camping site that is located 14 miles east of Montgomery on The Vaughn Road.

Camp Belser's facilities include:

A clubhouse
An outdoor pool
A gymnasium
A picnic area

The Y.M.C.A. transports groups of boys to & from Camp Belser during the summer months for day camp activities. Hi-Y and Tri-Hi-Y groups may use this camp by making reservations through The Montgomery Y.M.C.A..

The Y.W.C.O. camp, Camp Grandview, is located about 12 miles north of Montgomery on 62.5 acres of land donated by Fred J. Cramton, Sr.. The buildings at Camp Grandview have all been recently constructed or renovated

Camp Tuckabatchee is administered by 3 Scout Executives and by some 30 junior staff members. An annual camping season of 8 weeks during the summer months affords camping for about 1,200 boys between 11 and 18 years of age.

During the remainder of the year, the camp is available to any boy scout troop in The Tuckabatchee Area for overnight or weekend camping trips. Other groups, such as The Montgomery Boy's Club, 4-H Clubs, and Forestry Groups, use Camp Tuckabatchee at scheduled times.

The second of Montgomery's two Boy Scout Camps, Camp Atkins, is located in Macon County near Tuskegee Institute on a 100 acre site. The camp is administered by one Scout Executive and some 10 junior staff members. Three one-week Boy Scout camping sessions are conducted each summer; these three camping sessions provide outdoor vacations for a total of about 200 boys. In addition, two Girl Scout Troops use the camp for one week each, and The Montgomery Safety Council boys use the camp for one week.

The facilities at Camp Atkins include:

A lake for water sports
A dining hall
Cabins
A tent camping area
Rifle & archery ranges
A recreation area
Hiking and nature study trails

The first of Montgomery's two Girl Scout Camps, Camp Kiwanis, is a 112 acre camping area that is located about 40 miles northeast of Montgomery on Lake Martin (on Alabama Power Company property). Camp Kiwanis is being sponsored & developed by The Montgomery Kiwanis Club.

The facilities at Camp Kiwanis include:

A dining hall with a kitchen & servant's quarters
A cabin unit for 28 occupants
A tent camping area
A winterized Troop House
A caretaker's house
An archery range
All water sports

The summer camping sessions at Camp Kiwanis consist of three 2-week camping sessions for girls from ages 9 to 17 years. Each of these camping sessions is supervised by 32 counselors (including college girls). Approximately 108 campers attend each 2-week camping session.

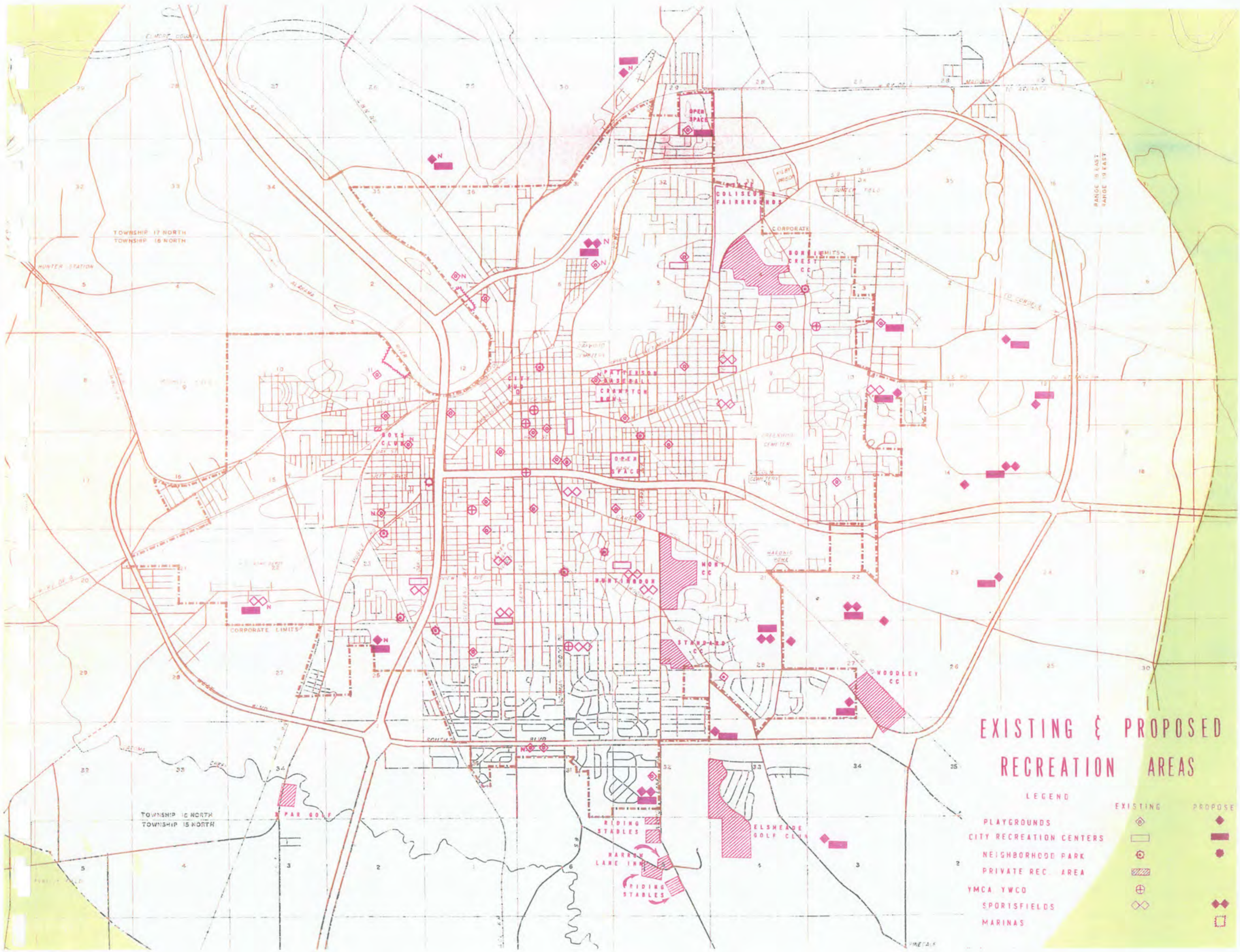
The second of Montgomery's two Girl Scout camps, Camp Montauga, is a day camp for young girls. This camp is located 6 miles northwest of Prattville (in Autauga County) on Mrs. C. W. Sauls's property. Camp Montauga was founded by Mrs. Sauls's mother, Mrs. W. K. Upchurch.

The facilities at Camp Montauga include:

A camp house
Two lakes for water sports
A tent camping area

Camp Montauga is operated by The South Central Alabama Girl Scout Council for young girls that live in the Montgomery area. These young girls (from ages 7 to 10 years) enroll for a two week period of Girl Scout training. The girls are transported to & from the camp (daily) from The Montgomery Girl Scout Office. The camp is occasionally used for overnight camping sessions.

Montgomery "possesses" another camping type area (located in Dalraida) that is worthy of note. The Dalraida Recreation Club is actually a semi-private recreation facility. This recreation club consists of an area of 10 acres on Grove Park Drive; it contains a swimming pool, football & baseball fields, and play apparatus. The club is owned by its members, most of whom live in the surrounding neighborhoods. The club furnishes excellent recreation facilities at nominal cost for a large number of Dalraida's young people.


EXISTING & PROPOSED
RECREATION AREAS
LEGEND
EXISTING
PROPOSE
PLAYGROUNDS
CITY RECREATION CENTERS
NEIGHBORHOOD PARK
PRIVATE REC. AREA
YMCA YWCO
SPORTSFIELDS
MARINAS
TOWNSHIP 17 NORTH
TOWNSHIP 16 NORTH
TOWNSHIP 16 NORTH
TOWNSHIP 15 NORTH
HUNTER STATION
CORPORATE LIMITS
OPEN SPACE
COLISEUM FAIRGROUNDS
STANDARD CC
WOODLEY CC
ELSMEADE GOLF CLUB
RIDING STABLES
PAR GOLF
RANGE 18 EAST
RANGE 19 EAST

Proposed Recreational Plan

Wherever possible, future recreation sites should be correlated with and located in proximity to existing or planned school facilities. Montgomery's existing and proposed school playgrounds are noted on The Map of Existing and Proposed Recreation Areas. All existing elementary schools have some type of a playground, regardless of the size of the schoolyard; likewise, all junior high schools, high schools, and colleges have sportsfields. A playground of adequate size should be planned for each proposed elementary school; symbols representing these playgrounds have been placed on The Existing & Proposed Recreation Areas Map to correspond with the locations of the proposed schools that are shown on the three existing & proposed school maps. Similarly, sportsfields are proposed & indicated on the recreation map at future secondary school sites. Future recreation centers, in the form of gymnasiums, recreation buildings, Y.M.C.A.'s, and similar structures are shown on The Existing & Proposed Recreation Areas Map at sites that will serve the proposed schools and their surrounding neighborhoods most effectively.

Because of Montgomery's present situation, it is felt that future recreation needs must be met by providing neighborhood type recreational facilities for both races, such as school playgrounds, recreation buildings (probably school oriented) and neighborhood parks (not necessarily city owned). The City Recreation Department will implement part of this program; The School Board and The Y.M.C.A. will provide other parts. The supervision of these facilities will be basically provided by the schools during the school months, and by The City Recreation Department and by The Y.M.C.A. during the summer months.

Two marinas on The Alabama River are shown in The Montgomery Land Use Plan as long range recreational features; their locations are noted on The Existing & Proposed Recreation Areas Map. The Zoning Ordinance enumerates the types of commercial establishments (boat repair shops, gasoline concessions, etc.) that Marinas may contain.

27. MUNICIPAL PROTECTION SERVICES

Police Protection

The protection of life & property and the preservation of law & order are basic functions in every American community. This is especially true of the modern urban community. Effective police protection entails the maintenance of a complex police organization that is capable of coping with a wide variety of emergency situations while it simultaneously exercises sufficient measures to deter criminal & unlawful acts.

Montgomery can be justly proud of its Police Department and its comparatively low crime rate. The Police Department's fine work has been very influential in maintaining The City's low crime rate for many years.

The present ratio of approximately 1.6 sworn policemen per 1,000 population places Montgomery in the "low medium" range of the standard recommended by The FBI for the size of The City and its geographical location.

In order to continually maintain & improve The City's present level of Police Department efficiency through 1980 (and Montgomery's anticipated growth), it is hereby submitted that the number of policemen per 1,000 urban population should be increased at a greater rate than Montgomery's population will (is expected to) increase. Therefore, for planning purposes, a recommendation of 1.8 sworn policemen per 1,000 population is proposed. With an expected population of 215,000 in 1980 the number of policemen required to fulfill the recommendation will be 387.

The Police Department's present complement of officers includes 222 sworn policemen (including 26 part time school patrol women). The vehicles assigned to the Police Department are as follows: 39 automobiles (including patrol wagons), 25 solo motorcycles, and 8 3-wheel motorcycles; all of these vehicles are equipped with a 2-way radio.

The headquarters of The Montgomery Police Depart-

ment are located in The City Hall. Police records & files, The Police Chief's offices, and The Police Court are all maintained at Police Headquarters.

A subsidiary group of police offices is located in Hamner Hall, a city owned building located in a triangular area at the intersection of Clayton & Holt Streets; these offices are the headquarters for police field operations. All patrolmen report to Hamner Hall for duty rather than at Police Headquarters; this procedure is handy with regard to parking & traffic. Hamner Hall also contains the policemen's recreation area, the offices of The Uniform Division, the offices of The Safety Education Bureau, and the school patrol offices. Hamner Hall also contains a large classroom that is used by the police department for meetings of its supervisory personnel as well as for instructional purposes.

The Montgomery Police Academy is presently located north of the corporate limits on Jackson Ferry Road. More specifically, The Police Academy is located on a site known as "The Old Vandis Place". The City was able to lease a portion of this site on a temporary basis. The Academy presently consists of a school building (converted house) that can accommodate at least 70 students without crowding, the administrative offices for the academy, an outdoor pistol range, and the police dog kennels.

Today, police dogs are an important part of Montgomery's Police Department. The canine patrol was begun in July of 1961 with 6 patrolmen and 6 dogs; it has produced a striking decrease in the number of burgularies in Montgomery since its creation. Police dogs are useful in many facets of law enforcement, and Montgomery's canine patrol is prepared to serve whenever and wherever it can.

Two of the major drawbacks to the present location of The Police Academy are the temporary nature of the location and the inconvenience caused by its remoteness from all other police department activities. If it is found desirable to physically coordinate The Police Academy with the other police department activities, then another important reason can be added to the long list of reasons that support the construction of a police building.

The City Jail and The Police Garage are both located near The City Garage on North Ripley Street.

There is a definite need for a Police Building that will consolidate the police department's headquarters operations and The City Jail. The present system of processing suspects & prisoners is to transport them from The City Jail to The City Hall for questioning, appearance in Police Court, & similar actions. This system is very inconvenient and very inefficient. The City Hall is crowded at best; the police department needs more room at its Headquarters; a severe parking problem already exists around & near The City Hall; heavy automotive & pedestrian traffic exists daily around & near The City Hall. All of these facts not only support but warrant the construction of a Police Building.

The City presently owns a sizeable piece of property that is located at the intersection of Jefferson Street & North Ripley Street (just south of Oakwood Cemetery); this property is being considered as a possible site for a Police Building.

Fire Protection

Virtually every American community is proud of its fire fighting organization. American fire departments have always held widespread public appeal & popular acceptance. The citizens of Montgomery are very proud of The Montgomery Fire Department, and justly so. It comes as no surprise that, when compared to fine fire departments everywhere, The MFD is found to be outstanding. The men of The MFD have established an excellent record of fire fighting and fire prevention. Everyone will certainly agree that Montgomery should provide The MFD with every means to maintain & improve its enviable record. The following recommendations were made with these facts in mind.

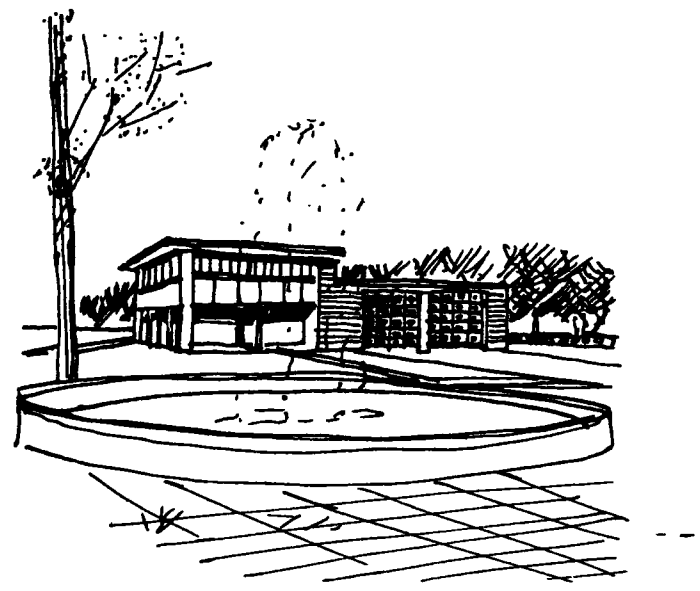
In planning fire station locations, consideration has been given to standards as set forth by The National Board of Fire Underwriters.

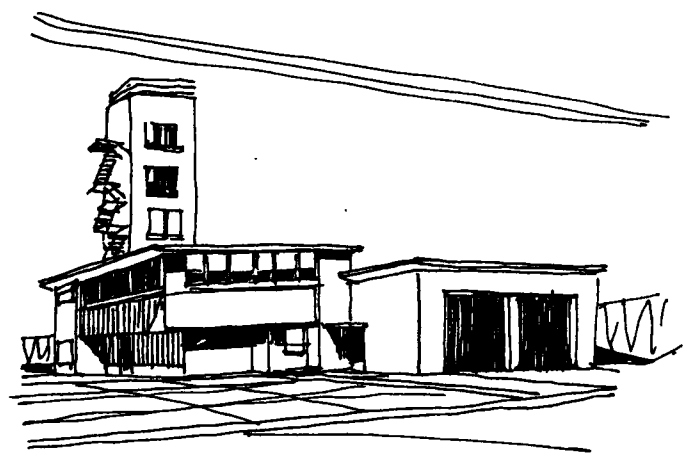
Table 73 STANDARDS FOR FIRE STATION LOCATIONS

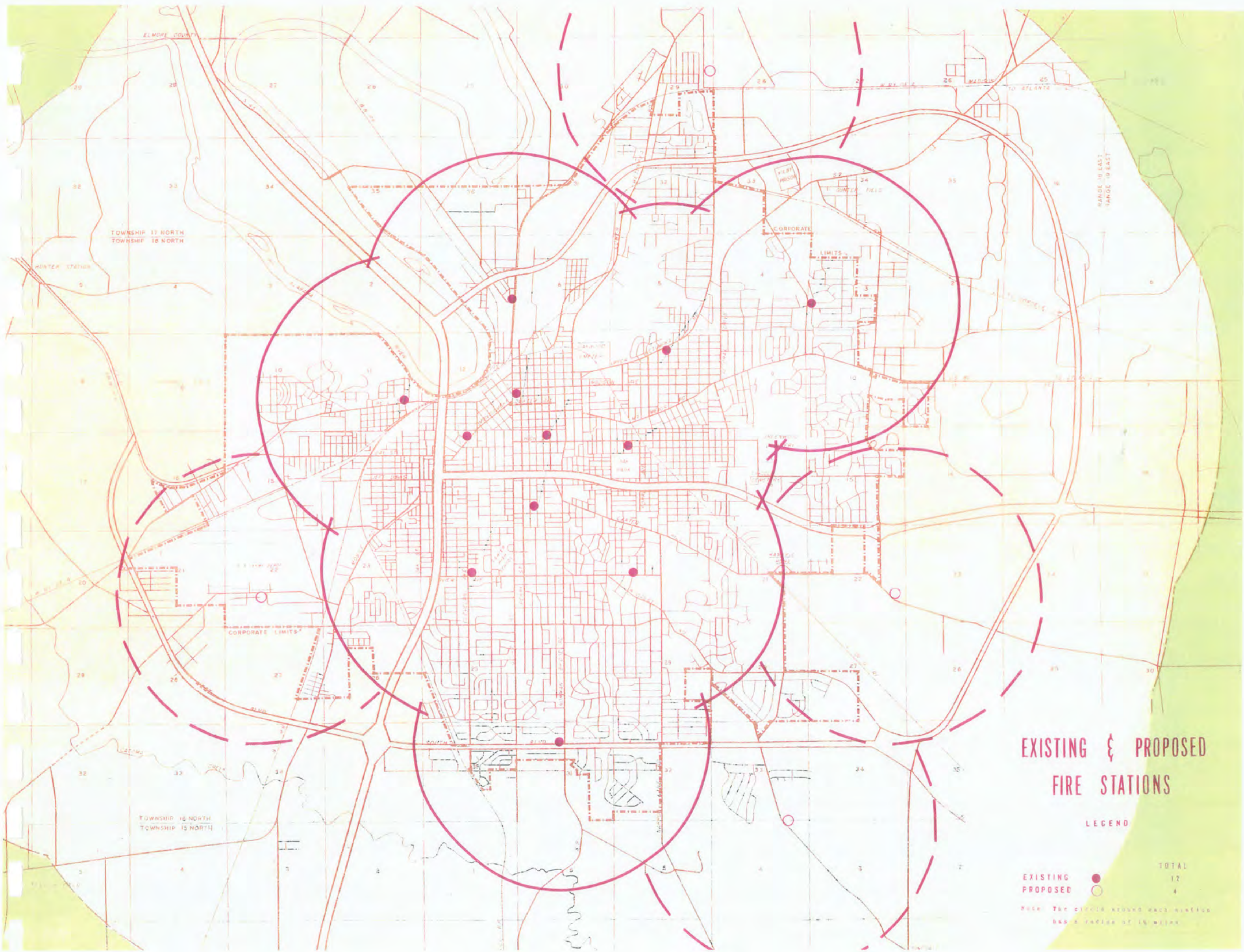
Type of District	Recommended Maximum Distance From Fire Station
High Value and Dense Development	3/4 mile
Typical Residential Development	1 1/2 mile
Scattered Residential Development	3 miles

Existing MFD Facilities

The location of each of Montgomery's 12 existing fire stations is shown on The Map of Existing and Proposed Fire Stations. A semicircle (with a radius of 1½ miles) has been drawn around each of the existing outlying fire stations to illustrate the fire protection coverage afforded by each of these fire stations. The same notation has been made for each of the proposed new fire stations; these areas of fire protection coverage are noted by dashed semicircles, each with a radius of 1½ miles. This radius has been used for the proposed fire stations because Montgomery's anticipated level of residential development (around these proposed station sites) in 1980 will undoubtedly fall in the "typical" category.







EXISTING & PROPOSED
FIRE STATIONS
LEGEND
TOTAL
EXISTING 12
PROPOSED 4
Note: The circle around each station has a radius of 1½ miles.
ELMORE COUNTY
TOWNSHIP 17 NORTH
TOWNSHIP 18 NORTH
CORPORATE LIMITS
TOWNSHIP 16 NORTH
TOWNSHIP 15 NORTH

An examination of The Map of Existing & Proposed Fire Stations shows that almost all of Montgomery is presently within easy range of first class fire fighting equipment.

Twelve Engine Companies and five Ladder Companies make up the operational force of The Montgomery Fire Department; these 17 companies are quartered in The City's 12 existing fire stations whose locations are indicated on the aforementioned map.

The MFD's Headquarters Section consists of The Fire Chief's office, The Bureau of Fire Prevention, The Division of Communications, The Division of Equipment, and The Division of Training & Instruction; this Headquarters Section is quartered in Fire Station No. 1 at 14 Madison Avenue.

As of December 31, 1961, The Montgomery Fire Department had a personnel complement of 207 persons.

The MFD currently possesses the following major fire fighting equipment.

6 4-door sedans for The Fire Chief and The Assistant Fire Chiefs.

1 4-door sedan for The Division of Training.

2 4-door sedans) For The Chief Fire Inspector
1 Station Wagon) and The Fire Inspectors.
1 Dodge Dart)

1 Pick-Up Truck) For The Service Division.
1 Scout Station Wagon)

5 aerial ladder trucks

13 pumper trucks

The reserve equipment of The MFD consists of 4 pumper trucks.

28. MUNICIPAL WATER & SEWER SYSTEMS

The water distribution system and sanitary sewer system are both managed by The Water Works and Sanitary Sewer Board. This Board is entirely separate from The City Government; it was formed to finance, build, own, and operate all of the water service systems (including water supply, water distribution, sewage collection, and sewage treatment). The Board is composed of five members (usually businessmen) who are appointed by The City Commissioners.

A Report Concerning The Expansion Of The Water Service System was prepared for The Board in August of 1962 by J. B. Converse & Company, Inc., Engineers. This report is a very complete and thorough examination of Montgomery's existing water and sewer systems; in addition, the report plans for the expansion of the systems to supply the needs of Montgomery's anticipated population up to the year 1990. Excerpts from The Converse Report are presented in the paragraphs that follow.

Water System

For The City's future water supply, an estimated additional 32 MGD (million gallons per day) will be needed; the report presents two alternatives which are as follows:

I Plan A, Long Range Program (Well Supply):

The existing well system would be enlarged & extended and a new well field developed as recommended by The Layne Central Company (who was hired in 1960 to drill test wells to determine the quantity & quality of water available).

Most of the new wells would be located west & southwest of Montgomery, because the aforementioned test wells showed that water obtained there was of excellent quality; it was found that the water obtained southeast & east of Montgomery (where most of the new water will be used) contains too much salt to be economically usable.

The water from the new wells would be pumped to ground storage facilities, where it would receive such treatment as may be necessary to prepare it for domestic use. From the ground storage facilities, the water would be pumped to the water distribution system & to elevated storage facilities.

The estimated cost of the water supply & distribution system for Plan "A" is $11,580,000.

II Plan B, Long Range Program (Combination Well & Surface Supply):

The existing well fields would continue to be operated as they have been in the past, with part of the additional water requirements being taken from new wells and part from The Tallapoosa River. The quantity of water available from this river is more than ample to meet the demands of Montgomery for the foreseeable future; in contrast, there is a definite limit on the supply of well water available.

As part of Plan "B", a pumping station would be located on the south side of The Tallapoosa River and east of U.S. Highway 231 North. The water would be pumped to a nearby treatment plant where it would be treated and pumped into the distribution system.

The estimated cost of the water supply and distribution system for Plan "B" is $10,413,000.

The disadvantages of Plan "A", the Well Supply, are listed in the report as follows:

(1) The amount of water available from wells is limited. The Layne Central Company's report indicated an available minimum supply of from 17 MGD to 25 MGD. An additional amount of water of approximately 7 MGD to 15 MGD would have to be obtained from unexplored areas and from an extension to the existing well field to supply The City's water needs in 1990.

(2) There is the possibility that an increased removal of ground water could have an adverse effect on the existing wells, both as to quality and as to quantity.

(3) If the public utility demands of industry in the area west of Montgomery should exceed current estimates, there is the possibility that the water reserves in the wells would be insufficient.

(4) The center of The City's population and the center of the well supply facilities will continue to diverge, thereby gradually increasing the cost of distributing water to consumers.

The advantages of Plan "B" (combination well and surface supply) are:

(1) There is a sufficient amount of water in the Tallapoosa River to assure that Montgomery will have a dependable water supply to serve any foreseeable population.

(2) There is no question as to the dependability of this source. (The Tallapoosa River).

(3) There is a distinct cost advantage.

(4) Distribution pressures should be much more stable and uniform.

Some of the conclusions listed in The Converse Report are as follows:

1. Everyone concedes that eventually Montgomery must go to The Tallapoosa River for water to satisfy the demands of its expanding population and industry. This appears to be a logical time to take this step.

2. The overall final cost would be less by this method (Plan B), and it should result in cheaper water for all of the customers.

3. The existing well fields in southwest Montgomery could be expanded from time to time to serve the expected increase demands within its own service area.

4. Some of the water capacity in the southwest fields could be reserved for industries that may locate in the vicinity of the wells.

Sanitary Sewer System

Unlike a water system, the sewage collection system is not under pressure, but is a gravity system. For this reason, the sanitary sewers (in most cases) are laid in valleys so that all of the ridges and hills will drain into them. In planning the trunk sewers, The City was divided into natural drainage areas; Montgomery has 12 such areas.

At present, sewage from three and one-half of these areas is being treated at the Catoma Creek Plant. All other districts discharge raw sewage into The Alabama River.

The proposed construction of The Jones Bluff Dam (on The Alabama River, 44 miles below Montgomery) confronts The Board with the problem of treating all sewage before it is dumped into the river.

A study of this problem indicates that four plants will be required because of the topography of Montgomery and the location of the developed areas. The necessary plants are designated as The Catoma Creek Plant (existing), The Alabama River Plant, The Kilby Plant, and The Hunter Plant. The location of each plant and a schematic plan of the trunk sewers to them are illustrated by Figures No. 10 and 11 in The Converse Report.

The Catoma Creek Plant is an existing combination trickling filter and activated sludge plant with a design capacity of 9 MGD. The design capacity for the 1990 population is estimated to be 14.5 MGD; thus, it will be necessary to enlarge the existing Catoma Creek Plant to meet the increased flow.

The Alabama River Plant, The Kilby Plant, and The Hunter Plant will all be located on the north side of Montgomery near the existing sewer outfalls at The Alabama River. The Hunter Plant can be sized to serve Maxwell AFB.

Like the water system, the construction of trunk sewers will be accomplished over a period of years. The construction of the first parts will immediately affect and influence the opening of new residential subdivisions and developments. Urban developments during the years to come will necessitate changes and adjustments in phasing the construction of the necessary water & sewer facilities.

The following cost schedule is an estimate of the probable costs of the trunk sewers & additional treatment plant capacity which will be required to serve the population of 1990.

Table 74 SCHEDULE OF PROBABLE COSTS*

1. Catoma Creek Plant	
(a) Trunk Sewers & Appurtenances	$ 2,831,800
(b) Addition to Plant	1,250,000
	$ 4,081,800
2. Alabama River Plant	
(a) Trunk Sewers & Appurtenances	$ 656,500
(b) New Treatment Plant	1,625,000
	$ 2,281,500
3. Kilby Plant	
(a) Trunk Sewers & Appurtenances	$ 2,128,000
(b) New Treatment Plant	1,750,000
	$ 3,878,600
4. Hunter Plant	
(a) Trunk Sewers & Appurtenances	$ 1,191,800
(b) New Treatment Plant	625,000
	$ 1,816,800
Total Estimated Cost	$12,058,700

* *J. B. Converse & Company, Inc., A Report Concerning The Expansion of The Water Service System, Mobile, August, 1962, Page 35.*

SUMMARY & CONCLUSION

Montgomery's oldest public schools are outdated, inefficient, inadequate, and rapidly deteriorating. Most of these old schools will not be well located for use as public elementary & secondary schools in the future.

Montgomery's newest public schools are meeting modern standards for elementary & secondary schools. They should be adequate and efficient in the future. They are well located at the present time and they should continue to be well located in the future. There is every indication that the proper steps are being taken to plan for future school needs in keeping with the most current standards.

Private & parochial elementary and secondary schools are providing a much needed service in Montgomery. There is every indication that they are achieving their educational goals.

There is every indication that Montgomery's elementary school educators have developed a progressive program of growth for The City's elementary schools. Montgomery must not miss this golden opportunity to put its educational foot forward.

Montgomery's secondary school educators have apparently achieved a harmonious general plan for future secondary schools in The City. It is imperative that Montgomery follow this plan and move all of its secondary schools forward.

Even though certain areas of Montgomery have adequate recreation areas & facilities, an overall shortage of recreation areas & facilities exists in The City at the present time.

Montgomery's proposed recreation areas should meet the anticipated needs if they are obtained in sufficient sizes and if they are properly developed thereafter. These areas should be acquired in the near future.

The Police Department is operating efficiently at the present time; however, urgent needs are going to arise in the near future that must be met by The City if The Police Department is to continue its success. Every effort should be made to provide The Police Department with every essential tool for its efficient operation in the future.

The Fire Department has maintained an enviable record for many years. The opportunity to continue this record will require that Montgomery continue to give its full support to The Fire Department's plans and programs in the future.

Technical reports have noted the needs of the water & sewer system in much detail. This community facilities plan further emphasizes the recommendations that have already been made concerning these systems. In addition, the trends noted in the other studies of The Comprehensive City Plan lend even further emphasis to these recommendations.

In the course of a lifetime, only a few of Montgomery's residents will use every single one of The City's community facilities. However, most of The City's residents will use almost all of The City's community facilities at one time or another. Thus, it can be said that Montgomery's community facilities are truly community-wide in scope.

Montgomery possesses at least one example of almost every major type of community facility. Many large metropolitan areas possess certain types of city-wide educational & recreational facilities that are not presently possible in Montgomery. However, the advent of the proposed additional facilities should certainly meet the needs of the immediate future. In the future, Montgomery should create an ideal economic & physical environment for its Police and Fire Departments to grow in. The City should act likewise concerning its water & sewer systems. In short, Montgomery presently possesses the nucelus of a distant future group of community facilities that should exist circa 1990. This future group should include a civic center, a science museum, a planitarium, an aquarium, a botanical garden, and many other similar facilities that will be necessary for The City to take full advantage of its very bright future.

A TRANSPORTATION PLAN FOR MONTGOMERY

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A TRANSPORTATION PLAN FOR MONTGOMERY

INTRODUCTION

This Transportation Plan is an important element of Montgomery's new Comprehensive City Plan. Some of the subject matter of this study has been mentioned in general in other elements of The Comprehensive City Plan because transportation facilities are closely related to every phase of urban life.

This Plan will summarize & analyze railroad facilities, city transit facilities, interurban bus & truck facilities, air & water transportation facilities, and vehicular transportation facilities. Recommendations will be made wherever they are needed. The accompanying maps illustrate current conditions, existing facilities, and proposed facilities.

This Plan serves as an individual study as well as an element of The Comprehensive City Plan. The reader will probably note that this plan covers a wide range of detailed subject matter. Some topics are actually located outside of the city limits; however, they are intimately related to Montgomery's urban life & activities.

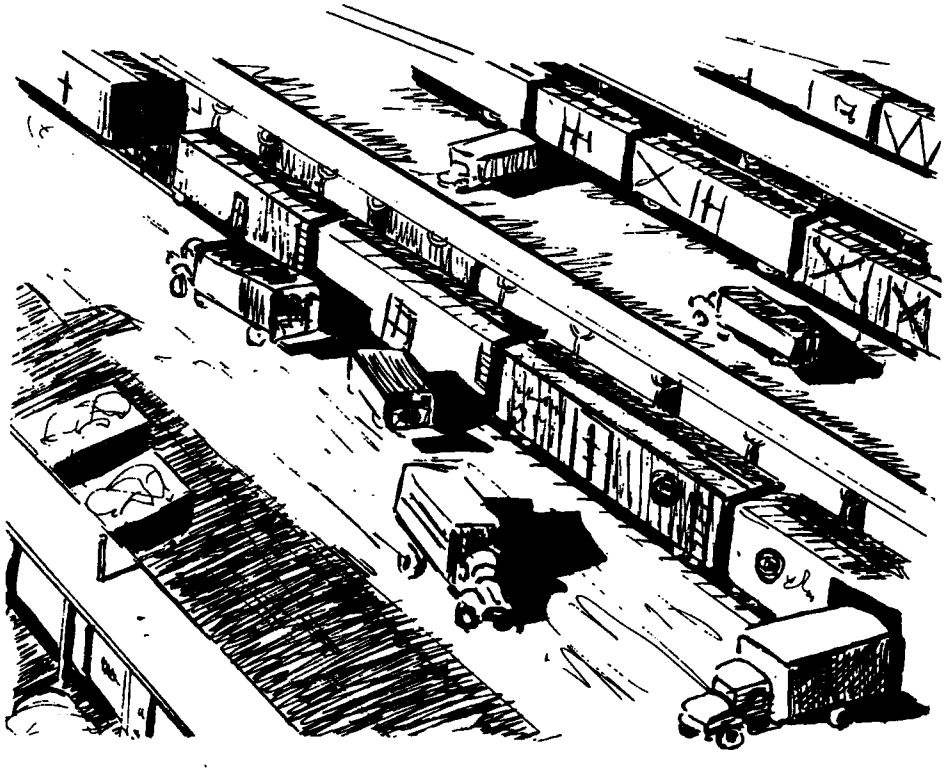
29: RAILROAD TRANSPORTATION

Railroads & railroad transportation have played a vital role in Montgomery's growth & development. Railroad construction was begun in Montgomery before The War Between The States; however, only about twenty miles of track were laid. This relatively short length of track was the tap root of The Montgomery-Eufaula RR which was completed in 1871. This railroad connected Montgomery with The Chattahoochee River at Eufaula; the track secured a long desired link with a major commercial river & its stimulating commercial traffic.

From an economic standpoint, railroads have played a major role in the growth & development of every American city; Montgomery is certainly no exception. Railroads have provided the means of transporting large quantities of goods over long distances from point to point; this transportation has been safe, fast, efficient, & relatively inexpensive. Most of The South's modern industrial growth would have been impossible without the stimulating effect of railroad transportation.

Railroads still occupy a vital place in the urban life of Metropolitan Montgomery. It was stated in A Land Use Plan for Montgomery that Montgomery's new major metropolitan growth will undoubtedly occur as a result of industrial growth. It was also stated in the above plan that industry is the key to Montgomery's future. Industry's new role in Montgomery seems almost inevitable. This is not to construe that industry will come to Montgomery without sufficient stimulation. In any event, future industrial growth in Montgomery will undoubtedly result in a marked increase in the use of Montgomery's railroads for shipping raw materials & finished products to & from The City.

Railroads and their tracks have definite & calculable economic & physical relationships with each urban community that they serve. Some currently prosperous cities would wither on the economic vine if their railroad service were either removed or drastically reduced.



The economic relationship between railroads & urban communities is fast taking on an industrial-commercial nature. Passenger travel on railroads has drastically declined in the past 12 years. The use of Montgomery's railroads has reflected these trends, and there is every indication that these trends will become more prominent in the near future.

Every American city shares certain types of physical relationships with its railroads; both positive and negative factors are shared. Usually, what is good for the city is good for the railroad and what is good for the railroad is good for the city. The same is generally true for negative factors. For example, a grade crossing on a busy street is both bad for the city and bad for the railroad. Proper land use adjacent to a railroad, especially by industry, is both profitable to the city and to the railroad. It is easy to see that harmony in physical factors is both mandatory and profitable for both the urban community and the railroads.

Montgomery shares a pleasant service relationship with its railroads. Union Station is about as well located for passenger service as it possibly could be. Freight service is also conveniently located with regard to downtown retail & wholesale businesses. It is natural that outlying small businesses are not especially oriented toward railroad transportation; they are usually oriented toward vehicular transportation. The same is true for Montgomery's shopping centers and similar commercial areas. Industry is finding it profitable to locate in outlying areas that are also located adjacent to a railroad. The L & N (in Montgomery) is taking advantage of this trend by developing an industrial park in southwest Montgomery (outside of the corporate limits) on U. S. Highway 80 West, just east of Dannelly Field. This industrial park will be equally profitable to Montgomery and to The L & N. Future industrial sites of this kind will certainly promote the growth of The City and the growth of The City's railroads.

Montgomery's railroads serve The City as a means of intercity transportation but notas a means of intracity transportation; it is highly unlikely that any railroad will ever have any kind of intracity transpor-

tation function in Montgomery. Some very large cities have railroads that partially serve as one of several means of intracity transportation; even so, these railroads are not extensively used for that purpose.

The frequency of passenger trains to & from Montgomery has diminished considerably in the past 12 years. Local passenger train service has dwindled to a mere trickle compared to the local passenger train service of a number of years ago. However, passenger express trains have increased their efficiency and their attractiveness to passengers. The very nature of railroad freight service sets freight trains far apart from passenger trains; they cannot be logically compared. Railroad freight service in Montgomery appears adequate in every respect at the present time. If Montgomery gains a considerable amount of new industry in the immediate future, then the amount of existing freight service will undoubtedly be adjusted accordingly. The scope of railroad freight service in The City can be easily adjusted because Montgomery's existing railroad freight facilities can be easily extended or modified to meet any future needs.

Generally speaking, Montgomery's railroad tracks are located in a compatible pattern with The City's other elements. It is seldom possible to achieve the most desirable arrangements for all of an urban community's elements; Montgomery is certainly no exception. From an academic standpoint, it might be advisable to slightly modify the physical arrangement of a particular railroad track in an urban community; in most cases, such a modification would only involve a small portion of track. From a practical standpoint, many desirable modifications are economically unfeasible.

Montgomery needs to make a number of minor modifications that are related to its railroad tracks. Most of these modifications are the addition of underpasses, overpasses, & traffic control devices. All of the proposed modifications of this nature are indicated on The Map of Existing & Proposed Railroads and Railroad crossings. (See page 148).

All plans for future railroad facilities, all modifications of the existing facilities, and all elimination of decadent or antiquated facilities should always be directed toward the following goals:

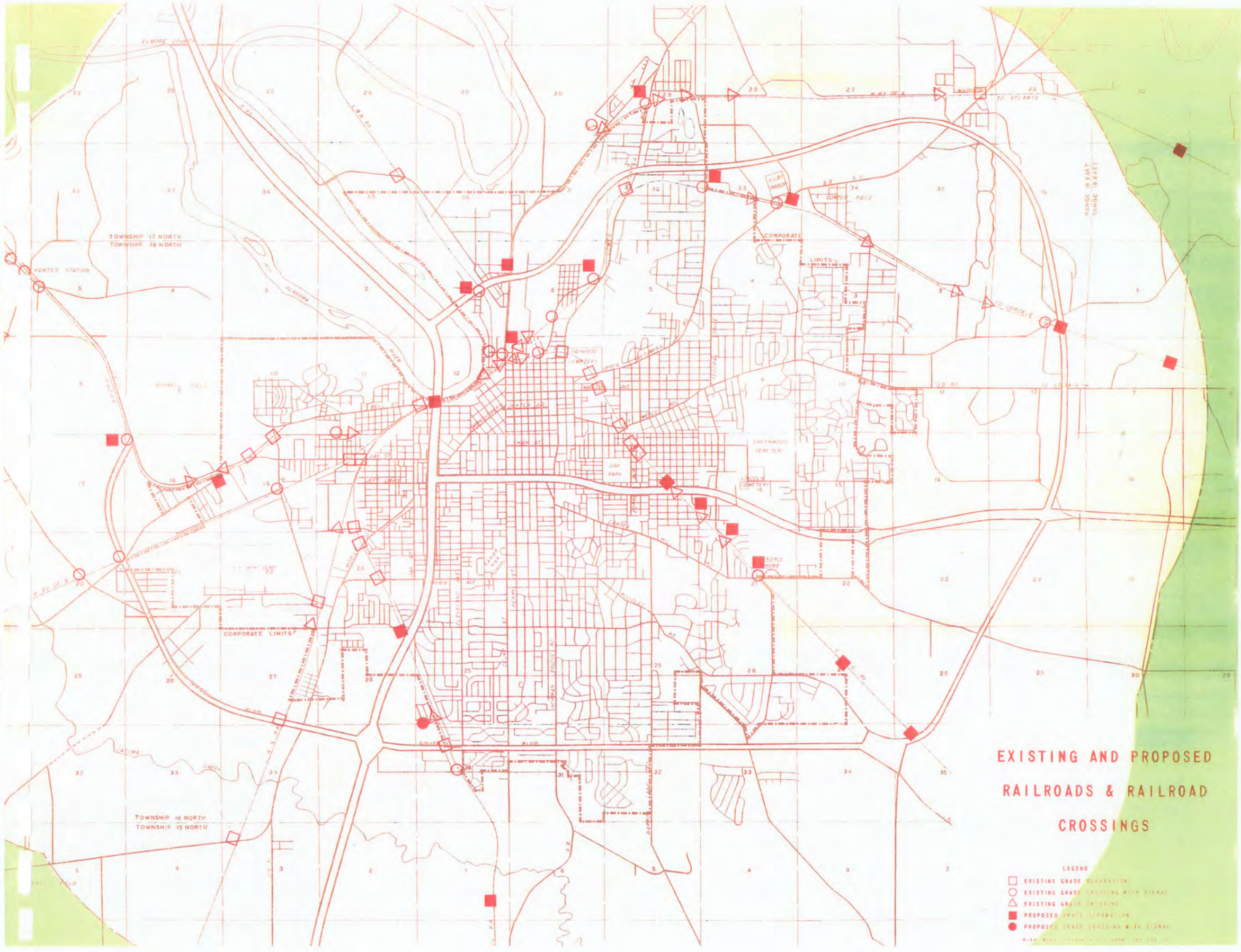
(1) To minimize all conflicts between railroad traffic and vehicular traffic. This can often be accomplished by a grade separation structure, by the opening or closing of a street, or by the abandonment of, the modification of, or the demolition of some conflicting element. It is sometimes possible to eliminate certain conflicts by periodically rerouting traffic, especially during "rush" hours.

(2) To minimize all of the conflicts between railroad land use and all other land uses. Zoning, detailed land use planning, and land subdivision are all intimately related to this goal.

(3) To develop & maintain modern, efficient, & attractive passenger terminal facilities. Although railroad passenger traffic has suffered a drastic decline, it is very important to every urban community to possess a railroad passenger terminal that it can be proud of. It would certainly be beneficial to all concerned if the railroads took notice of this fact and replaced any existing antiquated facilities.

(4) To develop & maintain modern, efficient, & attractive freight terminal facilities. Railroad freight transportation appears to be the key to continued railroad success in America; it will certainly be one of several keys to Montgomery's future economic success. Therefore, the development & maintenance of railroad freight facilities is justified on an economic basis as well as on social & asthetic bases.

(5) To develop & maintain adequate rail service to all existing & planned major industrial areas. As it has been previously noted, industry is the real key to Montgomery's future success; in turn, railroads will be one of several vital keys to industry's success in Montgomery.


TOWNSHIP 17 NORTH
TOWNSHIP 16 NORTH
HUNTER STATION
CORPORATE LIMITS
TOWNSHIP 16 NORTH
TOWNSHIP 15 NORTH
CORPORATE LIMITS
EXISTING AND PROPOSED
RAILROADS & RAILROAD
CROSSINGS
LEGEND
EXISTING GRADE SEPARATION
EXISTING GRADE CROSSING WITH SIGNAL
EXISTING GRADE CROSSING
PROPOSED GRADE SEPARATION
PROPOSED GRADE CROSSING WITH SIGNAL

Montgomery "possesses" six major rail systems that provide The City with fast & efficient rail service. These six railroads are utilized by Montgomery's industrial, commercial, agricultural, & military elements, and by its residents. A quick review of these six railroads will be beneficial at this point.

1. The Atlantic Coastline Railroad: Its tracks enter The City from the south and terminate at Union Station; it offers passenger service & freight service to Montgomery.

2. The Central of Georgia Railroad: Its tracks enter The City from the southeast and terminate at Union Station; itonly offers freight service in Montgomery.

3. The Gulf, Mobile, & Ohio Railroad: Its tracks enter The City from the west and terminate at Union Station; itonly offers freight service in Montgomery.

4. The Louisville & Nashville Railroad: Its tracks enter The City from the southwest, pass through Union Station, and leave The City in a northerly direction; itoffers passenger service & freight service in Montgomery.

5. The Seaboard Air Line Railroad: Its tracks approach The City from the east, skirt around The City to the north, and actually enter The City from a northerly direction; its tracks terminate at the Seaboard freight terminal on North Perry Street. The SAL only offers freight service in Montgomery.

6. The Western Railway of Alabama: Its tracks approach The City from the east, skirt around The City to the north, and actually enter from a northerly direction; its tracks pass through Union Station and leave The City in a westerly direction. The WRA offers passenger service and freight service in Montgomery.

In short, Montgomery has six railroads that offer freight service to The City; three of these six railroads also offer passenger service. The following table (Table 75) summarizes Montgomery's railroads and railroad service.

Table 75 RAILROADS & RAILROAD SERVICE IN MONTGOMERY

RAILROAD	FREIGHT SERVICE	PASSENGER SERVICES	UNION STATION	INDIVIDUAL TERMINAL
Atlantic Coastline	x	x	x	
Central of Georgia	x		x	
Gulf, Mobile & Ohio	x		x	
Louisville & Nashville	x	x	x	
Seaboard Airline	x		--	x
Western Railway of Alabama	x	x	x	

At the present time, The L & N and The SAL are both closely oriented toward industrial transportation in Montgomery. The L & N serves valuable industrial sites in southwest Montgomery and in northern Montgomery. In fact, The L & N is developing an industrial park at the intersection of U. S. 80 West and The L & N tracks (in southwest Montgomery). The SAL also serves important industrial sites in northern Montgomery. The WRA serves industrial sites in Montgomery also.

All of the proposed industrial sites noted in A Land Use Plan for Montgomery are oriented toward railroad transportation. The reader is hereby referred to this study for a more detailed account of the orientation of industrial sites toward railroad transportation in Montgomery.

In summary, it can be safely said that the existing railroad transportation facilities in Montgomery are adequate for the present time, and that the existing facilities can be easily expanded & extended in the future.

30: CITY TRANSIT SYSTEM

Although most of Montgomery's working residents use private automobiles to travel within The City, many persons use other means of transportation. Heavy automotive traffic exists in Montgomery during "rush hours", especially near & around schools, colleges, shopping centers, and downtown businesses. A fast, efficient, & attractive city bus system could reduce a large amount of the current automotive traffic congestion during rush hours. This is not to construe that Montgomery City Lines, Inc. is not fast & efficient at the present time; it does mean that Montgomery will need an improved city transit system in the not too distant future. This need will become increasingly more intense as Montgomery grows larger.

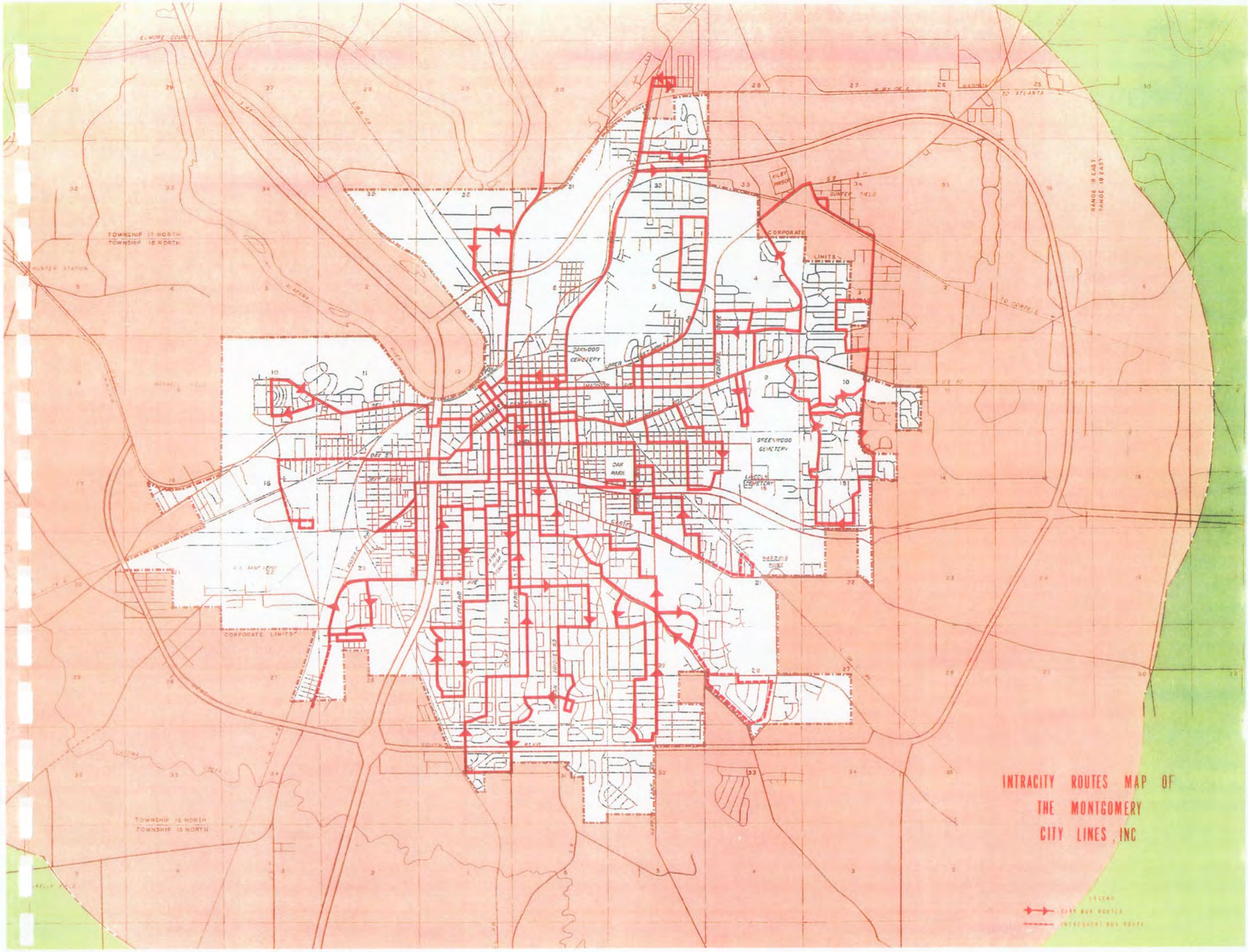
An attractive city transit system can induce many residents to travel to & from their destinations by city bus rather than by private automobile. Thus, an increase in the number of city bus passengers should result in a decrease in the number of private automobile passengers. It is all but impossible to calculate the effect of any given increase in the number of city bus passengers on automotive traffic congestion in The City; however, it is safe to say that a substantial increase in the number of city bus passengers to & from The CBD will result in a discernible decrease in the amount of private automobiles within The CBD, especially during rush hours. It is very important that Montgomery's CBD remain uncongested with automobiles and automotive traffic; this fact has been clearly pointed out in An Economic Analysis of The Montgomery CBD. It has been noted that parking spaces are already at a premium in The CBD, and that additional CBD parking areas should be carefully planned & instituted. Since CBD land is constantly increasing in importance every day, it is mandatory that only a necessary portion be used for the "all day" parking of private automobiles. Thus, it follows that every possible step should be taken to alleviate automobile parking & traffic congestion within The CBD. One of the primary steps is the improvement of the city transit system.

Only a few of Montgomery's major thoroughfares are congested with automotive traffic during rush hours. Usually, their congestion is not of a "traffic jam" nature nor does this congestion last more than 45 minutes. In most cases, this congestion is in the form of very heavy traffic flow. It is safe to say that no serious traffic congestion exists in The City's less concentrated areas at the present time. Therefore, an improved city transit system would not appreciably diminish any current traffic congestion within these less concentrated areas. However, the future will likely bring heavy traffic loads to bear on these presently less concentrated areas. Montgomery is growing by leaps & bounds in its southern, southeastern, and eastern sections. The City's inner streets & thoroughfares will have to carry the additional traffic from these areas to a large extent. More domestic labor will be traveling farther distances to & from work. More residents will be traveling farther distances to & from all parts of The City, especially The CBD. Again, it is all but impossible to calculate an anticipated number of private automobile passengers or an anticipated number of city bus passengers. However, it is safe to say that the transportation needs generated by these new areas will warrant the extension & improvement of the city transit system in these new, rapidly growing areas.

In view of the previous facts and discussion, Montgomery is presently faced with the following question, "How can the city transit system provide more adequate, more attractive, and more efficient service to The City?" The answer can be summarized by the following six objectives:

(1) To provide The City with complete transit service between residential areas and employment areas, commercial areas, & other residential areas; this service should be city-wide in scope.

(2) To provide The City with the very best city transit routes with regard to the residential population and the various concentrations of destinations. City transit routes should be agreeably accessible to their respective


ELMORE COUNTY
TOWNSHIP 17 NORTH
TOWNSHIP 18 NORTH
RANGE 18 EAST
RANGE 19 EAST
TO ATLANTA
TO GORDO
CORPORATE LIMITS
OAKWOOD CEMETERY
OAK PARK
GREENWOOD CEMETERY
MASONIC HOME
KILBY PRISON
GUNTER FIELD
CORPORATE LIMITS
TOWNSHIP 16 NORTH
TOWNSHIP 15 NORTH
INTRACITY ROUTES MAP OF
THE MONTGOMERY
CITY LINES, INC
LEGEND
CITY BUS ROUTES
INTERSTATE BUS ROUTE

passengers, both at the points of origin and at the destinations. A widely accepted standard for urban transit routes is that there should be a route located not farther than one-quarter mile from all residential points that have a minimum of 5 persons per acre. All downtown routes should be directly related to all major downtown destinations. (This positive condition presently exists in The CBD.)

(3) To provide The City with direct point to point routes. This condition would at least reduce if not totally eliminate circuitous routing, unnecessary turning movements, feeder routes, long one-way loops, and unnecessary stops. Long hauls through unpopulated areas should also be avoided. Routes should be located on major streets wherever possible. All routes should pass through The CBD unless an unusual routing situation exists. (These positive conditions presently exist to a large extent).

(4) To provide an adequate amount of bus service on each & every route. This objective is concerned with the frequency of buses on a route and the hours during which bus service is available on each route. Whenever possible, headways between buses on any route should not exceed 20 minutes, except in very thinly settled areas. Bus service to most areas should be continuous throughout every day except Sunday.

(5) To relieve vehicular traffic congestion & reduce future street requirements. This is a corollary benefit from a fast, efficient, & attractive city transit system; it is fast becoming one of the most important benefits as urban areas continue to grow.

(6) To relieve the demand for parking space in The CBD. This is another corollary benefit from a fast, efficient, & attractive city transit system. The time may come in Montgomery when the city transit system may be called upon to provide all transportation to & from The CBD above a certain saturation point. It has been previously noted that there is a practical limit to the amount of parking area available within The CBD. Although it will be some years before this limit will be reached, it will be ultimately reached. Of course, The CBD will grow in size and its outer perimeter will be available for parking; but, this outer perimeter is constantly growing more distant from The Core Area. Thus, The CBD parking area supply will remain effectively far short of The CBD parking area demand. The city transit system appears to be the ideal answer.

Local transportation and intracity transportation are both discussed & analyzed in An Economic Analysis of The Montgomery CBD (pages 51 through 54); the reader is especially referred to the map of Families Dependent on City Bus Service (page 52) and to the map of Transportation in The Central Business District (page 54).

The following map illustrates all of the existing city bus routes in Montgomery. There are fourteen major bus routes being traveled at the present time; these fourteen routes cover every residential area in The City. Certain special buses operate solely for the purpose of taking children to school and taking them home again. These special buses do not travel regular city transit routes nor do they stop for regular city transit passengers. The routes of these special buses are not noted on The Intracity Routes Map of The Montgomery City Lines, Inc..

The downtown bus terminal of Montgomery City Lines, Inc. is located at Court Square. This location is convenient to almost all centrally located businesses. As it was previously noted, all of the routes (of the city bus system) pass through The Court Square Terminal. This procedure has several distinct advantages.

(1) A passenger can transfer from any route to any other route (at The Court Square Terminal) by simply changing buses; in many cities, a city

bus passenger wanting to transfer routes would have to actually walk some considerable distance between routes to get on another bus.

(2) A passenger can travel directly & quickly to the heart of The CBD and disembark from his (or her) bus at a centrally located protected area for pedestrians; this is a distinct advantage for a passenger with children, packages, & other movement limiting factors; it is a special advantage for elderly or handicapped passengers.

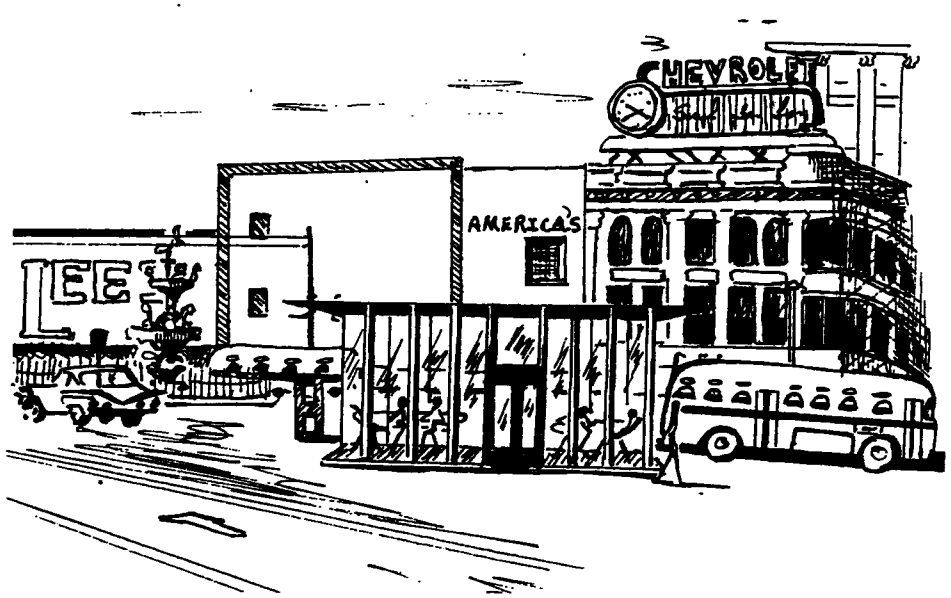
(3) A passenger can embark from a convenient, centrally located terminal that not only provides waiting passengers with a comfortable waiting area, but protects them from inclement weather as well.

(4) A passenger can always orient his (or her) time schedule to a definite & well established city bus schedule that is based on arrivals at & departures from The Court Square Terminal.

Each city bus route has its own time schedule; a different number of buses are assigned to each route. Each schedule varies throughout the day; naturally, buses run close together during all rush hours. Some schedules call for a periodic discontinuance of buses during certain hours of the day; it has been found that runs during these hours are totally unnecessary.

Many schedules terminate their daily operation with a final run shortly after sundown. It has been found that there is currently no demand for these buses during the evening hours. If Montgomery experiences a marked increase in evening activities of a public nature (especially in The CBD), then it is likely that the city bus system will schedule evening buses accordingly.

Montgomery's growing population will undoubtedly create a need for the extension of & the expansion of the existing city bus service. Some physical improvements could be made if a demand for more sophisticated bus facilities were warranted. Some large cities have made several basic improvements to encourage the use of their city buses; some of these improvements are: (1) the implementation of express buses during rush hours; (2) the installation of more comfortable interiors & more attractive color schemes; (3) the installation of air conditioners on the buses and in the terminal; (4) the installation of piped-in music on the buses and in the terminal. Montgomery needs to take some step forward in the immediate future to encourage the use of its city buses. The buses themselves currently meet minimum requirements, and it appears that all of the existing bus schedules are adequate at the present time.



31: INTERURBAN BUS & TRUCK TRANSPORTATION FACILITIES

Whenever plans are made for interurban bus & motor freight facilities, the planning emphasis should be on routes and terminals. Both motor freight lines & passenger bus lines are restricted to a city's major streets by the very nature of their operations. It is a widely known fact that definite & profitable mutual advantages can be gained by bus lines, truck lines, & their related cities if buses & trucks follow definite, well located routes through the cities; more mutual advantages can be gained if bus lines & truck lines will orient their terminal facilities to their respective passengers & customers, to the existing traffic patterns, and to the existing patterns of land use in the related cities.

Bus routes & truck routes should be confined to major streets as long as major streets provide reasonably direct service with a minimum amount of traffic congestion. Heavy trucks should be restricted to a route system of major streets that provide adequate service to all commercial & industrial districts. Bus lines, truck lines, and their related cities will all mutually benefit from these proven methods of routing if the methods are faithfully followed.

Passenger Bus Facilities

Usually, an intercity bus terminal is located in a Central Business District; The CBD is certainly the best section of an urban community for such a terminal. Many interurban bus terminals are located within their CBD's in such a manner that passengers can easily arrive & depart without seriously conflicting with the dense & complex CBD automobile traffic. A well located, efficient & attractive interurban bus terminal can & usually will increase the number of passengers that use its interurban bus service; a modern bus terminal of this nature can usually reduce any interference of interurban buses with urban traffic to a minimum degree.

Many cities have instituted a combined bus line terminal; in most cases, this type of terminal is effectively a municipal bus terminal that is parallel in operation to a municipal airport. The advantages of such a terminal warrant its future construction in Montgomery. Such a terminal should certainly be closely oriented toward Montgomery's portions-to-be of Interstate Highways 65 & 85, and especially toward the proposed intersection of these two highways just southwest of The Montgomery CBD. This recommendation has already been noted in A Land Use Plan for Montgomery. It should be noted that although a need for this type of bus terminal exists at the present time, this need will not likely become acute for a number of years. However, The City should take steps at the present time to plan such a municipal facility for the future.

At the present time, Montgomery has two interurban bus terminals; both of these terminals are located in The CBD. Each terminal is operated by different interstate bus lines. Greyhound Bus Lines maintains its terminal at 210 South Court Street; Greyhound is not the sole user of its terminal. Ingram's Bus Line is a tenant bus line in The Greyhound Terminal at the present time; this bus line is a "local" company whose home office is in Tallassee, Alabama. Three different interstate bus companies operate out of The Trailways Passenger Terminal at 221 Lee Street; Capital Motor Lines, Colonial Trailways, and Continental Cresent Lines, Inc. maintain synchronized schedules from The Trailways Terminal. The Trailways garage is located at 520 North Court Street.

It is interesting to note that no two of the aforementioned five bus lines connect Montgomery with the same city. In other words, each of the aforementioned five bus lines connects Montgomery with a completely different group of cities. Thus, in passing through Montgomery by bus, it is often necessary to change bus lines, therefore bus terminals. Although this introduces an inconvenience for the passenger, this inconvenience is minimized by the fact that Montgomery's two bus terminals are located relatively close to each other. In fact, the terminals are only two city blocks apart. Taxi service is available at both terminals for passengers arriving in Montgomery, for passengers making connections

with buses at "the other" terminal, and for passengers making connections with other transportation elements.

Montgomery's five bus lines serve Montgomery with 138 buses each 24 hour period. The routes traveled by these buses radiate from The CBD in all directions. For the sake of clarity & convenience, these buses and their routes are noted as follows with regard to the bus terminal that is used.

THE GREYHOUND TERMINAL: Greyhound has 68 scheduled buses each 24 hours. Its routes utilize U.S. 31 North, U.S. 31 South, U.S. 80 East, and U.S. 231 South. Ingram Bus lines has 8 scheduled buses utilizing Alabama 9 and Alabama 14.

Table 76 BUS SERVICE AT THE GREYHOUND TERMINAL

A summary of Greyhound's daily movements are as follows:

Highways Traveled	Number of buses (each 24 hours)
U.S. 31 South to Mobile, Alabama	16
U.S. 31 North to Birmingham (6 non-stop)	18
U.S. 80 East to Atlanta, Georgia	16
U.S. 80 East to Columbus, Georgia	4
U.S. 231 South to Dothan	14
TOTAL	68

A summary of Ingram's daily movements are as follows:

Alabama 9 & 14 to Tallassee, Alabama	2
Alabama 9 & 14 to Columbus, Georgia	6
TOTAL	8

At the present time, The Greyhound Terminal is located just south of The U.S. Post Office on South Court Street; it is adequate in size and facilities at the present time, and it is well related to The CBD. Although the terminal is just outside the heavily congested Core Area, it is convenient for passengers to arrive & depart by automobile.

THE TRAILWAYS TERMINAL: 62 scheduled trips daily operate out of The Trailways Terminal in The Montgomery CBD. These buses travel the following highways: U. S. 31 South, U. S. 80 East, U. S. 80 West, U. S. 82 Southeast, U. S. 82 West, U. S. 231 North, U. S. 231 South, and U. S. 331 South.

Table 77 BUS SERVICE AT THE TRAILWAYS TERMINAL

A summary of Trailways' daily movements is as follows:

Highways Traveled	Number of buses (each 24 hours)
Ala. 9 to Atlanta, Georgia	2
U.S. 31 South to Mobile, Alabama	4
U.S. 80 East to Columbus, Georgia	8
U.S. 80 West to Selma, Alabama	16
U.S. 82 Southeast to Union Springs, Alabama	10
U.S. 82 West to Tuscaloosa, Alabama	4
U.S. 231 South to Dothan, Alabama	4
U.S. 231 North to Birmingham, Alabama	8
U.S. 331 to Panama City, Florida	6
TOTAL	62

The Trailways Terminal is also located just outside the congested Core Area. It is conveniently located and it is adequate at the present time. However, future growth in the Montgomery area will make this terminal too small for adequate service.

At the present time, all five bus lines enter The City on major streets. Fairview Avenue and Perry Street are used by incoming buses from the south (from U.S. 231, U.S. 331, & U.S. 31). South Court Street is used by buses leaving The City in a southerly direction. Bell Street is used by buses traveling to & from Birmingham (on U.S. 31 North) and other points north of Montgomery. Madison Avenue is used by buses traveling U.S. 80 East to & from Atlanta, Georgia and other points east of Montgomery.

Truck Facilities

Urban motor freight terminals should be located within a block of major streets and they should have easy & fast access to all truck routes. In most cities, truck lines need the assistance of an organized planning program in order to discover & obtain the most mutually profitable truck terminal sites. Like railroads, what is good for a truck line is good for the urban community and vice versa; the same is true for negative factors. Thus, a city and its truck lines should work together in establishing future truck routes & truck terminals. If a city has an up-to-date Comprehensive City Plan, its truck lines should take full advantage of this valuable tool. Available sites that are closely oriented to railroads, to industry, to commerce, & to other truck lines can be easily & precisely pinpointed. With the guidance of a Comprehensive City Plan, city officials & truck line officials can work together in establishing positive conditions & relationships between The City and the trucking industry to their mutual well being.

The absence of proper planning measures can result in many negative situations both for a city and its truck lines. Some of these unprofitable situations are: (1) conflicts between railroad lines and truck lines, including site location conflicts, schedule conflicts, incompatible facility conflicts (private & public), and intersecting truck routes and railroad tracks; (2) congestion & confusion around and near warehouses, loading areas, equipment yards, docks, & similar facilities; (3) conflicts between truck line operations and the operation and management of packing houses, produce terminals, wholesale markets, & similar businesses; (4) the loss of valuable time due to the absence of an organized general pattern of truck lines operations within the urban community; (5) if in the vicinity of a navigable waterway, the loss of valuable organized commercial connections with the nautical docks & other facilities of the shipping industry.

An enumeration of Montgomery's 36 major truck lines can be found on page 19 of The People And The Economy of Montgomery. It appears that these 36 truck lines furnish Montgomery with more than adequate trucking facilities at the present time. Competition and the law of supply and demand should adjust the existing facilities as Montgomery grows. It can be safely said that no major conflicts presently exist between Montgomery's truck lines and The City's other transportation facilities.

Montgomery has 17 motor freight carriers that operate out of 12 motor freight terminals. These 17 carriers are a portion of the above 36 major truck lines. The only real concentration of motor freight carriers is located in the northern section of Montgomery; all in all, the carriers are about evenly distributed throughout the major commercial areas of The City. It can be safely said that Montgomery does not have a "trucking district" in the sense that many major cities have. Nevertheless, the 12 motor freight terminals listed below are strategically located near major commercial areas. The twelve terminals are located adjacent to major streets & thoroughfares as follows:

(1) North Lawrence Street - 3 lines use a common terminal;

(2) North Ripley Street - 2 lines use a common terminal;

(3) Trade Center Street - 3 lines use a common terminal;

(4) & (5) Furnace Street - 2 lines, each in a separate terminal;

(6) & (7) The Birmingham Highway (U.S. 31 North) - 2 lines, each in a separate terminal;

(8) (9) & (10) The Lower Wetumpka Road - 3 lines, each in a separate terminal;

(11) Dewey Street - 1 line with its terminal;

(12) Howe Street - 1 line with its terminal .

All of the aforenoted 12 terminals are either located on or within one block of a major street; all of the 12 terminals are convenient to Montgomery's highways & truck routes. It should be noted that Montgomery has 13 trucking companies that haul livestock, poultry, and similar subjects of transfer. The City also has 2 trucking companies that haul heavy goods (machinery, heavy equipment, and so forth). These 15 additional companies are a portion of the aforementioned 36 truck lines.

Montgomery has 42 moving & storage companies, none of which are a portion of the aforementioned 36 truck lines. Just as in the case of motor freight companies, the only real concentration of moving & storage companies is located either on or within one block of major streets; each of these 42 companies has an easy access to Montgomery's highways & truck routes.

Some twenty-six major petroleum products companies maintain business offices in Montgomery. Most of these companies operate large tank trucks (for the delivery of liquids) in Montgomery; many of these trucks obtain their liquid loads from large storage tank facilities that are maintained by their respective companies in Montgomery. It is safe to say that all of Montgomery's gasoline service stations depend on these tank trucks for their supply of petroleum products. These tank trucks constitute a portion of Montgomery's special group of trucks; this group consists of: liquid tank trucks that service local businesses; large military vehicles that service local military installations; locally based state, county, & city trucks; and, similar locally based trucks & service vehicles. This special group of vehicles do not use The City's entrances, exits, & truck routes in the manner that most interstate & interurban vehicles do; by the same token, this special group of vehicles uses Montgomery's many thoroughfares, major streets, & minor streets extensively as they go about their respective tasks. It can be safely said that there are no conflicts between these special vehicles and The City's overall traffic. It should be noted that local delivery trucks and similar vehicles are considered as being a portion of The City's total small vehicle traffic.

Future Bus & Truck Activities and Routing

Montgomery's anticipated future growth will add extensive bus & truck activities to The City's existing progressive transportation activities. Every factor indicates a continuing increase in the amount of bus & truck activities in Metropolitan Montgomery. The City is presently in an excellent overall condition to take full advantage of this increased activity. Of course, there are a number of relatively small but very important improvements to The City's street system that should be made now and in the future. Most of these improvements are noted in Volume 1 and Volume 2 of Major Route Plan - Montgomery Metropolitan Area, by Wilbur Smith and Associates. Some of these needed improvements are noted in this transportation study. The remainder of these needed improvements are noted at appropriate places in the other elements of The Comprehensive City Plan.

The anticipated growth of industry in Montgomery and the role that industry should & will play in Montgomery's future have both been previously discussed at length. Montgomery's anticipated industrial growth will stimulate, promote, & create a large amount of trucking activity in The Metropolitan Area. If no new industry oriented roads are constructed, it is likely that Montgomery's existing industry oriented roads will eventually be overfilled with industrial traffic; however, this probably will not be the case because Montgomery should be able to construct any additional industrial roads as they are needed. Thus, future industrial trucking activity should find ample highway & road facilities available.

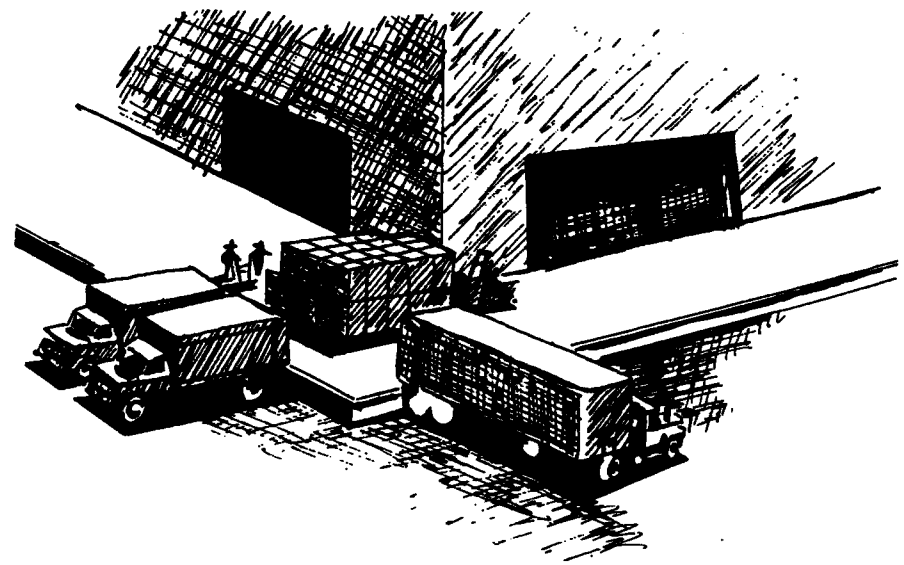
Montgomery's portions-to-be of Interstate Highways 65 & 85 will provide The City with an additional stimulus for industrial growth. Along with Montgomery's existing industries, each new industry in Montgomery will find that it effectively has a "straight shot" line of travel to its industrial site from any highway entering The City. Thus, an industrial truck entering The City from any direction will find that it has an express route available to every industrial area in The City; this means fast, efficient, & attractive truck routes - an asset that is diligently sought by every progressive

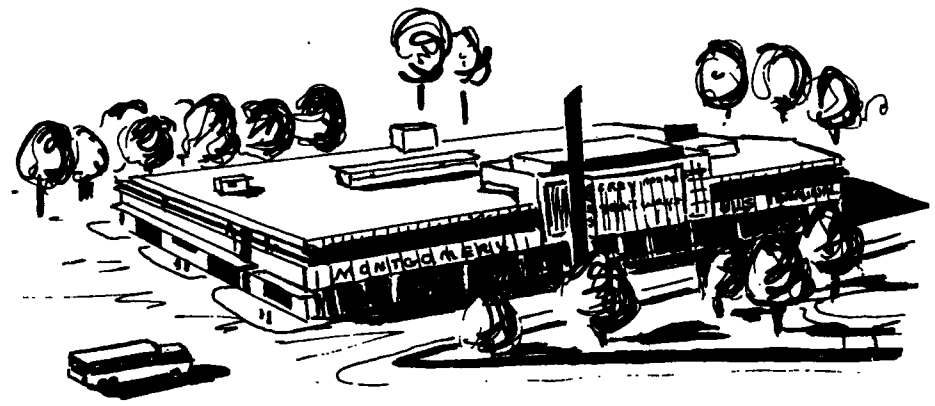
industry. Therefore, Montgomery's highways will help to bring industry to The City; in turn, new industry will bring a large amount of trucking activity to Montgomery.

The experience of other urban communities indicates that, as interstate highways are developed around & through major cities, there is a tendency for truck terminals to congregate near highway intersections & interchanges. Consequently, ultimate interurban truck routes should correspond with interstate highway routes. Montgomery's motor carriers and The City would both benefit from this type of truck routing system. A major benefit is the elimination of large volumes of trucks from city streets; this would substantially increase the streets' capacity for non-truck traffic; in turn, this increased capacity would partially accommodate the expanding volumes of local & transient passenger automobile traffic. The aforementioned truck routing pattern would also help to protect Montgomery's existing & future residential areas from degrading, annoying, and unnecessary truck traffic.

Alabama's proposed highway program (including The State's portion of the interstate highway system) is a number of years from completion. Therefore, it will be many years before genuinely fast, efficient, and attractive truck routes actually exist throughout Alabama. In the meantime, truck routes should continue to be located to best serve existing truck terminals & industrial sites. In addition, truck routes should be located so as to offer a minimum amount of interference with non-related areas. Thus, Montgomery should strive to improve its trucking conditions in the immediate future even though ideal trucking conditions will not exist in The City for some years to come.

A poorly located truck terminal not only degrades its surrounding area, but it has many side effects that may degrade a residential area; its connecting truck route can degrade every non-related area that it passes through. A poorly located truck terminal will tax the nearby street facilities & possible other public facilities. It has been said "A poorly located truck route is no better than none at all". The same can be said for a poorly located truck terminal. Thus, Montgomery must press forward with its existing truck routes & truck facilities as it awaits the completion of currently planned express route roads & highways. The Zoning Ordinance and other regulations should be fully utilized as Montgomery vigorously pursues further trucking success.





32: MONTGOMERY'S AIR & WATER TRANSPORTATION FACILITIES

Water Transportation Facilities

The Alabama River was Montgomery's first major means of commercial transportation. Prior to the use of The Alabama River for commerce in Montgomery, commercial goods were transported by dray. Most private goods were transported by small wagon, by mule pack, and by horse. The Alabama River was certainly a wonderful asset to Montgomery and it has continued to be so.

An account of the role played by The Alabama River in Montgomery's growth (to date) is given in the opening section of The Comprehensive City Plan, "Historical Background of Montgomery". This section relates how the first local use of The River was to float barges downriver to Mobile, and how the advent of the steamboat gave new meaning to river transportation in Montgomery; it also relates how Montgomery's first railroad connected The City with the important interstate commerce on The Chattahoochee River.

Around the year 1900, Montgomery elected to concentrate on fast means of commercial transportation; thus, The Alabama River took a minor role in Montgomery's growth at the turn of the century. However, considerable serious study has been recently given to providing a new role for The Alabama River in statewide & interstate commerce. Strong efforts are being made to establish The Alabama River, Montgomery's faithful old helper, as a key figure in Alabama's future. Several locks are under construction at the present time; "The Old Alabama" could ultimately serve as a primary carrier of bulk freight in The State. The advantages of river transportation are legion; the moderate cost is probably the primary factor. Montgomery would certainly benefit from The River's proposed new commercial & industrial roles. Upon the further development of The Alabama River, it is likely that other commercial transportation elements in Montgomery would abandon any ordinary bulk freight activities (that they may be currently engaged in) and concentrate their facilities on more specialized forms of commercial transportation. This should also benefit Montgomery through even more efficient & specialized transportation service.

Montgomery is in step with all of the existing plans & proposals for the development & use of The Alabama River. The leadership of The City has remained in close contact with county, state, and federal officials about plans & developments concerning The River. Montgomery businessmen are aware of the potential importance of The River to The City, and they are in accord with the existing plans & proposals for The River. Montgomery should gather in force behind city, county, & state officials in pressing Alabama River programs forward.

A Land Use Plan for Montgomery notes a number of important industrial sites that are located on The Alabama River; these industrial sites are highly potential users of The River's future commercial facilities. The reader should refer to other elements of The Comprehensive City Plan for a detailed discussion of industrial sites that are oriented toward The River.

Air Transportation Facilities

As it was noted in the "Historical Background of Montgomery", modern aviation first came to Montgomery on March 26, 1910; on that day, Orville Wright made the first heavier than air aircraft flight in the Montgomery area. This site of the historic flight was located on the land that is now Maxwell AFB.

During the 1930's, The Montgomery Municipal Airport was located on part of the land that is now Gunter AFB. The airport site was later purchased by The U.S. Government for the enlargement of Gunter AFB. At this time, The City purchased a fine large tract of land (some 1,000 acres) on the south side of U.S. 80 west (to Selma), just west of U.S. 31 south (to Mobile); this tract of land became the site of the new Montgomery Municipal Airport. A modern air terminal has been recently constructed at The Airport; the most up-to-date type of

instrument landing facilities, control tower, and weather facilities have been coordinated with the new air terminal.

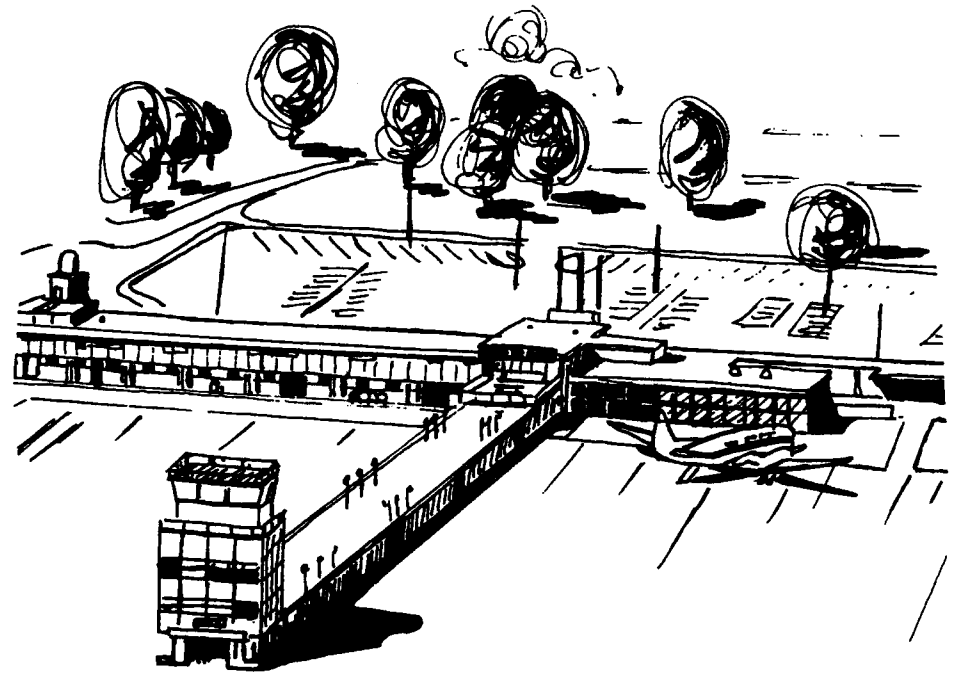
The new terminal offers commercial & private passengers many attractive conveniences: its spacious and comfortable waiting room is equipped with every desirable facility; an excellent restaurant is located adjacent to the main lobby, and it serves delicious food in tasteful & refreshing surroundings.

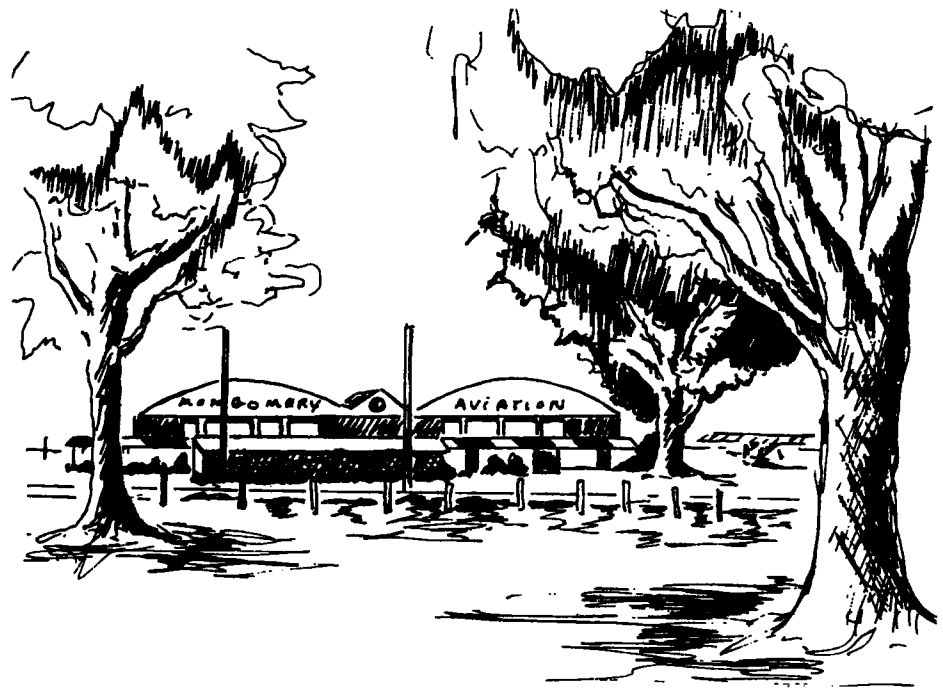
The new terminal offers its occupying air lines many advantages; an ample amount of space is available for each of the air lines, and equal amounts of space are presently available for additional air lines. The terminal is so designed that additions can be easily made to the existing new building without disturbing daily air line business. Adjoining technical facilities provide more advantages for commercial air lines. Montgomery now has an airport facility that it can be proud of.

The facilities of three other air organizations adjoin The Municipal Airport; The Montgomery Aviation Company, The Alabama Air National Guard, and The Air Branch of The Alabama (Army) National Guard lie (respectively) immediately west of the air terminal. These organizations share the adjacent runways with The Municipal Airport. The entire overall site has been named Dannelly Field.

Dannelly Field is located less than 10 road miles from the heart of The CBD. An express route exists between The CBD and Dannelly Field; this route can be comfortably traveled by automobile in 15 minutes. It has been previously noted that limousine service is available between Dannelly Field and The Jefferson Davis & The Whitley Hotels for all commercial flights.

Together, Delta Air Lines and Eastern Air Lines make 19 scheduled flights out of Montgomery every 24 hour period. Private flights are available at The Montgomery Aviation Company either by charter or by aircraft rental; this company also serves privately owned aircraft. Montgomery's only other private air service facility, Allenport, has been recently closed.





The Montgomery Municipal Airport presently covers 1,044 acres; this amount of land meets the immediate needs of The Airport. As it has already been noted, Dannelly Field is located on the south side of U.S. 80 West and just west of U.S. 31 South. The land immediately south, southeast, and east of Dannelly Field is farmland at present; it is very unlikely that this land will be developed in the foreseeable future. Therefore, if Dannelly Field finds it necessary to expand the size of its site in the foreseeable future, it should be able to do so without difficulty.

Dannelly Field's main runway is oriented in an east-west direction; it is some 8,000 feet long and is adequate for landings by jet aircraft. Two smaller runways are oriented in a northwest-southeast direction and a northeast-southwest direction, respectively; each of these runways is approximately 3,800 feet in length.

It is worthy of note that Dannelly Field is located very near two potentially large industrial areas. An "across the street" situation exists with the first of these areas since the entrance to Montgomery's newest industrial park is on the north side of U.S. 80 West (an expressway) just 1.5 miles east of the entrance to Dannelly Field. This situation should be an additional boon to this new industrial park. The H & R Point is being developed as an industrial park (as it was noted in A Land Use Plan for Montgomery); The H & R Point is located just 3.5 miles northeast of Dannelly Field, and the entrance to The H & R Point is only 5.0 miles (by expressway) from the entrance to Dannelly Field. The aforementioned land use plan shows many industrial sites-to-be near Dannelly Field. Today, industry is using air transportation for executive travel and for specialized & rapid light freight service. The location of Dannelly Field near these industrial sites certainly is a positive situation. It should also be noted that Montgomery's northern industrial area is only 7.5 miles due northeast of Dannelly Field.

It appears that Montgomery's existing municipal airport facilities are adequate for the present time. The facilities meet minimum standards for a city of Montgomery's size, and the existing air service meets the minimum needs of Montgomery.

33: VEHICULAR TRANSPORTATION

Montgomery's system of vehicular traffic routes is composed of six basic types of modern paved roads: freeways, expressways, arterial highways, major streets, secondary streets, and minor streets. In essence, this network of vehicular routes is The City's vascular system in the same sense that The City's communication network is its nervous system. The outer elements of The City's vehicular network, together with The City's rail, air, & water transportation elements, form a system of life lines that physically connect Montgomery with the outside world. If these life lines were severed, Montgomery would wither & die on the economic vine; if some of them were severed, The City would become economically ill. Montgomery not only needs every life line that it now possesses, but it must improve the existing ones and create new ones. The water link is to be publicly developed in the future; the size of the private air links depends directly on the day by day air travel demand in The City. Like the air links, the private rail links will adjust themselves to the existing rail transportation conditions in The City. Therefore, it appears that the remaining type of link (The City's freeways, expressways, highways, and connecting roads) is the only link that The City can go forward with immediately. And this Montgomery must do. Of course, this forward movement will be a joint city, county, state, & federal effort.

Montgomery's freeways exist only on the drawing board at the present time; they will exist as Interstate Highways 65 & 85. I-65 & I-85 will provide Montgomery with two major long distance arteries whose connecting local expressways (South Boulevard, West Boulevard, East Boulevard, & North Boulevard) will link them with The City's rapid moving vehicular traffic. Together, the local portions of the two interstate freeways and their connecting local expressways will provide Montgomery with a network of rapid transit arteries for all types of vehicular traffic. Montgomery's arterial highways and major streets are intimately connected with the above network; some of these highways & streets carry certain types of heavy vehicles in addition to regular vehicular

traffic. Montgomery's secondary and minor streets are generally limited to regular vehicular traffic; these routes are not to be used for rapid transit, arterial traffic, concentrated traffic, nor heavy vehicles. A detailed explanation, discussion, & analysis of the above routes and their roles in Montgomery can be found in Volume 2 of Major Route Plan - Montgomery Metropolitan Area by Wilbur Smith and Associates, published in 1960.

Generally speaking, Montgomery's system of streets & roads is very well designed. Even the unusual intersections in The CBD add enough artistic interest to counterbalance any inconvenience incurred by their existence. The origin of these unusual intersections was noted in the section titled "Historical Background of Montgomery".

In 1960, Wilbur Smith and Associates completed a two volume study of and plan for Montgomery's highways, roads, and streets; these two valuable volumes are the basis of the following brief evaluation of Montgomery's existing pattern of highways & streets. The existing pattern is presently meeting the minimum needs of The City. The existing pattern is so well arranged that extensions and additions can be successfully made to form an almost ideal pattern through and around The City. Virtually no "very desirable but impossible" modification situations exist with regard to the existing pattern; all desirable modifications to the existing pattern are both possible & feasible, and all desirable repairs to the existing highways, roads, & streets are both possible & feasible. Almost all of the streets & roads within the corporate limits are improved with a hard surface. Almost all of the major streets are adequately paved and almost all of the secondary streets are adequately paved. Most of The City's minor streets are improved with a hard surface. Almost all of The City's unpaved streets are improved. However, there are certain residential areas that are surrounded by paved streets but have insufficient internal paved streets; many of these unpaved streets are a disgrace to The City. Fortunately, these disgraceful streets are relatively few in number and are not presently important to the City's overall street pattern. It can be safely said that Montgomery's system of streets & roads is presently adequate and in generally fair to good condition.

The Major Route Plan For The Montgomery Metropolitan Area was prepared by Wilbur Smith and Associates in 1960. The Smith Plan is a complete and penetrating study of Montgomery's street, road, and highway needs. Volume 2 of The Smith Plan (Street and Highway Plan) is presently being used as a guide in providing adequate facilities for Montgomery's future traffic needs. The recommendations that are made in A Transportation Plan For Montgomery are in addition to and supplementary to those recommendations contained in The Smith Plan.

During the two intervening years since The Smith Plan was published, Montgomery has experienced a number of new and unforseen urban developments of major importance. In view of these developments and in view of all existing trends, three modifications of The Smith Plan are recommended and twenty-five additions to The Smith Plan are recommended. The overall result of these three modifications and twenty-five additions is that a much larger urban area is planned in this transportation study than was planned by Wilbur Smith. The planning area of The Smith Plan extended only slightly beyond the corporate limits. The planning area of this transportation study extends slightly beyond the limits of the police jurisdiction.

In studying the recommendations contained herein, the reader will find it helpful to refer to the Recommended Freeway, State Highway, and Major Street System Map. This map can be found on page 168 of this study. The reader will also find it helpful to refer to Wilbur Smith's Typical Roadway Sections. These sections have been included for the reader's convenience on page 170 of this study. These sections have been reproduced from page 30 of Volume 2 of Major Route Plan For The Montgomery Metropolitan Area by Wilbur Smith and Associates, 1960.

The aforementioned three modifications to the Wilbur Smith Plan are individually described in the following three enumerative paragraphs.

1. The point of intersection of U.S. 80 East with the eastern portion of The Beltline Highway (including the right-of-way of the eastern portion)

has been moved about one mile further east from the location of the intersection and the right-of-way as shown on the Wilbur Smith maps; the eastern portion of The Beltline Highway now encircles Gunter Air Force Base to the east and to the north, instead of passing by it to the south and to the west. The Smith Plan recommends that The Beltline Highway be constructed as a 4-lane road according to Wilbur Smith's Typical Roadway Section #U8.* This Transportation Plan concurs with the recommendation of The Smith Plan.

2. The right-of-way of I-85 (to the east) has been moved north a few hundred feet from the alignment shown on The Wilbur Smith maps. Two parallel 2-lane east-west service roads (one on each side of I-85) are hereby recommended. Each of these two service roads should extend from Perry Hill Road eastward for approximately three miles to proposed Route "J". (See Routes "V" & "W").

3. The Hillwood Drive extension (as recommended in the Wilbur Smith study) would displace a great many fine new homes in neighborhoods 12, 20, 33, & 38 if the extension were constructed according to the indicated alignment in The Smith Plan. Therefore, this transportation study proposes that two other routes be instituted in lieu of the proposed Hillwood Drive extension. Adequate traffic circulation for the aforenoted swiftly developing neighborhoods can be provided by the proposed extension of Perry Hill Road (Route "M") southward to U.S. 231 south (to Troy) and by the proposed extension of Carter Hill Road northward from The Vaughn Road (Route "N") to the Ann Street interchange with I-85. (See: Routes "M" & "N".)

The aforementioned twenty-five additions to The Smith Plan are individually described in the following twenty-five enumerative paragraphs. Each of the additional routes is designated by a separate letter of the alphabet from "A" through "Y". Each link of every route is noted by the same letter that is assigned to the overall route (See the map of page 168.) If a letter is not present beside a section of road, then this section is not a portion of one of the twenty-five routes under discussion. It should be noted that these letters do not intentionally correspond to any route designation in any other transportation study of Montgomery.

Many of the twenty-five routes are composed of links that exist and links that are to be constructed. Each time a link is recommended for modification or construction, the recommendation contains a reference to one of Wilbur Smith's Typical Roadway Sections. As it was previously noted, these sections can be found on page 170 of this study.

Each of the twenty-five enumerative paragraphs describes one of the "additional" routes, notes its basic physical data, and discusses its purpose. The estimated costs of developing each of the twenty-five routes are enumerated and discussed in A Public Improvements Program For Montgomery. With the exception of the estimated costs, the twenty-five routes are summarized in Table 78 on page 169 of this study.

As it was previously noted, the reader will find the map on page 168 very helpful. The other maps in this study can add pertinent data to the reader's knowledge of the following twenty-five proposed routes.

1. Route "A" (as shown on The Recommended Freeway, State Highway, and Major Street System Map) is an east-west 2-lane road that lies alongside the right-of-way of the railroad spur to the gravel pit; its purpose is to open the area south of and southwest of Hunter Station for industrial, commercial, & residential development. Route A's length will be restricted by the presence of the gravel pit.
   Recommendations: A 60' right-of-way with a 2-lane road should be constructed on the indicated route, without parking lanes, according to Wilbur Smith's Typical Roadway Section #U1.*

2. Route "B" (Hunter Road) is a north-south 2-lane

*Wilbur Smith and Associates, Major Route Plan: Montgomery Metropolitan Area, Volume 2, Page 30. (See Also: Page 170 of this study.)

county road connecting the community of Hunter Station with The Old Selma Road.
Recommendations: No major improvements are required.

3. Route "C" is a continuation of The Old Selma Road; it has already been adequately discussed in the Wilbur Smith report on page 14 of Volume 2. No major improvements are required and no further discussion is necessary in this study.

4. Route "D" consists of the existing portion of Brewer Road and a northward extension of Brewer Road to The Old Selma Road.
Recommendations: A 60' right-of-way should be acquired for this extension, and a 2-lane road should be constructed on the indicated route similar to the existing portion of Brewer Road and according to Wilbur Smith's Typical Roadway Section #U1.*

5. Route "E" consists of: (a) the existing portions of The Hayneville Road between U.S. 31 South (at the U.S. 31 by-pass) and U.S. 80 West (at the intersection of Route "F"); (b) an extension of The Hayneville Road across Catoma Creek at or near the point where the Old Hayneville Road Bridge formerly crossed the creek. An adequate bridge across Catoma Creek is the feature most necessary to the opening of this route. Route "E" would be a convenient artery to & from Montgomery for persons that live west and southwest of The City. This route could also serve as a truck route and thus relieve U.S. Highway 80 West of a considerable amount of traffic congestion on the "close in" portions of the highway.
Recommendations: A 90' right-of-way should be secured and a 4-lane road should be constructed on the entire length of the indicated route according to Wilbur Smith's Typical Roadway Section #U6.* Route "E" presently exists as a 2-lane county road.

6. Route "F" (Felder Road) is a north-south connector road between U.S. 80 West (at the Hayneville Road) and Route "H" (Wasden Road). Route "F" serves the area immediately south of and west of Dannelly Field. Route "F" presently exists as a 2-lane county road.
Recommendations: No major improvements are required.

7. Route "G" (Lamar Road, also known as Clark Road) is a north-south connector road between U.S. 80 West (at the northeast corner of Dannelly Field) and Route "H" (Wasden Road). Route "G" serves the area immediately south of and east of Dannelly Field. Route "G" presently exists as a 2-lane county road.
Recommendations: No major improvements are required.

8. Route "H" (Wasden Road) connects Route "F" and Route "G" together at their southern extremities and then it connects them with U.S. Highway 31 South. Route "H" is also important in that it affords a crossing of The L & N Railroad in this vicinity. Route "H" presently exists as a 2-lane county road. Recommendations: No major improvements are required.

9. Route "I" is a proposed 4-lane east-west artery, south of Catoma Creek, that will connect the intersection of U.S. 31 South and U.S. 80 West (Alabama 31) with U.S. 331 South. This route would facilitate the development of the desirable land that is located south of The Catoma Creek flood plain and it would provide another important access to the growing industrial park on U.S. 80 West and to the growing industrial area on U.S. 31 South. In addition, Route "I" would provide another important artery for persons living in the surrounding outlying area. Recommendations: Route "I" should have 4 travel lanes and it should be constructed on the indicated route according to Wilbur Smith's Typical Roadway Section #U4.*

10. Route "J" is a proposed 2-lane curving outer

Wilbur Smith and Associates, Major Route Plan: Montgomery Metropolitan Area, Volume 2, Page 30. (See Also: Page 170 of this study.)

loop road that is oriented in a parallel manner to The Montgomery Beltline Highway. The proposed right-of-way of Route "J" follows an irregular path that varies in distance from The Beltline Highway from about 1 mile apart to about 2 miles apart. Route "J" begins at U.S. Highway 31 South and curves eastward, northeastward, and then northward until it connects to Proposed Route "S". The path of Route "J" is near the path of the Police Jurisdiction Limit. Four segments of this proposed route already exist in the form of four relatively short 2-lane county roads; these four roads are Teague Road, McInnis Road, Bell Road, and a newly constructed portion between the route of I-85 and U.S. Highway 80 East. Route "J" should be a 2-lane road approximately 17.6 miles in length. Of this distance, the existing roads total some 12.0 miles. This leaves a balance of approximately 5.6 miles of 2-lane road to be constructed. As Montgomery grows, Route "J" will become a bypass route for "through" traffic between U.S. Highways 80 West, 82 East, and 80 East. Route "J" could also serve as another connector route between Interstate Highways 65 and 85. In addition, Route "J" would serve to connect present & future residential developments in the outer areas of The City's southwestern, southeastern, & northeastern quadrants. Recommendations: This project should be undertaken by The Alabama State Highway Department. Route "J" should be constructed according to Wilbur Smith's Typical Roadway Section #U1 (with provisions to add the parking lanes at a later time).

11. Route "K" is an improvement of Narrow Lane Road for some 3 miles south of South Boulevard. Narrow Lane Road should be widened (along this 3-mile segment) from its existing 2-lanes to 3-lanes. At the present time, these 3 miles of Narrow Lane Road are outside of the corporate limits. Recommendations: Widen Narrow Lane Road from 2-lanes to 3-lanes along the indicated route according to Wilbur Smith's Typical Roadway Section #U5 (but without parking lanes).

12. Route "L" is proposed as an extension of and a modification of Seibels Road (also known as Fuller Road) beginning at U.S. 331 South, proceeding eastward across Narrow Lane Road, crossing Woodley Road, and ending at U.S. Highway 231 South. Route "L" is needed to provide adequate traffic service to the expanding residential areas, to the schools, and to other traffic generators in southeastern Montgomery. The proposed path of Route "L" is about 3.6 miles in length. At the present time, the proposed route is outside of the corporate limits. Recommendations: It is recommended that Route "L" be constructed on the indicated route as a four lane road according to Wilbur Smith's Typical Roadway Section #U6.*

13. Route "M" is proposed as a 4-lane north-south continuation of Perry Hill Road, southward, between The Vaughn Road and U.S. 231 South (to Troy). It is curved to better suit the topography of this section of Montgomery. Perry Hill Road presently exists as a 2-lane road without curb & gutter. Wilbur Smith recommends that Perry Hill Road be widened to 4-lanes according to his typical roadway section #U6.* Recommendations: Route "M" is recommended for an early construction date; it should be constructed according to Wilbur Smith's Typical Roadway Section #U4.* Route "M" should have a grade separation structure at The Central of Georgia Railroad.

14. Route "N" is a proposed north-south 4-lane road to carry northbound traffic from Fisk Road (& points south) up Carter Hill Road around The Masonic Home, and onward to the interchange at Ann Street and I-85. Recommendations: This route should be constructed as soon as possible (with 4 travel lanes) according to Wilbur Smith's Typical Roadway Section #U4.*

Wilbur Smith and Associates, Major Route Plan: Montgomery Metropolitan Area, Volume 2, Page 30. (See Also: Page 170 of this study.)

15. Route "O" is a proposed 4-lane north-south connector road that begins at the I-85 interchange at Ann Street, thence northeastward to the east end of Highland Avenue, thence continuing to The Atlanta Highway via the dedicated right-of-ways for Electric Park Drive and Forest Hills Drive. The indicated path of Route "O" is approximately 1.3 miles in length; it is inside of the corporate limits.
Recommendations: Route "O" is recommended for four-lane construction according to Wilbur Smith's Typical Roadway Section #U4.*

16. Route "P" is a north-south artery that originates at Interstate Highway 85 and proceeds northward across U.S. Highway 80 East to the Seaboard Air Line Railroad, thence northwestward parallel to the railroad, crossing Dalraida Road, and intersecting Federal Drive at the Seaboard crossing. The indicated path of Route "P" is approximately 4.8 miles in length. Recommendations: An 80' right-of-way should be secured for this route, and a 2-lane road should be constructed according to Wilbur Smith's Typical Roadway Section #U1* (with provisions to add the 2 parking lanes later on.)

17. Route "Q" (from Federal Drive at Coliseum Boulevard to The Lower Wetumpka Road via Gibson Street) has two parts. The first part is a proposed 4-lane road through the old fairgrounds property to connect Coliseum Boulevard and Gibson Street. This section is estimated to be approximately ½ mile long. The second part is to improve Gibson Street between The Upper Wetumpka Road and The Lower Wetumpka Road. This improvement would consist of widening the existing 2-lane road to 4 lanes for a length of approximately 1 mile. Gibson Street is already a major street between Fairground Road and The Lower Wetumpka Road. The proposed connection across the old fairgrounds to link Coliseum Boulevard and Gibson Street would create a very useful major thoroughfare across this part of north Montgomery.
Recommendations: Construct a 4-lane road on the proposed route through the old fairgrounds according to Wilbur Smith's Typical Roadway Section #U4.* Widen Gibson Street to 4 travel lanes according to Wilbur Smith's Typical Roadway Section #U4.*

18. Route "R" is a proposed north-south 3-lane connector road between U.S. Highway 231 North (Federal Drive at Kilby Prison) and The Lower Wetumpka Road; this route will cross North Boulevard (a portion of The Beltline Highway just north of Kilby Prison) with a grade intersection. Route "R" should have a grade separation structure at The Western Railway of Alabama. Route "R" is needed to provide automotive traffic circulation to the industrial areas that are planned for the northern sections of The City through which Route "R" traverses. One segment of Route "R" already exists in the form of a 2-lane county road of approximately 1 mile in length. The indicated path of Route "R" is approximately 2.0 miles in length. Recommendations: Construct a 3-lane road on the proposed route according to Wilbur Smith's Typical Roadway Section #U3.*

19. Route "S" is a proposed 2-lane industrial road that is needed to serve the adjacent and nearby industrial areas that are designated in A Land Use Plan For Montgomery. Route "S" will run eastward from Route "R" through Madison Park and then connect to circumferential Route "J". The indicated path of Route "S" is some 4.5 miles in length. Recommendations: Construct a 2-lane road on the proposed route according to Wilbur Smith's Typical Roadway Section #U3.*

20. Route "T" (Anderson Road) is an outlying connector road between The Upper Wetumpka Road (U.S. Highway 231 North) and The Lower Wetumpka Road. Recommendations: No additional construction is required.

21. Route "U" (The Wares Ferry Road) will serve as an artery for the automotive traffic between

Wilbur Smith and Associates, Major Route Plan: Montgomery Metropolitan Area, Volume 2, Page 30. (See Also: Page 170 of this study.)

central Montgomery and the outlying section that lies north of U.S. 80 East. Route "U" will connect proposed Routes "J" and "P" with East Boulevard (a portion of The Beltline Highway that lies between Routes "J" & "P") at a grade intersection. Route "U" also lies between Routes "J" & "P"; the indicated path of Route "U" is approximately 2.2 miles in length. The Wares Ferry Road presently exists as a 2-lane city-county road. Recommendations: Route "U" should be widened to 3 lanes according to Wilbur Smith's Typical Roadway Section #U3.* Provisions should be made to add more lanes in the distant future.

22. Route "V" (from Perry Hill Road eastward to proposed Route "J") is a proposed 2-lane service road, approximately 3 miles in length. The path of Route "V" is parallel to and immediately north of Interstate Highway 85.
Recommendations: Construct a 2-lane service road on the indicated route according to Wilbur Smith's Typical Roadway Section #U1.*

23. Route "W" (from Perry Hill Road eastward to proposed Route "J") is a proposed 2-lane service road, approximately 3 miles in length. The path of Route "W" is parallel to and immediately south of Interstate Highway 85.
Recommendations: Construct a 2-lane service road on the indicated route according to Wilbur Smith's Typical Roadway Section #U1.*

24. Route "X" consists of some three miles of The Vaughn Road from the corporate limits eastward to the police jurisdiction limit. In other words, Route "X" extends eastward from Perry Hill Road to proposed Route "J". Route "X" serves the rapidly growing southeastern section by providing a direct route to The Central Business District via Carter Hill Road, Union Street, and Decatur Street. The Vaughn Road presently exists as a 2-lane county road. Recommendations: No additional construction is required.

25. Route "Y" (Virginia Road) is a north-south connector route between U.S. Highway 231 South (to Troy) and Woodley Road (at Pinedale). Route "Y" serves the residential areas and the potential residential areas that lie between U.S. 231 South & Woodley Road.
Recommendations: No additional construction is required.

Table 78, Schedule of Route Improvements, enumerates each of the 25 routes under consideration, notes the geographical extremities (other roads) of each route, notes the length (in miles) of each route, notes the existing portions (if any) of each route, and finally it notes the particulars about the recommended improvements, including the recommended program stage.

The Recommended Freeway, State Highway and Major Street System Map on page 168 of this transportation study is a representation of a large and detailed map that was prepared at a scale of 2,000 feet to the inch. This large map is some 2,300 square inches in size and it is one of the official maps of The Comprehensive City Plan. Similar wall maps have been prepared concerning each of the important topics under study.

The reader will note that Table 78 also serves as a guide to the aforementioned map, and that Table 78 summarizes the conditions & recommendations that are illustrated by the map.

This transportation plan for Montgomery is an important part of The Comprehensive City Plan. Therefore, it should be thought of in terms of the entire comprehensive plan as a whole as well as an individual study. Montgomery's citizens should work toward the goals that are set forth in this transportation plan. The achievement of these goals can be a major step toward Montgomery's future success.

Wilbur Smith and Associates, Major Route Plan: Montgomery Metropolitan Area, Volume 2, Page 30. (See Also: Page 170 of this study.)

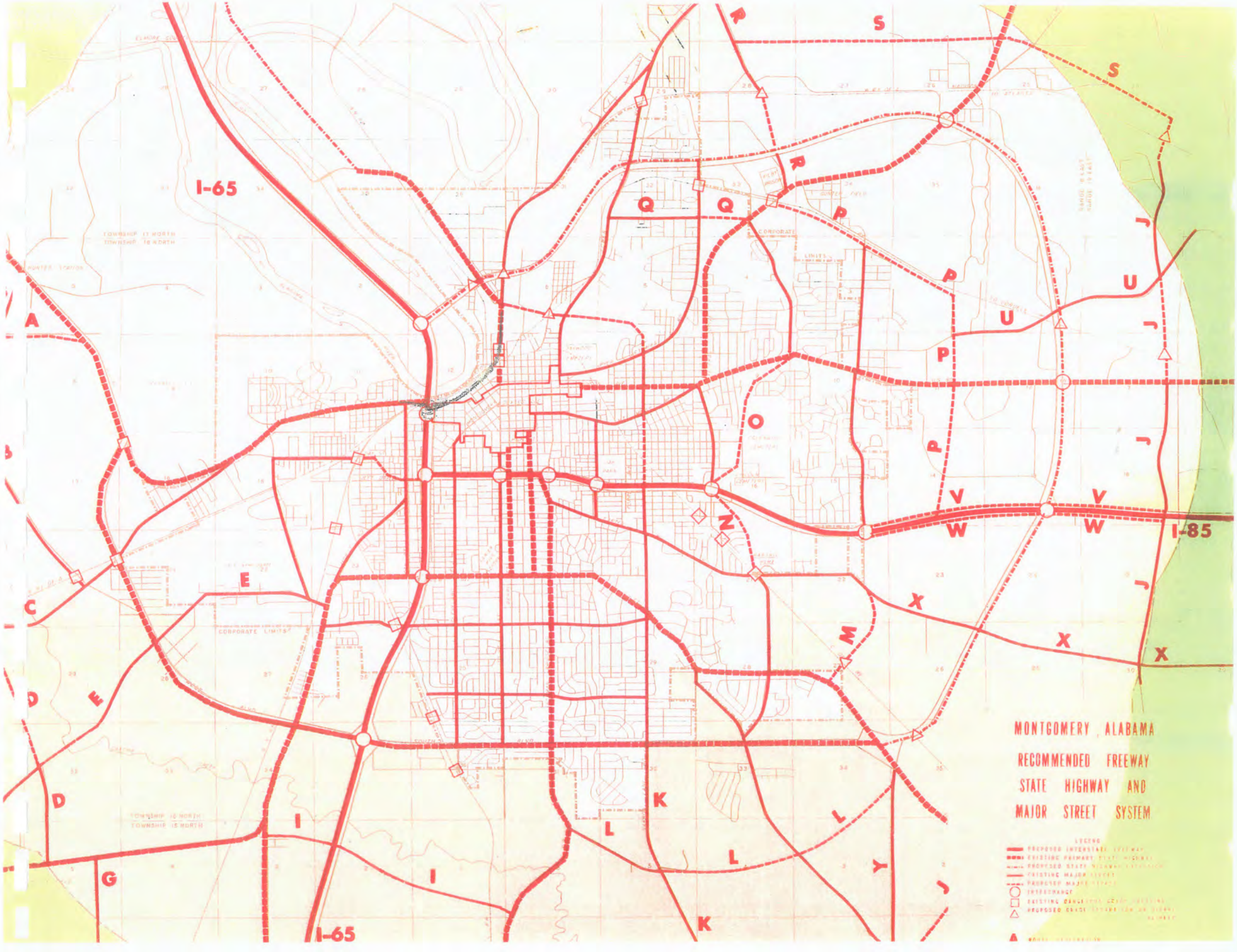

I-65
I-85
I-65
MONTGOMERY , ALABAMA
RECOMMENDED FREEWAY
STATE HIGHWAY AND
MAJOR STREET SYSTEM

TABLE 78 SCHEDULE OF ROUTE IMPROVEMENTS

ROUTE	FROM	TO	EXISTING: TOTAL LENGTH IN MILES	EXISTING: NUMBER OF LANES	EXISTING: CURB & GUTTER	RECOMMENDED IMPROVEMENTS: NUMBER LANES	RECOMMENDED IMPROVEMENTS: TYPE SECTION	RECOMMENDED IMPROVEMENTS: PROGRAM STAGE*
"A"	U.S. 31 North	Gravel Pit	2.2	2	0	2	UI	III
"B"	Hunter Station	Old Selma Road	3.4	2	0	No major improvements required		
"C"	West Boulevard	Police Jurisdiction Limit	3.1	2	0	No major improvements required		
"D"	Old Selma Road	Old Hayneville Road	2.4	2 & Undeveloped		2	UI	III
"E"	U.S. 31 South	U.S. 80 West	6.1	2 & Dilapidated@	0	4	U6	II
"F"	U.S. 80 West	Wasden Road	3.5	2	0	No major improvements required		
"G"	U.S. 80 West	Wasden Road	2.7	2	0	No major improvements required		
"H"	Route "F"	U.S. 31 South	2.1	2	0	No major improvements required		
"I"	U.S. 31 South	U.S. 331 South	2.7	Undeveloped		4	U4	II
"J"	U.S. 31 South	Route "S"	17.6	2 & Undeveloped		2	UI	III
"K"	South Boulevard	Route "J"	2.8	2	0	3	U5	II
"L"	U.S. 331 South	U.S. 231 South	3.6	2 & Undeveloped		4	U6	II
"M"	Vaughn Road	U.S. 231 South	1.2	Undeveloped		4	U4	I
"N"	Carter Hill Road	Ann Street Interchange	1.0	Undeveloped		4	U4	I
"O"	I-85	Atlanta Highway (U.S. 80 East)	1.3	Undeveloped		4	U4	I
"P"	I-85	Federal Drive (U.S. 231 North)	4.8	Undeveloped		2	UI	III
"Q"	Coliseum Boulevard	Lower Wetumpka Road	1.5	3 & Undeveloped	2	4	U4 & U6	I
"R"	U.S. 231 North	Lower Wetumpka Road	2.0	2 & Undeveloped		3	U3	III
"S"	Route "R"	Route "J"	4.5	Undeveloped		3	U3	III
"T"	U.S. 231 North	Lower Wetumpka Road	2.7	2	0	No major improvements required		
"U"	Route "J"	Route "P"	2.2	2	0	3	U3	III
"V"	Perry Hill Road	Route "J"	3.0	Undeveloped		2	UI	II
"W"	Perry Hill Road	Route "J"	3.0	Undeveloped		2	UI	II
"X"	Perry Hill Road	Route "J"	3.2	2	0	No major improvements required		
"Y"	U.S. 231 South	Route "J"	1.9	2	0	No major improvements required		

* *Stages:* *I 1963-1965*
II 1966-1970
III 1971-1975

@ *The Old Hayneville Road Bridge and its adjoining sections of developed road are now extinct.*

A PUBLIC IMPROVEMENTS PROGRAM FOR MONTGOMERY

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A PUBLIC IMPROVEMENTS PROGRAM FOR MONTGOMERY

34. ABOUT MONTGOMERY'S PUBLIC IMPROVEMENTS PROGRAM

This public improvements study is a financial analysis of Montgomery's public improvement needs. This study enumerates these needs by five year periods according to their priority, by the type of needs, and by the extent to which they are to be financed (including the methods of financing). This type of financial analysis is absolutely indispensible to a city when it begins to determine its annual capital budget. This analysis is equally useful over a multiyear period. In addition, this type of analysis furnishes the Federal Government with important supporting data concerning the financial ability of a city to pay for its share of urban renewal programs and other municipal improvement programs. This Recommended Public Improvements Program is not intended to be the final answer in plotting the financial course that Montgomery should take; it is intended to be an organized series of facts and data that define and support a practical & workable Public Improvements Program. While this program is recommended as being feasible and practical for Montgomery, The Planning Commission does not expect uniform endorsement by The City's officials and by the public. This program is presented in the true spirit of recommendation. As always, the decision making process is clearly the responsibility of The Mayor, his Department Heads, and The City Commissioners.

Montgomery's Comprehensive City Plan is used as a basis for evaluating each public improvements project for conformity as well as priority. To a large extent, this financial analysis is limited to department totals. Although local sources of financing are analyzed, the figures are based on logically assumed amounts of state and federal aid. To a large extent, this study is a non-school financial analysis. Montgomery schools are administered by The Montgomery County Board of Education; they are financed by a 7 mill portion of advalorem taxes, and they are provided with an ear-marked city (general obligation) bonding capacity. The effect of this procedure is that they are removed from competition with the capital needs that are financed from the general city bonding capacity.

The existence of city-maintained properties and city-operated equipment, together with the expectations of the taxpaying public as to their continued need & use, imply the necessity for continuous programs of maintenance, repair, re-equipment, remodeling, and replacement.

The City of Montgomery owns and operates properties and equipment in the following categories: Streets, sewer pipes, water pipes, storage tanks & pumps, schools, fire stations, fire trucks, public buildings, school buses, public works trucks, and specialized working equipment. Within the limits of probability and in consideration of good maintenance, each of these items has a possible effective operating life as estimated in the following table.

Table 79 POSSIBLE EFFECTIVE LIFE OF SELECTED PUBLIC PROPERTY

Streets	20 Years
Water and Sewer Pipes	50 Years
Water Tanks and Pumps	50 Years
Schools	50 Years
School Buses	7 Years
School Interior Painting	10 Years
Fire Stations	60 Years
Fire Trucks	20 Years
Public Works Trucks	7 Years

The estimates in Table 79 are variable and arguable. It is a continuing challenge to Department Heads to find ways to lengthen the usefulness of equipment and facilities, just as it is a challenge to The Planning Commission to estimate sound specifications and locations for major public improvements projects. An example of good public improvements programming is the purchase of custom-built fire engines to fit the needs of

The City (and its Fire Department) plus the implementation of a careful maintenance and re-equipment program that can lengthen the effective life of these (and The City's other) fire engines. The obvious results are a well equipped fire department and a considerable savings to the taxpayers. An example of bad public improvements programming is the construction of a school building on an improper site. For example, a site whose surrounding population decreases will all but empty its classrooms in twenty years or less. This example typifies a project with a limited usefulness and one that gives a limited return for the investment of the tax based public funds that would be expended for the purchase of the site and the construction of the school building.

Assuming the validity of the estimated service life of the capital items previously tabulated. it follows that maintenance and replacement programs for The City of Montgomery should be undertaken as noted in the following table.

Table 80 REPLACEMENT SCHEDULE OF SELECTED PUBLIC PROPERTY

5% of the streets should be reconstructed annually.
2% of the water and sewer pipes should be replaced or rehabilitated each year.
2% of the schools should be replaced annually; i.e.,2 of the existing elementary schools should be replaced every 4½ years.
10% of the schools should be repainted annually.
1.7% of the fire stations should be replaced annually; i.e., 1 of the 12 existing fire stations should be replaced every 5 years.
5% of the fire trucks should be replaced annually; if The City operates 18 fire engines, then 1 should be replaced every 1.1 years.
14.3% of the public works trucks and school buses should be replaced every year.

Of course, the schedule in Table 80 is far too simplified for literal use; however, this approach should be followed if the management of city-owned equipment & facilities is to be economical and effective. A planned program of water pipe relining or replacement lessens the number of emergency breaks; these breaks are usually expensive to repair. The planned termination of the effective life of a public building often avoids costly, blundering, and embarrassing situations. A good example is the mandatory demolition of a public building recently declared unfit but whose new paint is hardly dry from an extensive "reconditioning" process. When a building becomes structually unsound or no longer fit for use, it should be demolished forthwith. Not only is it dangerous to occupy such a building, but it is also uneconomical to do so. Although a new, modern building will represent a major financial outlay, it will return the investment many times.

The funds for annual programs of maintenance. repair, re-equipment, remodeling, and replacement should come from annual revenues; funds for the periodic replacement of major structures should come from bond funds.

The following pages list Montgomery's public improvement needs. They include an estimate of the costs of the major public improvements projects. This study does not include state or federal projects, although such structures as federal office buildings, state office buildings, and state & interstate highways are effectively parts of Montgomery's public facilities.

The recommended construction periods of the needed & recommended public improvements are divided into three major chronological improvements program stages: these program stages are as follows: 1963 - 1965; 1966 - 1970; and 1971 - 1975.

The three catagories of public improvements are:

1. Public Buildings and Recreation Structures
2. Public Health
3. Transportation and Traffic

35: THE RECOMMENDATIONS OF THE MONTGOMERY PLANNING COMMISSION

A. PUBLIC BUILDINGS & RECREATION STRUCTURES

The following six projects were proposed and discussed in A Community Facilities Plan For Montgomery. The reader will probably find it helpful to refer to the maps in the aforenoted plan in order to orient the following projects.

PROGRAM STAGE I 1963 - 1965

Project	Total Local Needs 1963-65	Recommended Financing
1. City Police Building	$300,000	General Obligation Bonds
2. Proposed Recreation Facilities 2 Community Center Buildings @ $200,000	$400,000	General Obligation Bonds

PROGRAM STAGE II 1966 - 1970

	Total Local Needs 1966-70	
3. 3 Community Center Buildings	$600,000	General Obligation Bonds
4. 2 New Fire Stations @ $100,000	$200,000	General Obligation Bonds

PROGRAM STAGE III 1971 - 1975

	Total Local Needs 1971-75	
5. 3 Community Center Buildings	$600,000	General Obligation Bonds
6. 2 New Fire Stations @ $100,000	$200,000	General Obligation Bonds

Project Descriptions

1. The proposed City Police Building will greatly increase the efficiency of operation of The Montgomery Police Department. With quarters for the city jail, the police court, the police records & files, the administrative offices, and other elements of the department all under one roof, time & expense now expended because of the dispersion of the department will be saved. The construction of this building should be begun by 1965.

2. As reviewed in A Community Facilities Plan For Montgomery, the near future recreation needs of The City will undoubtedly be met by neighborhood playgrounds, community centers, and by facilities like the YMCA. Recommendations for playgrounds at future school sites were covered in the aforementioned plan. The required Community Center Buildings should be constructed at a rate consistent with The City's ability to pay for them. A total of eight buildings (estimated to cost $200,000 each) are planned for construction during the next 12 years.

3. Same as Public Buildings & Recreation Structures Item No. 2.

4. As depicted on The Map of Existing and Proposed Fire Stations (See: A Community Facilities Plan For Montgomery), four new fire stations are recommended for Montgomery at locations where they can best serve specific new areas as they develop. It is expected that two of these proposed fire stations will be needed by 1970 and two more fire stations will be needed by 1975; therefore, two fire station projects are proposed for Program Stage II and two for Program Stage III.

5. Same as Public Buildings & Recreation Structures Item No. 2.

6. Same as Public Buildings & Recreation Structures Item No. 4.

B. PUBLIC HEALTH

The following six projects were discussed at length in A Community Facilities Plan For Montgomery. The reader will probably find it beneficial to review the discussion of these projects before proceeding.

PROGRAM STAGE I 1963 - 1965

Project	Total Local Needs 1963-65	Recommended Financing
1. Water System Expansion Plan "B" 1st Stage	$4,895,000	Revenue Bonds
2. Sewer System Expansion (Stage 1)	$ 650,000	Revenue Bonds

PROGRAM STAGE II 1966 - 1970

	Total Local Needs 1966-70	
3. Water System Expansion	$ 550,000	Revenue Bonds
4. Sewer System Expansion (Stage II)	$8,500,000	Revenue Bonds

PROGRAM STAGE III 1971 - 1975

	Total Local Needs 1971-75	
5. Water System Expansion	$ 550,000	Revenue Bonds
6. Sewer System Expansion (Stage III)	$1,250,000	Revenue Bonds

Project Descriptions

1. The first stage of Plan "B" (in the expansion of Montgomery's water system, as set forth in the J. B. Converse report of August, 1962), is expected to provide for the additional needs of The City until approximately 1975. The cost of the entire first stage is estimated to be $4,895,000; this amount will provide $2,397,000 worth of trunk water lines, $175,000 in elevated storage facilities, $250,000 for a raw water pumping station, $1,779,000 for a treatment plant and ground storage, and $294,000 for additional wells. These facilities compose 47% of the entire long range water system plan (to 1990), and they represent all of the capital expenditures for the water supply system that are contemplated through 1975. After 1975, the pumping and treatment facilities will have to be enlarged and more trunk water lines will have to be laid as the population of Montgomery increases.

2. The first three stages of The Sanitary Sewer System Expansion Program are portions of the total expansion program set forth in the J. B. Converse report of 1962. The first stage of the program covers the costs of new sewer mains and extensions. The amount for stage two reflects the cost of new sewage treatment plants that will be required when the proposed dams on The Alabama River are constructed below Montgomery. The new treatment plants must be in operation by 1970. The amount for stage three reflects the cost of new sewer mains and similar extension items.

3. The normal expansion of water mains to new areas of The City, exclusive of the refunding contracts with subdivision developers, amounts to around $110,000 per year.

Public Health items 4, 5, and 6 are included in the above descriptions.

Note: Water main extensions to new subdivisions are installed under refunding contracts with developers (average $160,000 per year), and they are not included in the aforenoted cost figures.

C. TRANSPORTATION & TRAFFIC

Although the title of this section conveys the idea of a comprehensive schedule of transportation & traffic improvements, the only major publically owned improvements in this category are streets, roads, and

highways.

The following 17 routes are part of the twenty-five routes that are proposed and discussed in A Transportation Plan For Montgomery. These seventeen routes are proposed either for new construction or a combination of an existing road modification & new construction. The remaining eight routes do not have any required major improvements. The following seventeen routes are separated into three stages: Four routes for Stage I, six routes for Stage II, and seven routes for Stage III. All of the twenty-five routes are illustrated by the map on page 168 of the aforenoted transportation plan.

PROGRAM STAGE I 1963 - 1965

Project	Total Local Needs 1963-65	Recommended Financing
1. Route "M": For ROW*	$363,500	General Obligation Bonds and General Funds
For Construction	$294,000	
2. Route "N": For ROW*	$399,960	
For Construction	$245,000	
3. Route "O": For ROW*	$519,750	
For Construction	$318,500	
4. Route "Q":		
Pt. 1 Construction	$122,750	
Pt. 2 Construction	$245,000	

* *ROW: Cost of purchasing right-of-way.*

These construction cost estimates do not include the costs of grade separation structures.

PROGRAM STAGE II 1966 - 1970

Project	Total Local Needs	Recommended Financing
5. Route "E": For ROW*	$ 7,200	General Obligation Bonds and General Funds
For Construction	$350,000	
6. Route "I": For ROW*	$327,270	
For Construction	$661,500	
7. Route "K": For Const.	$300,000	
8. Route "L": For ROW*	$325,000	
For Construction	$660,000	
9. Route "V": For Const.	$300,000	
10. Route "W": For Const.	$300,000	

PROGRAM STAGE III 1971 - 1975

11. Route "A": For ROW*	$ 21,000
For Construction	$253,000
12. Route "D": For ROW*	$ 16,000
For Construction	$161,000
13. Route "J": For ROW*	$135,740
For Construction	$644,000
14. Route "P": For ROW*	$442,000
For Construction	$644,000
15. Route "R": For ROW*	$ 7,000
For Construction	$450,000
16. Route "S": For ROW*	$124,500
For Construction	$700,000
17. Route "U": For Const.	$286,000

* *ROW: Cost of purchasing right-of-way*

These construction cost estimates do not include the costs of grade separation structures.

The Wilbur Smith Major Route Plan for Montgomery, compiled in 1960, contains recommendations for the Interstate Freeway System, The Primary Highway System, and The Major Street System. This plan was adopted by The City Administration and it is being adhered to as closely as possible as new streets and highways are constructed. No estimated costs were given in The Wilbur Smith report.

The Major Streets and Roads that are recommended in A Transportation Plan For Montgomery (and that are noted herein) are supplementary to and additional to those Major Streets and Roads recommended by Wilbur Smith. The costs of these streets and roads are estimated according to the following paragraphs. No breakdown is given of the costs with regard to The City of Montgomery's share, Montgomery County's share, or The State of Alabama's share because these shares depend on too many variable factors. Separate financing divisions for The City, The County, and The State are also omitted because of similar reasons.

The previously enumerated estimated costs are based on the following averages that were obtained from consulting contractors and road building officials in the Montgomery area.

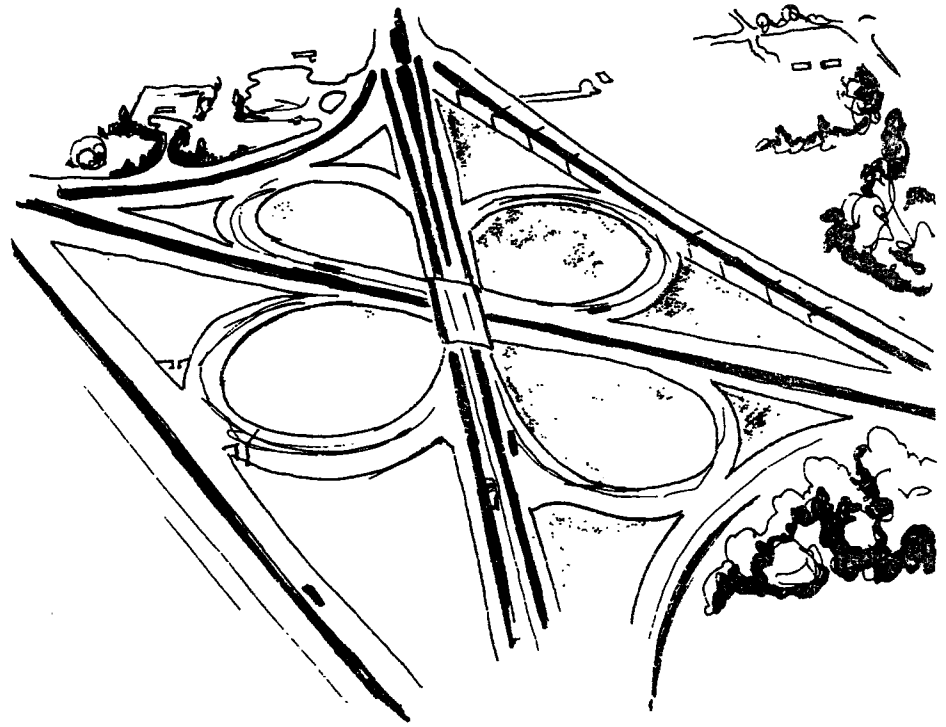
The cost of acquiring right-of-ways within the city limits: $33,000 per acre (This figure is based on the cost of the ROW for the Interstate Highway through Montgomery.)

The cost of acquiring right-of-ways near the city limits: $3,000 per acre.

The cost of acquiring right-of-ways outside of the city limits: $1,000 to $2,300 per acre.

The construction of a 2-lane hard surface road outside of the city limits, including grading and $2\frac{1}{2}$ foot cut & fill: $21.80 per linear foot.

The construction of a 4-lane hard surface road inside of the city limits, including curb & gutter, and storm sewers: $46.40 per linear foot.



D. *ENUMERATIVE DESCRIPTIONS OF THE PROPOSED ROAD & STREET PROJECTS*

The purpose of the following seventeen enumerative paragraphs is to describe the estimated costs of each route. The purpose of, the description of, the characteristics of, and the proposals for each of these seventeen routes were noted by the enumerative paragraphs in A Transportation Plan for Montgomery, including the same items for eight routes that do not have any required major improvements. As it was previously noted, these twenty-five routes are illustrated by the map on page 168 of the aforenoted transportation plan.

PROGRAM STAGE I 1963 - 1965

1. Route "M" (from The Vaughn Road southward to U.S. 231 South) is a proposed 4-lane road 1.2 miles long, near the southeastern city limits, with a grade separation structure at The Central of Georgia Railroad.

   Estimated cost: $263,500 for ROW
   $294,000 for Construction

2. Route "N" (from Carter Hill Road at The Masonic Home to the Ann Street interchange with I-85) is a proposed 4-lane road inside of the city limits, 1 mile in length.

   Estimated cost: $399,960 for ROW
   $245,000 for Construction

3. Route "O" (from Interstate Highway 85 at the Ann Street interchange to The Atlanta Highway via the dedicated ROW of Electric Park Drive and Forest Hills Drive) is a proposed 4-lane road inside of the city limits, 1.3 miles in length.

   Estimated cost: $519,750 for ROW
   $318,500 for Construction

4. Route "Q" (from Federal Drive at Coliseum Boulevard to The Lower Wetumpka Road via Gibson Street) has two parts. The first part is a proposed 4-lane road through the old fairgrounds property to connect Coliseum Boulevard and Gibson Street. This section is estimated to be approximately ½ mile long, and it would cost an estimated $122,750. The second part is to improve Gibson Street between The Upper Wetumpka Road and The Lower Wetumpka Road. This improvement would consist of widening the existing 2-lane road to 4 lanes for a length of approximately 1 mile; this improvement would cost an estimated $245,000.

PROGRAM STAGE II 1966 - 1970

5. Route "E" (from U.S. 31 South to U.S. Highway 80 West at Route "F" (Felder Road) is approximately 6.1 miles in length. Two portions of Route "E" currently exist as 2-lane county roads. Years ago, these two portions were connected by a bridge across Catoma Creek. Route "E" is a proposed 4-lane road with a proposed bridge across Catoma Creek and its adjacent flood plain. The following estimate does not include the costs of the proposed bridge.

   Estimated cost: $ 7,200 for ROW
   $350,000 for construction

6. Route "I" (from U.S. Highway 31 South to U.S. 331 South) is a proposed 4-lane road approximately 2.7 miles in length whose purpose is to connect U.S. Highway 80 West (Alabama 31) with U.S. Highway 331 South. It is proposed that this route be located outside of the corporate limits just south of (and parallel to) Catoma Creek. This route should pass beneath Interstate 65 by means of an underpass and it should also have a grade separation structure at The Atlantic Coast Line Railroad. The following estimate does not include the costs of the proposed grade separation structures.

   Estimated cost: $327,270 for ROW
   $661,500 for construction

7. Route "K" is an improvement of Narrow Lane Road for

about 2.8 miles south of South Boulevard to proposed Route "J". Narrow Lane Road should be widened (along this 2.8 mile segment) from its existing 2-lanes to 3-lanes. At the present time, these 2.8 miles of Narrow Lane Road are outside of the corporate limits.

Estimated cost: $300,000 for construction

8. Route "L" is proposed as a modification of and an extension of Seibels Road (also known as Fuller Road) beginning at U.S. 331 South, proceeding eastward across Narrow Lane Road, crossing Woodley Road, and ending at U.S. Highway 231 South. This route is a proposed 4-lane road that is approximately 3.6 miles in length. At the present time, the proposed route is located outside of the corporate limits.

Estimated cost: $325,000 for ROW
$660,000 for construction

9. Route "V" (from Perry Hill Road eastward to proposed Route "J") is a 2-lane service road, approximately 3 miles in length. It is parallel to and immediately north of Interstate Highway 85.

Estimated cost: $200,000 for construction

10. Route "W" (from Perry Hill Road eastward to proposed Route "J") is a 2-lane service road, approximately 3 miles in length. It is parallel to and immediately south of Interstate Highway 85.

Estimated cost: $200,000 for construction

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11. Route "A" (from U.S. Highway 31 North at Hunter Station westward to the gravel pit) is a proposed 2-lane road approximately 2.2 miles in length. This route lies alongside the right-of-way of the railroad spur to the gravel pit.

Estimated cost: $21,000 for ROW
$253,000 for construction

12. Route "D" is a north-south road between U.S. Highway 80 West (at Dannelly Field) and Route "C" (The Old Selma Road) at The Western Railway of Alabama crossing. The total length of Route "D" is about 2.4 miles. The proposed extension is a northward extension of Brewer Road to The Old Selma Road. The extension is a proposed 2-lane road approximately 1.4 miles in length.

Estimated cost: $ 16,900 for ROW
$161,000 for construction

13. Route "J" is a proposed 2-lane outer loop road parallel to The Montgomery Beltline Highway. This route begins at U.S. Highway 31 South and curves eastward, northeastward, and then northward until it connects to Proposed Route "S". The path of Route "J" is near the path of The Police Jurisdiction Limit. Four segments of this proposed route already exist in the form of relatively short 2-lane county roads. Route "J" should be a 2-lane road approximately 17.6 miles in length. Of this distance, the existing roads total some 12.0 miles. This leaves a balance of approximately 5.6 miles of 2-lane road to be constructed. Grade separation structures should be constructed at the points indicated on the 2,000 scale map of the Recommended Freeway, State Highway, and Major Street System. The costs of these structures are not included in the following estimate.

Estimated cost: $135,740 for ROW
$644,000 for construction

14. Route "P" is a proposed "L-shaped" artery to connect Interstate Highway 85 with Federal Drive (U.S. 231 North) at The Seaboard Railroad crossing near Kilby Prison. This route should be a 2-lane road approximately 4.8 miles in length. An ample amount of right-of-way (80') should be secured to add 2 parking lanes in the future.

Estimated cost: $442,000 for ROW
$644,000 for construction

15. Route "R" is a proposed 3-lane north-south connector

road between U.S. Highway 231 North (Federal Drive at Kilby Prison) and The Lower Wetumpka Road. One segment of this proposed route already exists in the form of a 2-lane county road of approximately 1 mile in length. Route "R" has a total length of approximately 2.0 miles, and a proposed grade separation structure at The Western Railway of Alabama tracks. The cost of this structure is not included in the following estimate. Route "R" will cross North Boulevard (a portion of The Montgomery Beltline Highway) with a grade intersection.

Estimated cost: $ 7,000 for ROW
$450,000 for construction

16. Route "S" is a proposed industrial road that will extend eastward from Route "R", through Madison Park, across U.S. 231 North, and then southeastward to proposed circumferential Route "J". Route "S" should be a 2-lane road approximately 4.5 miles in length.

Estimated cost: $174,500 for ROW
$700,000 for construction

17. Route "U" (The Wares Ferry Road) will connect proposed routes "J" and "P" with East Boulevard (a portion of The Montgomery Beltline Highway) at a grade intersection. The existing Wares Ferry Road (2-lanes) should be widened to 3-lanes between proposed routes "J" and "P", a distance of approximately 2.2 miles in length. Provisions should be made to add more lanes in the distant future.

Estimated cost: $286,000 for construction

36: FINANCING MONTGOMERY'S PUBLIC IMPROVEMENTS PROGRAM

This section of the public improvements study is devoted to Montgomery's ability, or lack of ability, to pay for the public improvements that have been recommended. Many of the public improvements that have been recommended throughout The Comprehensive City Plan have already been scheduled and some of their methods of financing have already been determined. A number of the recommended public improvement projects would be financed by a particular method more or less automatically because of their very natures. Some of the recommended projects would be joint, city, county, state, and federal projects or some combination thereof. In any event, it is not the purpose of this public improvements study to determine which method or methods should be used to finance each recommended public improvements project.

The following seven paragraphs summarize all of the current methods of financing municipal public improvement projects.

1. General Funds. These funds are best suited to the financing of current municipal expenses such as ordinary operating expenses, ordinary maintenance expenses, and capital items of a recurring nature.

2. Earmarked Revenues. Parking meter collections are a good example of this type of municipal revenue.

3. Special Levies. The ½ mill planning levy is an example of this type of municipal revenue.

4. General Obligation Bonds. These bonds are pledged against a city's credit within the bond limit set by law; they can be increased in proportion to an increase in the tax base. These bonds are usually used for non-revenue producing facilities of long-term public use such as major streets and major public buildings.

5. Revenue Certificates or Revenue Bonds. These items are pledged against the revenue produced by certain municipal facilities such as the water distribution system and the sanitary sewer system. These items are used for long-term improvements of these facilities.

6. State and Federal Grants and Loans. The State Highway Department, The U. S. Bureau of Public Roads, The Urban Renewal Administration, and other similar agencies administer public funds to aid and support public improvement projects. The need for local financial support is reduced to the extent that these aids can be procured.

7. Direct Charges and Special Assessments. These fees are collected for nonpublic water taps, nonpublic sewer laterals, sidewalks, municipal street paving, and similar items. These items are paid for by the benefitting customers and property owners.

At the present time, Montgomery's financial picture looks very good. As of September, 1962, The City's bonded indebtedness was $6,991,000.00. At the present time, Montgomery's bond debt limit is $8,070,702.00; this figure represents 7.0% of The City's assessed valuation. At the present time, Montgomery's assessed valuation is $115,295,740. The assessed valuation is 60.0% of the actual value. It is interesting to note that Montgomery presently has a difference of $1,070,702 between its bonded indebtedness and its bond debt limit. It is also interesting to note that The City's tax rate of 12.5 mills yielded $1,435,821 in 1962. Indeed, these are promising financial figures for Montgomery!

Montgomery's Water and Sewer expansion programs are being implemented exactly as planned. The projects are being financed by Revenue Bonds and the bonding capacity is not being exceeded.

Other recommended Public Improvements (Public Buildings and Major Streets) can be accomplished on the suggested schedule by means of general funds and general obligation bonds, if The City's Administration sees fit to place the projects in the budget at the scheduled time. The City's Bonding Capacity is considerably greater than the present bonded indebtedness, and the business-like management of The City's affairs insures confidence in the future soundness of Montgomery's credit stature.

This Public Improvements Program is the last in a series of six studies about Montgomery. These studies are as follows:

1. The People and The Economy of Montgomery
2. An Economic Analysis of The Montgomery CBD
3. A Land Use Plan For Montgomery
4. A Community Facilities Plan For Montgomery
5. A Transportation Plan For Montgomery
6. A Public Improvements Program For Montgomery

These six studies compose Montgomery's new Comprehensive City Plan. Each study has arrived at well defined conclusions and has made proposals that are based on the conclusions. Although the studies are closely related, it is not desirable to combine their individual proposals into a massive answer for all of Montgomery's problems. Therefore, The Comprehensive City Plan approaches each of Montgomery's many urban problems according to its type and how it relates to other problems of its own kind.

It has been noted throughout the above series of studies that Montgomery should make definite plans for specific actions to solve individual urban problems and to achieve its urban goals. The Comprehensive City Plan will provide Montgomery with a roadmap for action. Montgomery is presently standing on the threshold of a prosperous and exciting future. There is every indication that Montgomery will soon take giant steps forward across this threshold.

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