

Hoover Comprehensive Plan

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Prepared by the Hoover Comprehensive Plan Policy Committee

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Hoover Comprehensive Plan

■ *Foreword*

In recent years, rapid growth has been a source of Hoover's economic success and a cause for citizen concern about their quality of life. Concerns about increased traffic, encroachment of commercial areas on residential neighborhoods, and the potential for diminishing levels of municipal services have dominated the discussions of residents and political leaders. A call to devise a master plan for development and redevelopment has been the mantra for change. How Hoover will grow and develop in the future would be the major focus of such a plan.

In February of 2001, Mayor Barbara McCollum appointed a committee of twenty individuals, comprised of neighborhood activists, developers, environmentalists, business owners and land planners. This committee, known as the Comprehensive Plan Policy Committee (CPPC) began its work to meet the challenges and opportunities that Hoover's future growth and development present.

The CPPC took into account a number of studies that had been done on a variety of issues for the city, including the Hoover Visioning of 1999. The CPPC also sought input from the citizenry at a Town Hall Meeting in August of 2001, after which the committee established a development concept that reflected the vision of Hoover's citizens. The citizens vocalized a clear vision; they do not want their city to continue to develop as in the past. Their vision is for Hoover to transform itself into a community where neighborhoods are connected by a network of greenways and pedestrian routes with a balance of residential, civic and commercial areas.

The citizens have said that the choices are simple. Hoover can choose to link itself by congested roadways and maintain its isolated neighborhood structure which is threatened by conventional commercial zones. Or, Hoover can embrace development and redevelopment patterns that encourage pedestrian access and circulation, and living, working, civic and commercial concentrations that are designed with quality of life as the cornerstone. The City of Hoover must take the lead in implementing a new vision that welcomes the changing nature of our society and thereby secures the social and economic vitality of Hoover.

After a series of Town Hall meetings held in September of 2002, where the draft plan was presented, the Comprehensive Plan Policy Committee is proposing the following plan for Hoover. It outlines goals for citywide development and redevelopment that apply the vision and fundamental principles as outlined above. The goals are a visualization of how Hoover will develop and redevelop and implement the practices that will support the vision. Finally, a set of action steps has been devised that will provide the framework for plan implementation.

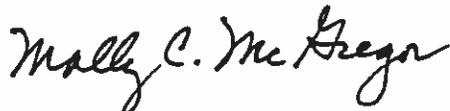
When implemented, this plan will change how Hoover will grow and develop. It will transform the appearance of Hoover's built environment and protect Hoover's natural resources and character. But most importantly, this plan will increase the quality of life of its residents by raising the bar on standards for how Hoover serves its citizens and businesses. At the same time, this plan will ensure that Hoover will continue to be a municipal leader in the State of Alabama.

The City of Hoover is forever indebted to the *Comprehensive Plan Policy Committee*. Over the last two years these citizen leaders, who are a microcosm of our community, volunteered countless hours of their time. They exhibited a great deal of commitment to the task of charting Hoover's development path and represented all of Hoover. Individually, they brought to the table various avenues of thought about how Hoover should continue to improve. Who better to know the mind of the citizenry than their neighbors? Yet, the final plan is the outcome of what was clearly best for the city.

The professional consultants, Bob House and Darrell Meyer, and their staffs, exhibited an enormous amount of adeptness at understanding not only the challenges of a comprehensive plan but those of a group of feisty and determined experts and neighborhood activists. The process of consensus was difficult at times, even lively. Opinions of those committee members who brought professional expertise were embraced and coupled with the experiences and perspectives of long-time Hoover residents. Thanks go to Bob and Darrell for their professionalism and guidance.

As the chairman, I was personally enriched by the opportunity. I am sure that for each committee member the learning from each other never ceased, this was my experience. Certainly friendships previously held were strengthened, and new ones were forged. But gathering together for a single purpose of charting Hoover's development future created a bond that allowed the plan to come together. The real beneficiaries of the CPPC's hard work, however, will be the citizens of Hoover.

Respectfully submitted,



Molly C. McGregor
Comprehensive Plan Policy Committee
Chairman

■ ***Executive Summary***

The development concept for Hoover is based upon citizen input and planning principles. The resulting development concept will create a sustainable development pattern that ensures Hoover's economic vitality and enhances its neighborhoods. The centerpiece of the concept is the concentration of development into focus areas that are linked by a network of roads, greenways, pedestrian and bicycle routes. The concept will better protect our remaining natural resources, create linkage between neighborhoods and communities, provide alternate modes of transportation and make Hoover a more people friendly place to live, work and shop.

Most of the focus areas already exist, and this plan recommends measures to improve their appearance and function. Some serve the surrounding neighborhoods while others are regional in scope. The underlying theme is that each must relate to its market area in a positive manner by virtue of scale, accessibility and design. Most of the focus areas are currently one dimensional in terms of use and function. In the future, they should provide a variety of uses and experiences for residents, employees and shoppers. Retail areas should feature a mix of retail, office, civic and residential uses. Apartment and office uses should be combined to form live / work communities with retail and service uses to serve the convenience needs of employees and residents. New neighborhoods should be designed with convenient and accessible neighborhood shopping areas in order to create a more complete sense of community and alleviate traffic congestion. By creating new communities that are diverse and linked to the surrounding area by several modes of transportation, Hoover will become a unified city with a clear identity, rather than a conglomeration of neighborhoods, shopping centers, office parks and apartment complexes, all of which are separate entities linked only by congested highways.

The natural beauty of Hoover has been eroded by development practices that disregard the natural capacity of the land in order to create the most efficient building pad. While this approach is efficient within a site, it does not contribute to the overall good of the community. The new development concept respects the natural limitations of the land and uses natural amenities as focal points of development, rather than site preparation constraints.

The Cahaba River and its tributaries are Hoover's most valuable natural resources and will form the basic structure of a greenway network that extends throughout the city. The greenways will protect our critical environmental resources and provide alternate transportation routes. Each will feature pedestrian and bicycle routes to provide access between focus areas, public recreation opportunities and linkage between the various communities that comprise Hoover. The greenways and associated improvements are an integral part Hoover's future.

Hoover's greatest challenge will be redevelopment of older commercial areas. The city must take the lead in the redevelopment process by identifying redevelopment areas and providing incentives for the private sector to transform these declining areas into exciting new places to live, work and shop.

The centerpiece of the redevelopment effort will be the transformation of Highway 31 into a boulevard that functions as Hoover's main street. Hoover Boulevard should be redesigned to accommodate all modes of transportation, including automobiles, pedestrians, bicycles and

transit. The boulevard should have a tree lined median and shoulders, and access to adjacent property should be managed. The commercial community that borders the boulevard should be diverse, with higher densities located at major intersections. This redevelopment concept will establish Hoover Boulevard as a unique place in the metropolitan area that will not compete with the newer strip centers, thereby allowing it to continue as Hoover's center.

The new development concept will require wholesale policy and regulatory changes. Current development regulations do not permit diverse communities where commercial, employment and residential uses share the same building or premises. They do not address redevelopment issues and they are not environmentally friendly. This plan identifies specific actions that should be taken in order to create incentives for implementation of a new development concept.

Translating the Town Meeting into a Citywide Development Concept

The Hoover Visioning Survey of 1999 and the Hoover Town Meeting, held in August of 2001, built upon three main themes, with an array of thoughts about the quality of civic, social and cultural life in Hoover. As a result, the Hoover citywide planning concept emphasizes: Community Well-Being...Environmental Quality...Economic Prosperity.

Among the long list of community assets were the city's:

- Natural resources
- Schools
- Public facilities
- Accessibility
- Shopping options
- Safe environment
- Nice neighborhoods

However, there was also a list of things that citizens suggested improving. A common theme in many of the comments dealt with issues of cohesiveness, identity and sense of place. Through the course of the town hall meeting there emerged a desire for the following:

- Coordinated development patterns that protect the city's environmental resources and existing neighborhoods
- A variety of accessible focus areas for living, working, shopping and recreation
- ~~• A sense of unity and cohesiveness from one end of the city to the other~~
- Pedestrian connections between neighborhoods and focus areas
- Recognizable city boundaries that are easy to comprehend
- A well-defined city center

Hoover is comprised of individual subdivisions and neighborhoods with commercial areas lining its arterials. Roadways do not always efficiently interconnect neighborhoods, commercial or other focus areas. As a result, they do not bring the community together and thus do not help associate the various parts of Hoover.

Hoover has several rather intense areas of human activity, referred to as focus areas. However, according to those speaking out at the Town Meeting, the current focus areas of activity are often not compatible with the surrounding neighborhoods. In response, this plan should establish a new prototype for future development and redevelopment of its focus areas. These focus areas should be connected by pedestrian, vehicle, natural and aesthetic corridors that will help provide more citywide cohesiveness. The primary character lines in the personality of Hoover, these focus areas should define its "sense of place" and interconnectivity.

Focus areas should be both pedestrian and vehicular oriented in order to complement a variety of uses, relieve traffic congestion and create a human scale. The focus areas should also provide updated urban design, landscaping, tree canopy and public space, all creating a pleasant environment in which to live, work and shop. As a result, the Hoover focus areas will attract investment and therefore sustain the bottom line, for both the private and public sectors.

Development Concept

Hoover's continued development and redevelopment should be supported by land use maps, policies, and ordinances establishing a strong, clearly defined framework upon which to base future decisions. Hoover should build upon the strength and interrelationship between the city's critical environmental resources and the presence and vitality of its existing focus areas. The city's existing focus areas should be enhanced and expanded upon to include areas for living, working, shopping and recreation. All of these focus areas, once connected, should define Hoover's sense of place.

The Development Concept is depicted in *Figure 1*. It is a long-range view of citywide development and redevelopment over an extended period, and includes more than the proposed use of land. The concept depicts the relationship and function of the various focus areas and relates those areas to the transportation and greenway networks.

■ ***Fundamental Principles***

The following principles should guide Hoover's future development. They should be embraced in both development and redevelopment processes. Representing a significant departure from the past, they will require adoption of new development regulations. These principles embody two basic elements: First, the preservation of natural features and environmentally critical areas by increasing density of development in exchange for preserving natural areas; and second, the mixing of land uses in a pedestrian friendly environment in order to create a more positive sense of place and reduce traffic congestion.

- Hoover should be planned and designed to preserve critical environmental resources as permanent, accessible open space.
- Hoover should re-invest in existing neighborhoods and focus areas to ensure viability as they age.
- Hoover's commercial and employment centers should be reconfigured to create a variety of civic, residential, commercial and employment functions in proximity to one another.
- Hoover streets, pedestrian facilities and bicycle paths should contribute to a system of fully connected routes to primary and secondary focus areas. The future street network should be interconnected and designed for access by not only automobiles, but pedestrians and bicycles as well.
- Development and redevelopment of Hoover should be consistent with a regional transit network, with ease of access and as many activities as possible located within walking distance of transit stops.
- Hoover should have a variety of civic open spaces that are both general and specialized in function.
- Focus areas should be designed on a human scale, utilizing a variety of architectural styles and incorporating mixed uses wherever possible.
- Appropriate uses and buffers should protect residential neighborhoods.

■ ***Outcome***

- Hoover's comprehensive plan will be a model for living in harmony with the Cahaba River and its other critical environmental resources.
- Greenways will mark and protect the city's critical environmental resources including the Cahaba River, floodways and floodplains, and steep slopes.
- Bicycle and pedestrian corridors will be located in the greenways and along all major streets to connect neighborhoods, parks, greenways, employment centers, shopping and institutions.
- The city will be recognizable. One will have a sense of arrival and departure reflected by its gateways, its relationship to the Cahaba River, and the high quality of its built environment, clearly setting Hoover apart.
- Focus areas will be designed to better serve their respective functions and surrounding neighborhoods.
- "Hoover Boulevard" (Hwy. 31 South) will continue to serve as the city's primary corridor. Redeveloped from its present condition as a highway, it will be enhanced to a true boulevard.
- "Hoover Boulevard North," the city's historical center, will continue to be the civic heart of Hoover.

Future Land Use

The Future Land Use Map depicts an intermediate view of recommended land use as applied to particular properties. It is a bridge between the citywide Development Concept and the Zoning Map. The following is a description of the various land use categories depicted on the Future Land Use Map. *Figures 2 to 21.*

■ ***Land Use: An Overview***

In Hoover, as in most cities over the past several decades, development regulations have tended to segregate land uses from one another, on the assumption that neighborhoods would be “protected” by this approach. The effect of this approach has been to artificially force apart many functions that, with appropriate planning and design standards, should rightly be brought together for purposes of convenience of accessibility and quality of life. Thus, a primary emphasis of the Hoover Comprehensive Plan is coordination and application of mixed land uses into a community environment.

In the future, land uses should be combined in order to create a community that is people friendly and efficient. The following matrix provides a summary of the relationship between the uses and how they may be combined in order to achieve the desired objectives. Commercial areas should be dominated by retail use, but under proper design controls, should also include residential, office and institutional uses. The mixed use land use category should feature an even distribution of uses, while live / work, should be dominated by residential and office uses, with enough retail and service uses to provide convenience shopping for residents and workers.

	<u>Commercial</u>	<u>Live/Work</u>	<u>Mixed Use</u>
<i>Residential</i>	■	■	■
<i>Retail</i>	■	■	■
<i>Office</i>	■	■	■
<i>Institutional</i>	■	■	■

Commercial is a development category in which the primary use is retail. Support uses such as residential, office and institutional may occur and are desirable, but are not necessarily required. Its purpose is to make available consumer and service business opportunities at regional, community and neighborhood scales in appropriate locations.

Live/Work is a development type where the primary uses are office and residential, located in the same building or within separate buildings on the same or adjacent sites. Its purpose is to shorten the home-to-work trip and to enrich the diversity of living and working opportunities in Hoover. Depending upon location and market demand, retail and institutional uses are highly encouraged as support uses on the ground floor in live / work developments. Again, appropriate

design standards will be essential to ensure that the live / work development is compatible and contributes to the character of the street and neighborhood.

Mixed use is a development category in which all primary uses, including office, retail and residential, may be combined in the same building or within separate buildings on the same site or nearby sites. The purposes of this land use category are to: increase the variety of spaces available to both living and working; encourage a mix of compatible uses in certain areas; and foster a high quality pedestrian oriented street environment. Depending upon location and market demand, this development type may consist of any combination of primary uses shown to the left, with retail uses located typically on the ground floor and office and/or residential uses located on upper floors. Support uses are highly desirable in this land use category, including any and all institutional uses. Appropriate design standards are essential to ensure that such mixed use development is compatible and contributes to the character of the street and neighborhood.

■ ***Land Use Categories: Definitions***

Single Family Residential, Detached:

All vacant property in this land use category should be developed as currently zoned except for property which is either not zoned or zoned agricultural, in which cases the property should be developed with lots that meet or exceed the average size of lots in the surrounding area.

Single Family Residential, Averaged Density:

Residential density in this land use category is based on an average density per gross acre, allowing dwellings to be grouped at a higher density within the site in return for dedicated open space. In addition to permitting density to be averaged, more flexible building setbacks and street designs may be employed in order to preserve open space areas throughout the development.

Single Family Residential, Attached:

This category of land use represents townhouses located on individual lots.

Multi-Family Residential

Apartments and condominiums comprise the land uses in this category. They are specifically defined as attached dwellings, which are not located on individual lots.

Institutional:

This category of land use includes public buildings and facilities, churches, cemeteries and other similar uses.

Live / Work:

The primary uses in live / work land use category are office, residential and limited shopping and service uses. Commercial uses will be designed for those that serve the convenience shopping and service needs of the residents and employees of the live / work community.

Neighborhood Commercial:

Neighborhood commercial areas provide goods and services to adjacent neighborhoods and are designed to be compatible and connected with those neighborhoods. Front setbacks will be minimal. On-street parking will be allowed, off street parking will be encouraged in the rear of the building. The design and scale will be compatible with nearby dwellings.

Community Commercial:

This land use is generally located along major thoroughfares and highways and at major intersections. Uses are community-wide in scope, predominated by retail use with office, institution and high density residential as secondary uses. Community commercial areas should feature pedestrian access and circulation as well as functional open space. Vehicular circulation within the site should be efficient and all parking areas should be interconnected. Adequate buffers should be provided where these areas adjoin neighborhoods.

Regional Commercial:

Regional commercial areas should have direct access to the interstate highway system. While they may serve some community-wide functions, the predominant use is regional retail, with primary employment, institution and high density residential as secondary uses. The design should incorporate pedestrian and vehicular circulation, with functional open space as a focal point of the development.

Mixed Use

Depending upon location and market demand, this land use may consist of any combination of primary uses, with retail uses typically located on the ground floor and office and/or residential uses on the upper floors. Support uses are highly desirable in this land use category, including any and all institutional uses. Appropriate design standards are essential to ensure that the uses are compatible and contribute to the character of the street and neighborhood.

Light Industrial:

This category is predominantly warehouse, assembly and manufacturing.

Open Space:

Open spaces may be owned by public or private entities, but must be available for use by the general public. They are intended to represent land that would not otherwise be developed. Open space is characterized as undisturbed slopes, ridge tops, stream corridors and other environmentally sensitive areas. The open space network may be improved with pedestrian

routes that are connected to the pedestrian and bicycle network shown on the plan. Other open spaces include common areas within existing developments and corridors along railroads. All proposed roads and some existing roads and highways are recommended for boulevard status. These roads are shown with open space along each side.

Public Park:

This category includes public trail systems, recreation areas and playing fields.

Focus Area Types

Each type of focus area has unique characteristics and uses that are appropriate and desirable. *Figure 24* is a matrix that identifies each type of focus area and the characteristics that each should embody. These focus area types include: Regional Retail Center, Community Retail Center, Neighborhood Retail Center, Regional Employment Center, Citywide Institutional Center, Citywide Education/Recreation, Citywide Park, Community Park, Neighborhood Park, and Neighborhood Institution. Each focus area should embody some of the following characteristics, as appropriate:

Desirable Focus Area Characteristics - Definitions

Positive Sense of Place. The average person has a good feeling about the overall character of the place – its image and its relation to the surrounding environment, feelings of safety, sense of arrival and departure are all positive.

Visual Coherence. The average person senses that things fit together in the place – signage to landscaping, the way the parking works in support of getting to one’s destination, the way most of the buildings seem to fit together.

Compact, Densely Developed Core. There is a relatively high density of development of the types essential to the character of the place, with greater density of development toward the center and less toward the edges.

Intensive, Integrated Mixes. There is a full range of uses appropriate for the type of place, and they are mixed vertically and horizontally rather than separated from one another into single-use areas.

Contains Civic Space(s). Civic spaces are those that may be used for general, organized and unorganized meetings of persons, including unscheduled public activities and public events.

Internal Vehicular Circulation. Once having arrived by vehicle at most any location within the center or corridor, a motorist may, without undue effort or extraordinary wayfinding abilities, visit most any other location, on the same side of the major street, without having to re-enter that street.

Vehicular Accessibility. The place is readily accessible by motor vehicle to any licensed driver without having to evidence extraordinary driving skills.

Pedestrian Oriented Overall. The place demonstrates through pedestrian density throughout that it was planned and designed with the overall needs of pedestrians given priority over those of motorists and automobiles.

Pedestrian Accessibility. The place is readily accessible by pedestrians from surrounding areas without exertion of undue effort or extraordinary traffic-dodging abilities.

Intense Anchor or Center of Activity. The place contains some activity or function for which it is primarily and integrally known in the region, community or neighborhood.

Well-defined Edges. It is clear to everyone where the place begins and ends without having to resort to walls or signs.

Hoover's Focus Areas

Hoover's focus areas range from regional to neighborhood in scale and are depicted in *Figure 1*. Most of the focus areas are commercial or retail areas that are current centers of activity. *Figure 1* shows them according to location, with the size of the symbol indicating relative scale, and the color differentiating the focus area by type. A part of the new role of focus areas may be to function as transit stops to provide transportation alternatives for area residents. As such, a focus area could be a stop on a transit route and / or a shuttle bus hub, carrying residents to central Hoover shopping and employment centers.

The matrix in *Figure 25* is a second matrix that evaluates each of Hoover's current focus areas with regard to the desirable characteristics listed in *Figure 24*. The matrix identifies issues that should be addressed during the redevelopment of existing focus areas as well as new development. This will enable the focus area to be viable within the context of the development concept. The following is a discussion of the primary Hoover Focus Areas:

Bluff Park:

Figures 3, 4, 6

Bluff Park is the oldest community in Hoover. Most of the land was developed in unincorporated Jefferson County, but infill development has been significant since annexation to the City. Bluff Park contains four focus areas: the Alford Avenue intersection with Interstate Highway 65, the Shades Mountain Elementary School area, Shades Mountain Plaza / McAllister's Shopping Center and Bluff Park Shopping Center.

- **Land Use**

All of the neighborhoods and vacant residential property in Bluff Park are recommended for single family detached residential use. Property that is zoned agricultural and property that has not been zoned is also recommended for single family detached residential use. The property along Patton Chapel Road, north of Simmons Middle School is recommended for single family residential, averaged density use. This property is currently zoned for a variety of uses including apartments, townhouses and agriculture. The remaining natural features of the sites should be protected during the development process. Most of the property on the bluff side of Shades Crest Road is recommended to remain open space. Where development should be undertaken, it should be done in a manner that preserves the integrity of steep slopes and environmentally critical areas.

Alford Avenue intersects with Interstate Highway 65, but commercial development at the intersection is neighborhood in scale. The intersection is a gateway to Hoover and Bluff Park. No additional commercial property has been recommended at the intersection, and existing development should be redeveloped in compliance with the development standards for neighborhood commercial. This area has significant opportunities for pedestrian and bicycle links to the surrounding area.

Shades Mountain Elementary School is the hub of a small focus area that is located at the intersection of Blue Ridge Boulevard and Sumter Street. Retail commercial development is not recommended for this area, commercial activity should be limited to the type that currently exists at the intersection, such as office, institution and service uses.

The primary center of activity in Bluff Park is Shades Mountain Plaza and vicinity, which includes McAllister's shopping center at the intersection of Tyler Road and Shades Crest Road. This area is centrally located, has extensive commercial development, and is one of the highest priorities for redevelopment in Hoover. Although the businesses serve the surrounding neighborhood, none have pedestrian access or circulation. Shades Mountain Plaza is the only true neighborhood center in Hoover. In the future, it has the potential to be a focus area that is accessible and the appropriate scale with the surrounding neighborhoods.

McAllister's Shopping Center and the associated intersection are located in the City of Birmingham. Hoover should work closely with Birmingham to improve the intersection and surrounding development. However, the west half of the intersection is in Hoover, as is the balance of the surrounding area. Immediately to the south, Hoover is reconfiguring the intersection of Fancher Drive and Tyler Road. This improvement will facilitate traffic flow and provide opportunities for redevelopment.

A city park should be created that provides linkage between Shades Mountain Plaza and McAllister's. In addition, to creating linkage, the park would be centrally located in Bluff Park, with good access and the potential to host festivals and events as well as daily recreation needs of the community. The park should share parking with Shades Mountain Plaza shopping centers in order to accommodate events and festivals.

Bluff Park Shopping Center is located at the intersection of Park Avenue and Shades Crest Road. Fire Station No. 5 and Bluff Park Elementary School are located in the immediate vicinity. As with the other focus areas in Bluff Park, this business area needs redevelopment. Some of the property is underutilized for uses such as auto repair and mini warehouses. There is no pedestrian access or circulation to the shopping area and parking is inadequate. Hoover should continue to encourage redevelopment of this area through continued investment and enforcement of the zoning ordinance. These measures will encourage the private sector to take the lead in improving the function and appearance of this important center of activity in Bluff Park.

Bluff Park is the most historic community in Hoover. Local efforts to build upon this heritage should be encouraged by the City of Hoover. Every effort should be made to protect the historic character of Bluff Park neighborhoods and redevelop commercial areas.

- **Transportation**

The primary traffic artery in Bluff Park is Shades Crest Road. It carries a high volume of traffic and is characterized by dwellings located close to the road that winds up and down the hilly terrain. Hoover and Jefferson County have sought ways to improve the safety and carrying capacity of this busy road. The proposed Shannon Parkway is expected to reduce the amount of traffic on Shades Crest Road. It may be linked to Shades Crest Road by a new connector road that would traverse the mountain slope in the vicinity of the Sulphur Springs Road intersection.

Bluff Park is recommended for several bicycle and pedestrian routes, most of which would traverse existing public roads and streets. Shades Crest Road, Tyler Road and Patton Chapel Road should become pedestrian and bicycle routes that link Bluff Park to surrounding communities. Local pedestrian and bicycle improvements are recommended in the vicinity of the two elementary schools as well Shades Mountain Plaza. Shared parking facilities with neighborhood institutions will be encouraged to facilitate transit links.

Hoover Boulevard:

Figures 8, 16, 17

Hoover Boulevard will be the single most important element of Hoover's redevelopment effort. In order to accomplish this goal, the city must implement development principles that establish Hoover Boulevard as a bold new signature for the city. The boulevard should extend from Vestavia Hills to Pelham. It will transform the image and appearance of Hoover and provide the foundation for redevelopment of the Highway 31 corridor. Hoover Boulevard should function as Hoover's main street. The boulevard should feature a landscaped median, sidewalks and bicycle improvements, potential access to mass transit options and shared access to adjoining properties. The median improvements accompanied by some service roads, would increase the carrying capacity of the road by limiting points of conflict created by numerous driveways. *See figures 23 and 24.*

Hoover Boulevard North:

Figure 8

Highway 31 north of I-459 to Vestavia, is the oldest strip commercial development in Hoover and it will be the first to redevelop. Redevelopment of this area as a mixed use community must be carefully designed to protect and enhance the existing neighborhoods.

- ***Land Use***

As development and redevelopment occurs, protection of existing residential neighborhoods must be a priority. The area should develop in accord with the development principles of this plan. Strip development should be replaced with a mix of commercial, employment and residential uses that complement existing neighborhoods and that are arranged in a manner that encourages pedestrian circulation. Hoover Boulevard should carry through traffic, and provide convenient access to every business. The corridor should have concentrations of mixed use development at major intersections. Higher densities should be permitted in order to provide functional open space that should be a combination of urban plazas and green areas. The commercial areas should be linked to surrounding neighborhoods in order to provide pedestrian access to the shopping and employment centers.

The Lorna Road and Highway 31 corridors are currently separate entities. Redevelopment should merge the two corridors into a single mixed use community that utilizes transitional land uses and buffers to protect adjacent neighborhoods.

- ***Redevelopment***

The redevelopment process will evolve over many years, during which the city should encourage mixed use development as buildings are removed or altered and establish a redevelopment authority to encourage the acquisition and redevelopment of property that follows the plan. All of this must be done in cooperation with the private sector. Construction of one major project that embodies the mixed use design could be the catalyst to positive redevelopment. In the short term the city should develop a revitalization plan and invest in infrastructure that transforms Highway 31 into Hoover Boulevard.

- ***Transportation***

The city should work with the Alabama Department of Transportation (ALDOT) and others to transform Highway 31 into a boulevard that complements the redevelopment principles of this plan and increases the carrying capacity of the road. This objective is complementary to the appearance and functions of Hoover Boulevard North and will be a significant factor in the continued economic vitality of this aging commercial area.

Hoover should participate in regional transit systems, with Hoover Boulevard being a primary route. A transit system will require roadway modifications to accommodate transit stops that would have land use implications along the corridor. Parking for transit passengers would be necessary, and the presence of transit stops would increase demand for a variety of residential and commercial uses. The redevelopment concept for Hoover Boulevard North is compatible with the introduction of transit as a transportation alternative.

The introduction of pedestrians to the mixed use community is fundamental to the redevelopment concept and to the future of transit. People must be able to walk and bike to the shopping and employment centers from nearby neighborhoods, and pedestrian circulation within the mixed use community is essential. The Hoover Boulevard proposal will provide for safe pedestrian access and circulation.

Municipal Center:

Figure 8

The municipal center currently extends along Municipal Center Drive, between Hoover Boulevard and Lorna Road. Although the new Public Safety Center at Hoover Boulevard South and Valleydale Road will accommodate the City's building needs for years to come, the Municipal Center will remain the seat of government. As such, it should relate to its surroundings and be a catalyst for redevelopment of Hoover Boulevard.

- ***Land Use***

The linear configuration of the City's facilities along Municipal Center Drive creates linkage from Hoover Boulevard to the Lorna Road corridor. This same linkage should be established to the north in order to encourage the redevelopment of this area. Although the municipal center is part of the Hoover Boulevard North area, it warrants individual treatment for redevelopment.

- *Redevelopment*

The municipal center should become the focal point of a redevelopment area that is not centered on Hoover Boulevard. While the adjacent Forest Ridge Estates is a viable neighborhood, in the long term, the area should become a center of business and civic uses, with a municipal park or plaza as its focal point. The area should have a system of local streets that form a grid pattern, suitable for main street mixed uses. As surrounding densities increase, this pocket of low density residential property will become too valuable to sustain its current use. It should be combined with property along Sierra Drive and be redeveloped, linking it to the existing municipal center by urban design elements and pedestrian routes. Future development in the existing municipal center should be oriented toward this redevelopment area.

Greater Galleria Area:

Figure 16

The immediate vicinity of the Galleria will continue to be a regional shopping hub, but it should become a more diverse center in the future. It will be a major intersection of the proposed greenway system and associated pedestrian / bicycle network. It will also become an important part of a public transit system. All of these open space and transportation improvements will be necessary to ensure the continued economic vitality of the Galleria and its environs.

Completion of the interstate “fly-over” project has facilitated automobile traffic in the area. Future development and redevelopment must enhance its human scale; from access and design of buildings to pedestrian access and circulation, and provision of functional open space. As the Galleria area continues to expand, the automobile should be one of the transportation options, not the only option.

- *Land Use*

The area bounded by Paradise Lake to the west, John Hawkins Parkway to the south, Interstate Highway 459 to the north and Highway 31 to the east is recommended for regional retail uses. Although uses could be mixed, regional retail use will continue to be the dominant use. The areas across John Hawkins Parkway and Highway 31 from the Riverchase Galleria are recommended for community commercial uses.

The Woodmeadow subdivision is recommended for redevelopment into a live / work area, traversed by a new road that would connect Lorna Road with Highway 31. Although Woodmeadow may continue as a neighborhood for many years to come, in the long term this enclave should be redeveloped to uses that are more compatible with the surrounding area.

Chace Lake Country Club is located on Highway 31 across from the Riverchase Plaza. Developers are interested in redeveloping the property for a shopping center with highway frontage. Most of the property is flood prone because of its proximity to the Cahaba River. It is recommended that the property be acquired for use as a public park that would provide a gateway to the city and the Cahaba River.

- *Transportation*

The extension of Chapel Lane to the Galleria will provide better automobile access from the north; it should also provide better pedestrian and bicycle access from one of the largest neighborhoods in Hoover. Pedestrian and bicycle routes should also continue along Patton Creek to Paradise Lake, and ultimately to the Cahaba River.

The construction of a road to Sulphur Springs Road, from Galleria Boulevard, south of Interstate Highway 459 should provide opportunities for similar connections to the west. Future development of the property as live/work would further the need for pedestrian, greenway and bicycle connections to serve area residents and employees.

The land use plan shows a proposed road from Data Drive that crosses Lorna Road and intersects with Highway 31 at the main entrance to the Galleria. Traversing existing shopping centers, it would relieve traffic at the intersection of Highways 31 and John Hawkins Parkway, provide alternative access to businesses and create the potential for the development of a focus area.

John Hawkins Parkway - Highway 150 Corridor:

Figures 14, 15, 16

The John Hawkins Parkway corridor is the fastest growing commercial corridor in Hoover. It represents virtually all of the vacant commercial property in the city. Although it will always be a corridor, as opposed to a focus area, the basic principles of development cited in this plan should be employed during the development and redevelopment processes.

- *Land Use and Transportation*

The proposed land use for this corridor is dependent upon the construction of new roads. The corridor has two segments. The eastern portion extends from the Riverchase Galleria to the intersection with Interstate Highway 459 and the western segment extends from the Interstate Highway intersection to Shades Creek. Both segments of the corridor have large parcels that are suited to the development concepts outlined in this plan.

The entire length of the highway should be developed into a parkway which includes pedestrian and bicycle routes, connecting neighborhoods to each other and to shopping and employment destinations. A variety of land use categories will be developed along the corridor, but they must be compatible with and protect surrounding neighborhoods.

The majority of the highway frontage along the eastern segment has been developed. The most significant development in this area will be the tracts of land located between the highway frontage and Interstate Highway 459. These parcels extend from Sulphur Springs Road to the Galleria, and do not have any frontage on John Hawkins Parkway. The land use plan recommends that a street be constructed parallel to the Interstate Highway 459, and that Scenic View Drive be extended over the ridge to provide secondary access to the parkway.

Property at the east and west ends of the proposed road should be developed for retail use, with the balance of the property devoted to mixed and live / work uses. The proposed road should

form a greenway that extends the entire length of the property. Most of the land features steep slopes and wet areas that are conducive to higher densities and preservation of natural features. Paradise Lake should be incorporated into a greenway system associated with Patton Creek and the proposed road. All of this property has excellent visibility from Interstate Highway 459, creating an attractive gateway to the Galleria from the west. Development of the property should not result in mass grading along the interstate highway in a manner that destroys the character of this gateway to Hoover's most valuable economic asset.

The Chichester property is located in the southeast quadrant of the John Hawkins Parkway / Interstate Highway 459 intersection. It has direct access to the parkway and should be developed for a combination of regional commercial, live / work and single family residential uses that are separated by the ridges. While most of the property relates to the parkway, uses at the southeast corner of the property should be designed to complement and protect adjacent neighborhoods. Additional property should be acquired in order to move the John Hawkins Parkway access point to the east, to align with the signalized intersection with Sulphur Springs Road. Major automobile dealerships have recently been developed along the corridor. If this trend continues, the Chichester Property is a prime location for a regional automobile shopping mall.

The western segment of the highway features two large tracts suited to regional commercial and mixed use development: the Lloyd Noland property located in the northwest quadrant of the Interstate Highway 459 intersection and the property located across John Hawkins Parkway from Lakecrest Drive. Both properties will require the construction of new roads in order to provide proper access and circulation.

The Lloyd Noland property is recommended for regional commercial land use on the portion closest to John Hawkins Parkway, with live / work uses on the northern portion of the property. A new road should traverse the property connecting Moss Creek Boulevard and Sulphur Springs Road. The road would provide better access to the property and would relieve traffic on the northern segment of Sulphur Springs Road. A second road or access drive should traverse the southern portion of the property providing access to John Hawkins Parkway. The live /work portion of the property adjoining the surrounding neighborhoods would provide appropriate transitional uses and buffers along the neighborhood boundaries. Neighborhood commercial use should be a focal point of the live / work community.

The property across John Hawkins Parkway has multiple owners and extends from the Interstate Highway intersection to the intersection with South Shades Crest Road. Its linear configuration lends itself to construction of a road parallel to John Hawkins Parkway through the entire length of the properties. The new road should intersect John Hawkins Parkway across from the Lloyd Nolan entrance drive and connect to South Shades Crest Road, aligning with the Bruno's entrance. Although this property has the opportunity for multiple entry points to John Hawkins Parkway, access should be limited and businesses should be required to use the proposed interior road for ingress and egress. This property should feature a mix of uses oriented to the new road.

The severe topography of both of these large properties is conducive to mixing uses at a higher density in order to preserve and complement the natural features of the land. This will require a new standard for development along John Hawkins Parkway.

The extension of Deer Valley Parkway into Shannon Valley provides an opportunity to reconfigure the regional roadway network. Deer Valley Parkway should extend across John Hawkins Parkway, intersect with Interstate Highway 459, traverse the southwest portion of the city and intersect at County Road 52. This new route has several advantages over the previously considered alternative of creating a South Shades Crest Road / Interstate Highway 459 intersection. The new route would reduce traffic at the Shades Crest / John Hawkins Parkway intersection and it would reduce traffic on Shades Crest Road north of the highway. The proposed intersection with Interstate Highway 459 would have more favorable topography than the South Shades Crest, and it would provide a direct route to Shannon. The new route would also create additional commercial property in the vicinity of South Shades Crest Road as shown on the land use plan.

The intersection of Deer Valley Parkway and John Hawkins Parkway is a gateway to Hoover. The intersection should be developed with neighborhood commercial uses in a manner that creates a positive image and sense of place. The fire station located on Edna Road is shown as commercial use in the future.

Riverchase East:

Figure 17

Located east of Hoover Boulevard South, this area is Hoover's largest employment center. It is traversed by Riverchase Parkway East and features a variety of land uses. Access to the area is limited, while new and existing businesses are expanding. This activity has created the need for two new road projects to provide better access to Interstate Highway 65 and Hoover Boulevard South.

- ***Land Use***

Riverchase East is a mix of apartment, office, retail and light industrial uses. Retail uses are located along Hoover Boulevard South and Valleydale Road frontage property. The balance of the area consists of employment and apartment uses. Hoover's two largest employers are located here, Blue Cross Blue Shield of Alabama and AmSouth Bank; both of which are expanding their facilities. These two expansions have created the potential for increased traffic congestion in an already congested area.

Riverchase East is recommended for live / work land use which may include light industrial use in appropriate locations, with continued retail development along the surrounding highways and thoroughfares. Development as a live / work community will not change the types of land uses, but should change their relationships. Redevelopment of this area is not expected in the short to mid range future, but in the long term it should evolve into a community that features a horizontal and vertical mix of employment and high density residential uses. This redevelopment should include complementary retail and institutional uses, with pedestrian circulation and accessibility.

The area's location and amenities are conducive to creating a unique community where individuals can live and work in a people friendly environment. The Cahaba River should be incorporated as a focal point of future redevelopment efforts.

- *Transportation*

The City is currently sponsoring two road projects that will improve traffic congestion in this area. The expansion and improvement of the Valleydale Road / Interstate Highway 65 Intersection will increase the capacity of this intersection that provides primary access to East Riverchase. A second project will construct a new road from Hoover Boulevard South.

Riverchase East currently enjoys local transit service, providing transportation from the office buildings to shopping and dining destinations outside the area during the work week. The service is sponsored by the city, the regional transit authority and the private sector. The service has been well received by the community and its success has generated interest from other employers. This is proving to be the foundation for other local transit opportunities as well as transit connections to destinations outside Hoover.

Pedestrian and bicycle routes should be established throughout the live / work area in order to create a sense of community, provide another transit alternative to shopping and dining locations and to create linkage to the Cahaba River. These routes would also complement the demand for physical exercise by employees and residents of the area.

SouthLake:

Figure 17

The SouthLake Community is located east of Interstate Highway 65 on Valleydale Road. Located at an interstate highway intersection, shopping and service uses are community wide in scale. SouthLake features a variety of residential neighborhoods.

- *Land Use*

All of the property on the north side of Valleydale Road is developed for either retail or office uses. Lowe's is oriented toward the interstate highway and the current shopping area faces Valleydale Road. The existing strip shopping center will not be redeveloped in the foreseeable future, but the area should evolve into a more pedestrian friendly center, with mixed uses in buildings that are closer to the street. These changes would help to create a neighborhood scale and positive image at this gateway to Hoover.

Most of the property south of Valleydale Road is either vacant or suited to redevelopment, with the exception of the BP station. The south side of Valleydale Road should be developed for neighborhood retail use. Site disturbance should be limited in order to protect the steep slopes of the site. The neighborhood focus area should feature mixed uses at the appropriate scale and access to Valleydale Road should be limited in this congested area.

- *Transportation*

The intersection of Valleydale Road and Interstate Highway 65 will be expanded and improved in the near future. While these improvements will have little or no effect upon the SouthLake Community, the widening of Valleydale Road from SouthLake to Caldwell Mill Road will change the character of the area.

While necessary to carry the high volume of traffic, the widening of Valleydale Road will make it more difficult to achieve a neighborhood scale in the SouthLake shopping area. Still, pedestrian access should be provided along SouthLake Boulevard and pedestrian circulation should be developed within the office and shopping areas.

Caldwell Mill and Valleydale Roads:

Figure 10

This crossroads shopping area is surrounded primarily by neighborhoods located in unincorporated Shelby County and Indian Springs. However, most of the northwest quadrant of this busy intersection is located in Hoover where a new grocery store is being constructed. Hoover and Shelby County are undertaking major road improvement projects to widen Valleydale Road and improve the Caldwell Mill intersection.

- ***Land Use***

Hoover has a major presence in the area with approximately half of the commercial development as well as nearby Spain Park and Spain Park High School. A new shopping center is under construction and an existing center is being renovated, so redevelopment is not immanent.

Although the crossroads is a neighborhood shopping area, the stores and shopping centers are not pedestrian accessible. Therefore, most of the recommended improvements to this area involve pedestrian and bicycle routes to connect the shopping areas to the school and surrounding neighborhoods.

Commercial development is not projected to expand beyond the current limits of commercial zoning in the north half of the intersection. However, there is room for commercial expansion in the southeast quadrant. While this land is not located in Hoover, its development should set the tone as a true neighborhood focus area with pedestrian linkage and circulation as well as appropriate scale and orientation.

- ***Transportation***

Hoover is sponsoring a project to widen Valleydale Road from Inverness to Caldwell Mill Road and Shelby County plans to widen the road from Caldwell Mill Road to SouthLake. These projects should include pedestrian and bicycle facilities. Future improvements to Caldwell Mill Road should also feature pedestrian and bicycle routes in order to establish a network that traverses north Shelby County.

Highway 280 Corridor:

Figures 11, 12

The Highway 280 Corridor is a mosaic of corporate boundaries. Hoover encompasses the commercial portions of Inverness and Meadow Brook and all of Greystone. The balance of the corridor is in the City of Birmingham or unincorporated Shelby County.

- *Land Use*

All of the highway frontage property is recommended for community shopping or live / work land uses. While this segment of the highway corridor features strip commercial development, retail stores are community in scope, not regional. The large office parks at Inverness and Meadow Brook attract employees from throughout the region, but retail establishments primarily serve those employees and residents of the surrounding communities.

Most of the highway frontage from the Cahaba River to Double Oak Mountain has been developed. The majority of the vacant frontage property is in the vicinity and east of the Highway 119 intersection. Only one quadrant of the Highway 119 intersection is vacant and it is scheduled for development as a mixed use center in the City of Hoover. There is a new shopping center under construction in unincorporated Shelby County at the foot of Double Oak Mountain.

While the Highway 31 corridor should evolve into a boulevard, providing access to a higher density mixed use community, Highway 280 is not recommended for that type of development. It will continue to serve as a major highway corridor because there is no parallel interstate highway to carry through traffic. Still, development along the highway should embody the principles cited for community shopping districts, including mixing of uses, moving stores closer to the road, pedestrian access and circulation and incorporation of functional open space.

The boundaries of commercial development are not projected to change at the intersections with Inverness Parkway, Valleydale Road, Meadow Brook Corporate Parkway, Highway 119 and Hugh Daniel Drive; the five intersections that serve property in the City of Hoover. With the exception of Highway 119, all of these intersections provide access to large planned communities where the land use pattern has been established for many years.

Although some of the property along Highway 119 is located in Greystone and Tattersall, most of the property is located outside of a planned community. North of the intersection, the boundaries of commercial land use have been established and are reflected on the land use plan. South of the intersection, Hoover and Shelby County have established a commercial development boundary that aligns with the south boundary of Meadow Brook Corporate Park. This boundary should continue, even after the proposed widening of Highway 119. Single family residential dwellings and institutional uses are, and will continue to be, the appropriate land uses south of this boundary. Commercial development should be located north of the Meadow Brook Corporate Park boundary.

- *Transportation*

After years of study, the agreed upon solution for alleviation of traffic congestion on Highway 280 is grade separated intersections. Grade separated intersections, mixed use development, transit and pedestrian options are the most practical solutions to traffic congestion on Highway 280.

The only new route proposed for the area is currently under construction. It will traverse Little Ridge, connecting Highway 119 to Highway 280, south of their intersection. It will reduce

traffic at the Highway 280 / 119 intersection, and provide better access to the new shopping center being constructed at the foot of Double Oak Mountain.

Highway 119 is scheduled for improvements in the vicinity of the Highway 280 intersection. The road will be widened from Broken Bow Subdivision to Brook Highland. These improvements will accommodate commercial development north of Highway 280 and facilitate traffic flow south of the highway.

Vision and Goals

For Citywide Development and Redevelopment

Hoover Vision

Hoover will be planned, environmentally sensitive, pedestrian friendly, attractive, safe, and economically viable, ensuring a high quality of life for its citizens. Development decisions should always attempt to balance economic prosperity with environmental quality and community well-being.

Goals

- 1. A CITY THAT IS PLANNED***
- 2. A CITY THAT IS ENVIRONMENTALLY SENSITIVE***
- 3. A CITY THAT IS ACCESSIBLE AND PEDESTRIAN FRIENDLY***
- 4. A CITY THAT IS ATTRACTIVE***
- 5. A CITY THAT IS SAFE***
- 6. A CITY THAT IS FISCALLY SOUND***
- 7. A CITY THAT CONTINUES TO IMPROVE ITS QUALITY OF LIFE***

Plan Implementation

Goals Defined and Action Steps

Preparing For Change in City Municipal Ordinances for Development and Redevelopment

- 1. A CITY THAT IS PLANNED – Hoover should guide its development and redevelopment with a comprehensive plan that represents the best interests of all residents and businesses and encourages a diverse economic base for the city.***

Strategy A: *Hoover should develop in harmony with a planned, overall development pattern.*

- **Action:** Adopt the Comprehensive Plan

Strategy B: *Hoover should grow in accord with development practices that consider existing neighborhoods when evaluating new commercial development, continue economic prosperity through diversification and protection of the existing tax base, and that allow for higher density development in order to preserve natural amenities.*

- **Action:** Amend the development regulations to encourage infill development and mixed uses through eligibility for one or more of the following incentives as necessary and appropriate:
 - a. Increased density and building height in exchange for functional open space, and the protection of and public access to natural areas
 - b. Reduced but adequate off street parking in conjunction with on street parking where appropriate
 - c. A broader range of permitted and conditional uses

Strategy C: *Hoover should revitalize declining areas through redevelopment practices that anticipate commercial evolution, plan for public investment to leverage private investment and address neighborhood redevelopment.*

- **Action 1:** Amend the development regulations to anticipate and encourage redevelopment by permitting:
 - a. Increased density and building height in exchange for functional open space, and the protection of and public access to natural areas
 - b. Reduced but adequate off street parking in conjunction with on street parking where appropriate
 - c. A broader range of permitted and conditional uses
- **Action 2:** Amend the development regulations to encourage redevelopment by creating:
 - a. Financial incentives for redevelopment
 - b. Funding measures necessary to implement the redevelopment plans

2. A CITY THAT IS ENVIRONMENTALLY SENSITIVE – Hoover should build itself through policies and practices that are environmentally sound, making Hoover a leader in environmental protection.

Strategy A: *Hoover should protect environmentally sensitive lands, bodies of water and wetlands by preserving environmentally sensitive corridors as natural assets for the public*

- **Action 1:** Foster intergovernmental cooperation
- **Action 2:** Adopt the greenway plan that links the various neighborhoods and protects environmentally sensitive areas
- **Action 3:** Assure through private / public investment, the acquisition and preservation of wetlands, bodies of water, steep slopes and other unique natural features.
- **Action 4:** Make Hoover more environmentally friendly by amending the development regulations to
 - a. Reduce front building setbacks in exchange for protection and public access to natural areas within a development
 - b. Require alternatives to storm drainage structures
 - c. Adopt storm water quality, quantity and velocity standards that minimize run-off pollution and sedimentation to streams
 - d. Preserve environmentally sensitive areas in exchange for increased net density: steep slopes, unique natural features such as lakes, rock formations, specimen trees, and wetlands
 - e. Permit permeable parking surfaces when appropriate
 - f. Decrease the amount of required off-street parking to the absolute minimum necessary and encouraging structured parking
 - g. Increase the minimum open space requirements
 - h. Enforce improved erosion and sedimentation regulations and establishing strict penalties for non-compliance
 - i. Strengthen the performance bonding process for sedimentation and erosion control
 - j. Establish a post development review process to evaluate effectiveness of the regulations

Strategy B: *Hoover should adopt regulations that protect public health and safety by improving air quality.*

- **Action 1:** Foster intergovernmental cooperation
- **Action 2:** Emphasize the development of alternative modes of transportation
 - a. Encourage park and ride and ride-sharing programs
 - b. Participate in funding of public transit
- **Action 3:** Improve traffic efficiency by encouraging mixed use development
- **Action 4:** Encourage neighborhood shopping in proximity to developing residential areas
- **Action 5:** Require vehicular and pedestrian links between developments, when feasible
- **Action 6:** Research and implement alternate parking requirements that allow integrated development and that result in densities that make transit service possible
 - a. Build parking structures and lots that create ground level activity and make pedestrian connections attractive

- b. Encourage shared parking that serves multiple uses
- c. Provide leasable space on the ground floor of parking structures to generate revenue

Strategy C: *Hoover should adopt regulations that protect public health and safety by improving air quality through preserving and increasing the forest canopy.*

- **Action 1:** Prohibit the clear cutting of single family residential developments
- **Action 2:** Prohibit land disturbance on slopes that cannot be reforested
- **Action 3:** Strengthen standards for tree preservation and forest restoration
- **Action 4:** Increase the amount of landscaping and trees in parking areas
- **Action 5:** Require street trees in all road and highway projects and others when possible

3. A CITY THAT IS ACCESSIBLE AND PEDESTRIAN FRIENDLY – *Hoover should be accessible and pedestrian friendly – the city should build itself through policies and practices that address the need for transportation improvements, mitigate vehicular traffic congestion and help to create pedestrian friendly environments.*

Strategy A: *Hoover should have a long range transportation plan that places a high priority on development of transit and pedestrian / bicycle facilities; establishes priorities for short and long range transportation projects; and encourages development that does not excessively burden existing vehicular arteries.*

- **Action 1:** Assure the transformation of Highway 31 North into a true boulevard
 - a. Acquire the right of way
 - b. Work with ALDOT to assure planned improvements to Highway 31 include a landscaped median, sidewalks and bicycle trails, managed access to adjoining properties, public transit stops, and service roads with on street parking
- **Action 2:** Adopt the citywide pedestrian plan, that links focus areas with existing pedestrian routes limiting the need for local vehicular traffic
- **Action 3:** Require that all new road projects include pedestrian facilities
- **Action 4:** Mitigate traffic congestion and provide transportation options by:
 - a. Establishing transit service for high density residential, work and shopping areas
 - b. Updating the transportation improvements master plan and addressing alternate transportation modes in that plan
 - c. Participating in the Metropolitan Planning Organization at all levels including the MPO Subcommittee, the Technical Committee, and the Citizens Committee
 - d. Encouraging private sector participation in funding of transportation options.
 - e. Providing local matching funds

Strategy B: *Hoover should have a long range development plan that places a priority on mixed use development, considers design components that are pedestrian friendly, and encourages pedestrian access and circulation.*

- **Action 1:** Adopt the Comprehensive Plan

- **Action 2:** Establish a development review process and annual appropriations to implement the plan recommendations.
 - a. All new projects should incorporate comprehensive plan recommendations
 - b. The city should develop a policy for funding and installing pedestrian facilities in developed areas.
 - c. Encourage neighborhood shopping areas
- **Action 3:** Amend the development regulations to require:
 - a. Appropriate scale and orientation of neighborhood facilities
 - b. Direct and convenient pedestrian oriented building entrances
 - c. Neighborhood parks and open spaces, or fees in lieu thereof, in residential projects.
 - d. Functional open space
 - e. Pedestrian linkage to neighboring destinations
 - f. Pedestrian circulation within developments
 - g. Civic space when appropriate
 - h. On street parking when appropriate
 - i. Reduced front building setbacks
 - j. Future year traffic projections and improved levels of service for new projects
 - k. Street networking through construction of interconnecting streets and discouraging cul-de-sacs

4. A CITY THAT IS ATTRACTIVE — *Hoover should build itself in accord with an overall development concept that creates a positive identity and sense of place with a unifying theme.*

Strategy A: *Hoover should encourage the use of functional open space as a focal point of all development / redevelopment projects.*

- **Action:** Amend the development regulations to address design issues related to:
 - a. Overall site design and function
 - b. Interconnection of sites
 - c. Functional, publicly accessible open spaces and civic areas
 - d. Public and private streetcapes
 - e. Building appearance
 - f. Compatibility with the surrounding natural environment
 - g. Signs and exterior lighting
 - h. Screening of mechanical units, service areas, refuse containers and similar uses
 - i. Landscaping and parking lot appearance

Strategy B: *Establish an overall development concept that will distinguish it from adjacent areas and municipalities.*

- **Action 1:** Establish a design review committee to develop the theme and monitor compliance with the overall development concept, assuring a high quality built environment

- **Action 2:** Introduce the Cahaba River as the centerpiece of the overall theme, creating a sense of place and ownership for all Hoover citizens
- **Action 3:** Construct visible gateways and consistent street signage reflecting the theme and distinguishing Hoover from adjacent municipalities, making it legible

Strategy C: *Hoover should encourage development that complements the City's natural assets.*

- **Action 1:** Allow for increased density in exchange for functional open space
- **Action 2:** Encourage structured parking
- **Action 3:** Adopt and implement the greenway plan
- **Action 4:** Preserve environmentally sensitive areas in exchange for increased net density
- **Action 5:** Increase the minimum open space requirements
- **Action 6:** Prohibit the clear cutting of residential projects
- **Action 7:** Prohibit land disturbance on slopes that cannot be reforested
- **Action 8:** Strengthen standards for tree preservation and forest restoration
- **Action 9:** Ensure privately owned open space is maintained through development agreements as part of the approval process.

5. A CITY THAT IS SAFE -- *Hoover should build itself through policies and practices that help ensure the safety of its citizens, businesses, and visitors.*

Strategy A: *Hoover should maintain its leadership in public safety.*

- **Action:** Continue to provide the highest quality public safety services, by:
 - a. Funding necessary training, capital and personnel
 - b. Improving service area efficiency
 - c. Responding to current demand and addressing future trends
 - d. Employing the most current technology

Strategy B: *Hoover should continue to implement measures to improve traffic flow.*

- **Action 1:** Work with ALDOT to assure planned improvements of Highway 31 include a landscaped median, sidewalks and bicycle trails, managed access to adjoining properties, public transit stops, and service roads with on street parking
- **Action 2:** Employ access management principles as a priority in all future road improvements

Strategy C: *Hoover should make safe pedestrian access and circulation a priority.*

- **Action 1:** Adopt the pedestrian plan, that links focus areas with existing pedestrian routes limiting the need for local vehicular traffic
- **Action 2:** Require that all new road projects include pedestrian facilities

6. A CITY THAT IS FISCALLY SOUND – Hoover should build itself through development practices and fiscal policies that sustain and increase property values and provide consistent and reliable streams of revenue to ensure its continued economic viability.

Strategy A: Hoover should facilitate access to Hoover businesses.

- **Action:** Amend the development regulations to include:
 - a. Requirements for uniform street numbering on all businesses
 - b. Interconnection of sites
 - c. Functional, publicly accessible open spaces and civic areas
 - d. Pedestrian circulation within developments
 - e. Direct and convenient pedestrian oriented building entrances

Strategy B: Hoover should expand the potential market for Hoover businesses

- **Action 1:** Identify businesses that are tourist and hospitality attractions, working with the appropriate agencies to market those Hoover destinations
- **Action 2:** Consider investing in facilities that have the potential for increasing the number of visitors to Hoover, including sports and cultural venues

Strategy C: Hoover should target the attraction, retention and expansion of businesses that are the most beneficial to the City's economy and that have the most growth potential.

- **Action 1:** Protect the existing tax base by:
 - a. By identifying and building economic sectors not fully represented in the City
 - b. Assisting in the retention and expansion of existing businesses
 - c. Resolving work force issues through collaboration with service agencies and existing businesses
- **Action 2:** Establishing a committee to recommend additional revenue sources and a time table for implementation

Strategy D: Hoover should enlist the collaboration of civic, private and nonprofit entities to fund public improvements.

- **Action 1:** Maintain and expand public services and facilities by leveraging funds through partnerships with the private sector and other governments in addition to providing city funds
- **Action 2:** Provide incentives for private investment where public infrastructure already exists

Strategy E: Hoover should invest in infrastructure that contributes to achieving fiscal dependability.

Strategy F: Hoover should minimize future capital investments by implementing efficient growth patterns.

- **Action 1:** Adopt an annexation policy that requires that proposed annexations satisfy at least one of the following criteria:
 - a. Cost effective to the city: balancing revenue with expenses
 - b. Strategic value to the city
 - c. Improved efficiency of municipal service delivery
- **Action 2:** Require developers to provide school sites, park sites and other property in support of public infrastructure in all large developments or fees in lieu of those sites, as determined by the city

7. A CITY THAT CONTINUES TO IMPROVE ITS QUALITY OF LIFE -- Hoover should build itself in a manner that enhances the quality of life of its citizens.

Strategy A: Hoover should maintain the highest quality public education

- **Action:** Continue to work with the Hoover Board of Education by:
 - a. Identifying and secure funding for life-long learning programs
 - b. Sharing equipment and expertise in support of the education mission
 - c. Establishing development regulations that continue to consider potential long range impact on Hoover City Schools

Strategy B: Hoover should continue to provide the type and quality of basic municipal services and facilities desired by residents.

Strategy C: Hoover should provide a greater variety of park and recreation opportunities for all residents, by assuring a wide range of parks and recreation facilities.

- **Action 1:** Explore public and private funding sources earmarked for parks, recreation, greenways and open space.
 - a. Expand the funding plan to consider public and private sources
- **Action 2:** Work with the Hoover Park Board in updating and following the Comprehensive Master Plan for Recreation for 2015 adjusting it bi-annually to assure that it:
 - a. Addresses the needs of all residents, covering all neighborhood, ages and meets the needs of both sexes
 - b. Considers broad expanses of facility types as needs are identified

Strategy D: Hoover should ensure public park and recreation opportunities in all large residential projects.

- **Action 1:** Establish guidelines and quality standards for joint agreements with developers to establish neighborhood park, recreation and open spaces within their developments
- **Action 2:** Require maintenance and ownership agreements with developers

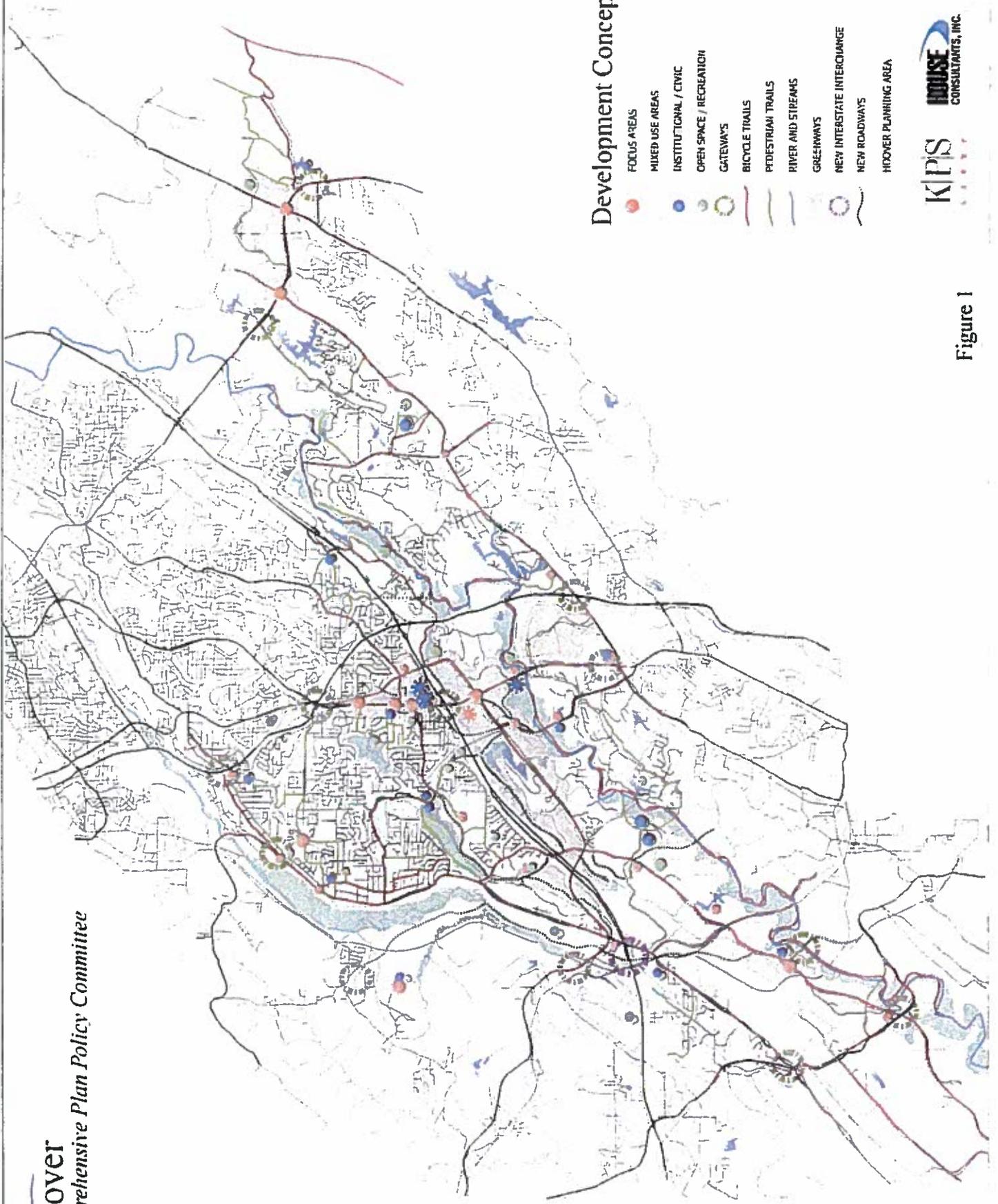
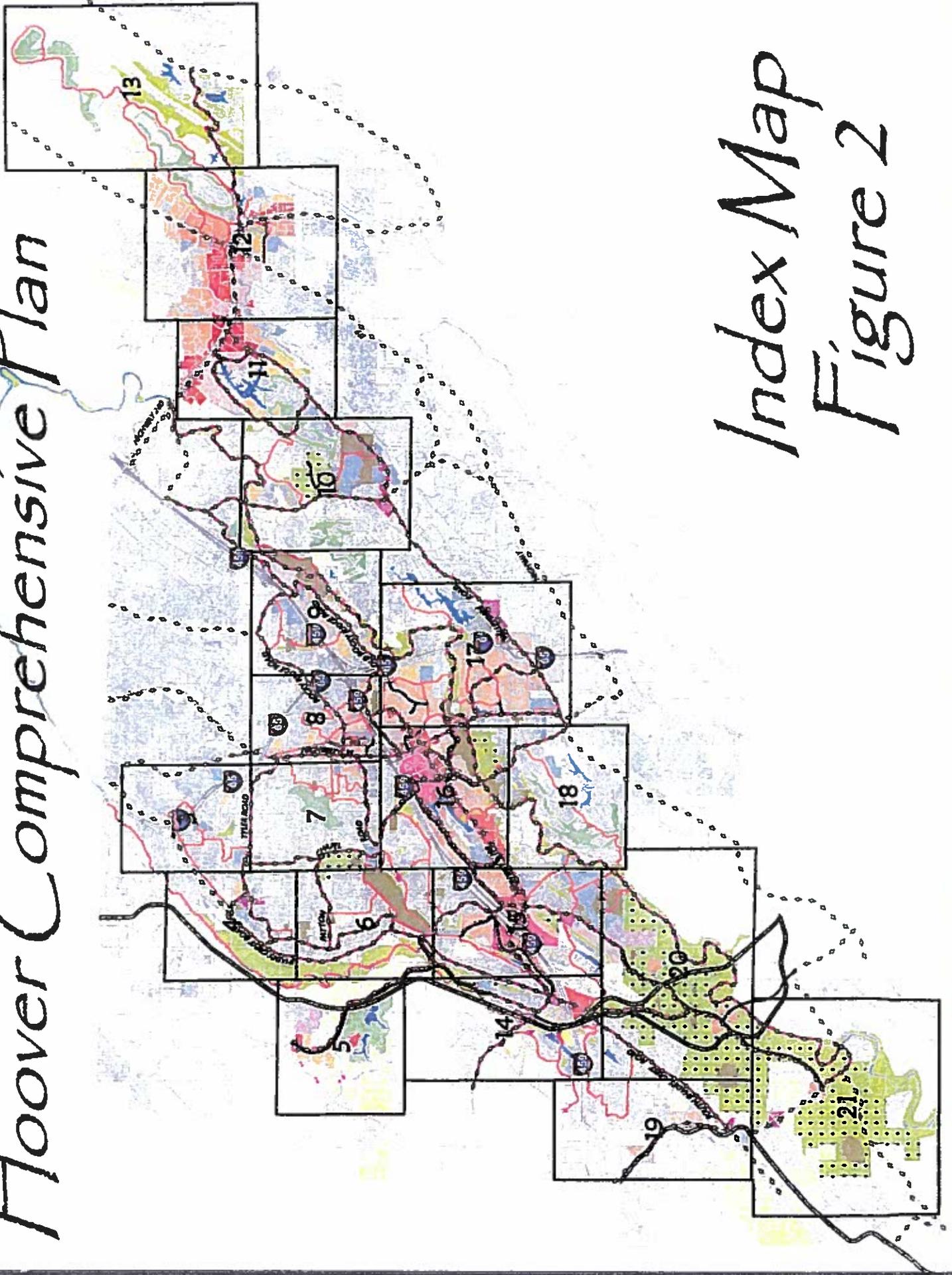


Figure 1



Hoover Comprehensive Plan



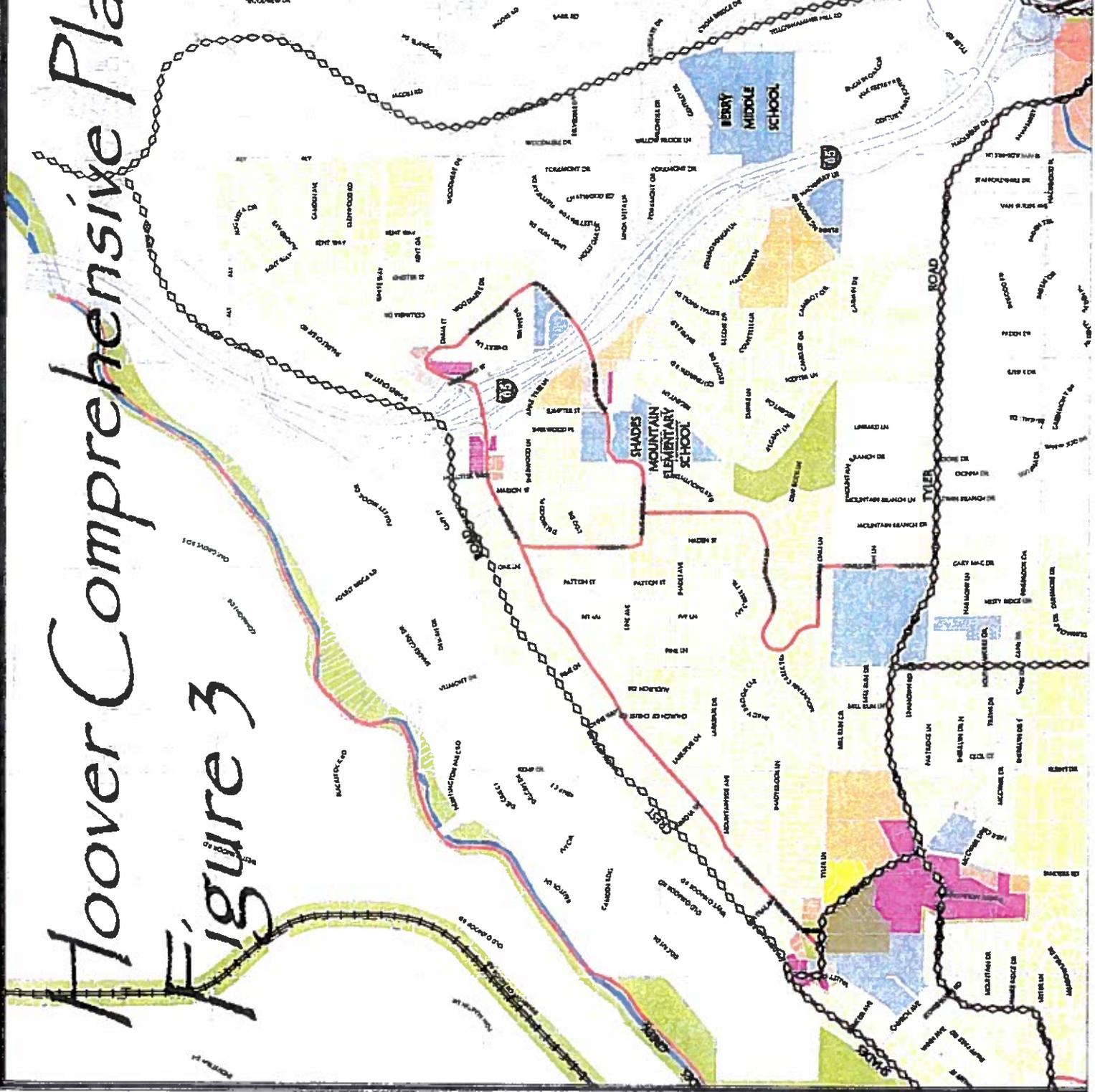
Index Map
Figure 2

Hoover Comprehensive Plan

Figure 3

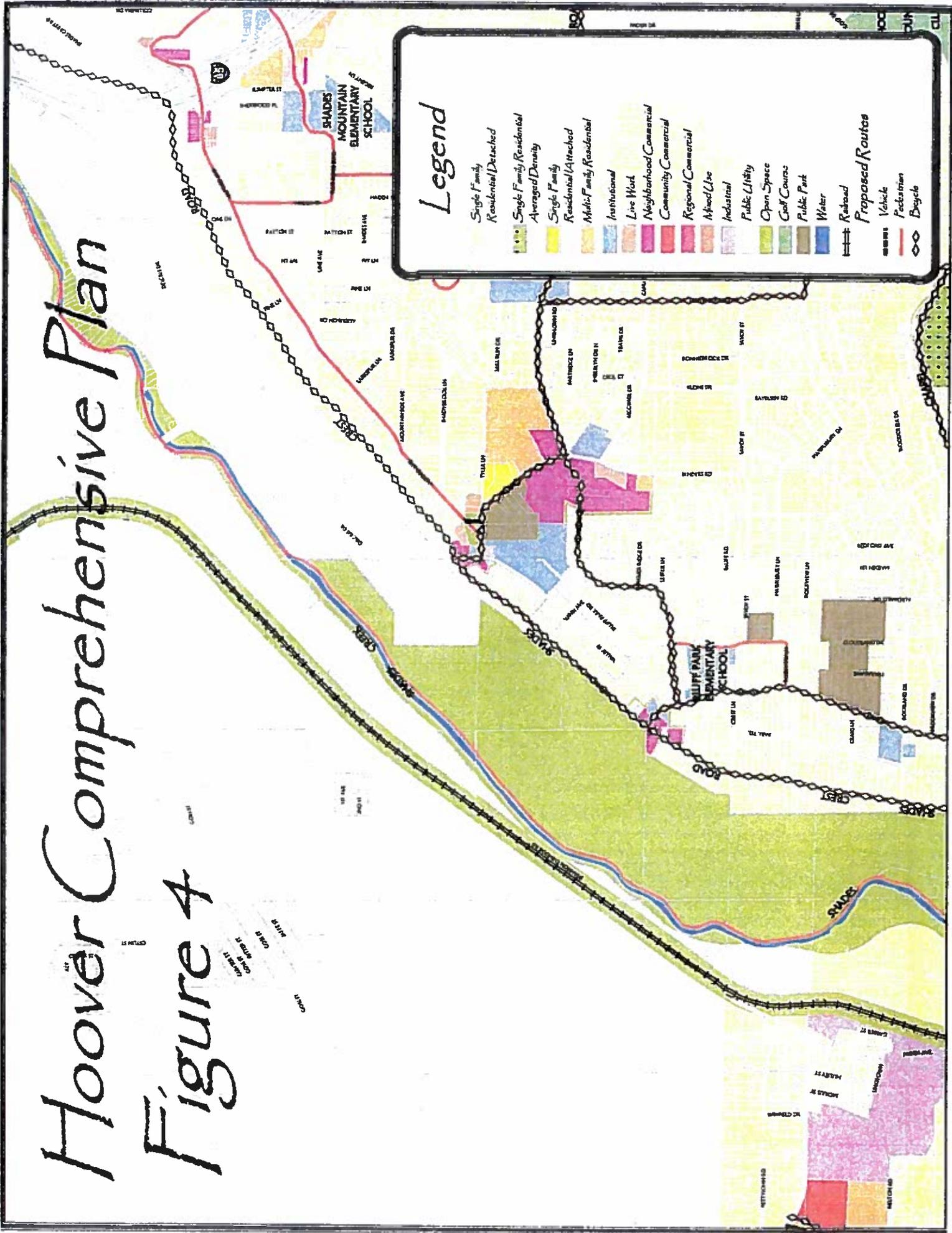
Legend

	Single Family Residential Detached
	Single Family Residential Attached
	Multi-Family Residential
	Institutional
	Live Work
	Neighborhood Commercial
	Community Commercial
	Regional Commercial
	Mixed Use
	Industrial
	Public Utility
	Open Space
	Golf Course
	Public Park
	Water
	Railroad
	Proposed Routes
	Vehicle
	Pedestrian
	Bicycle



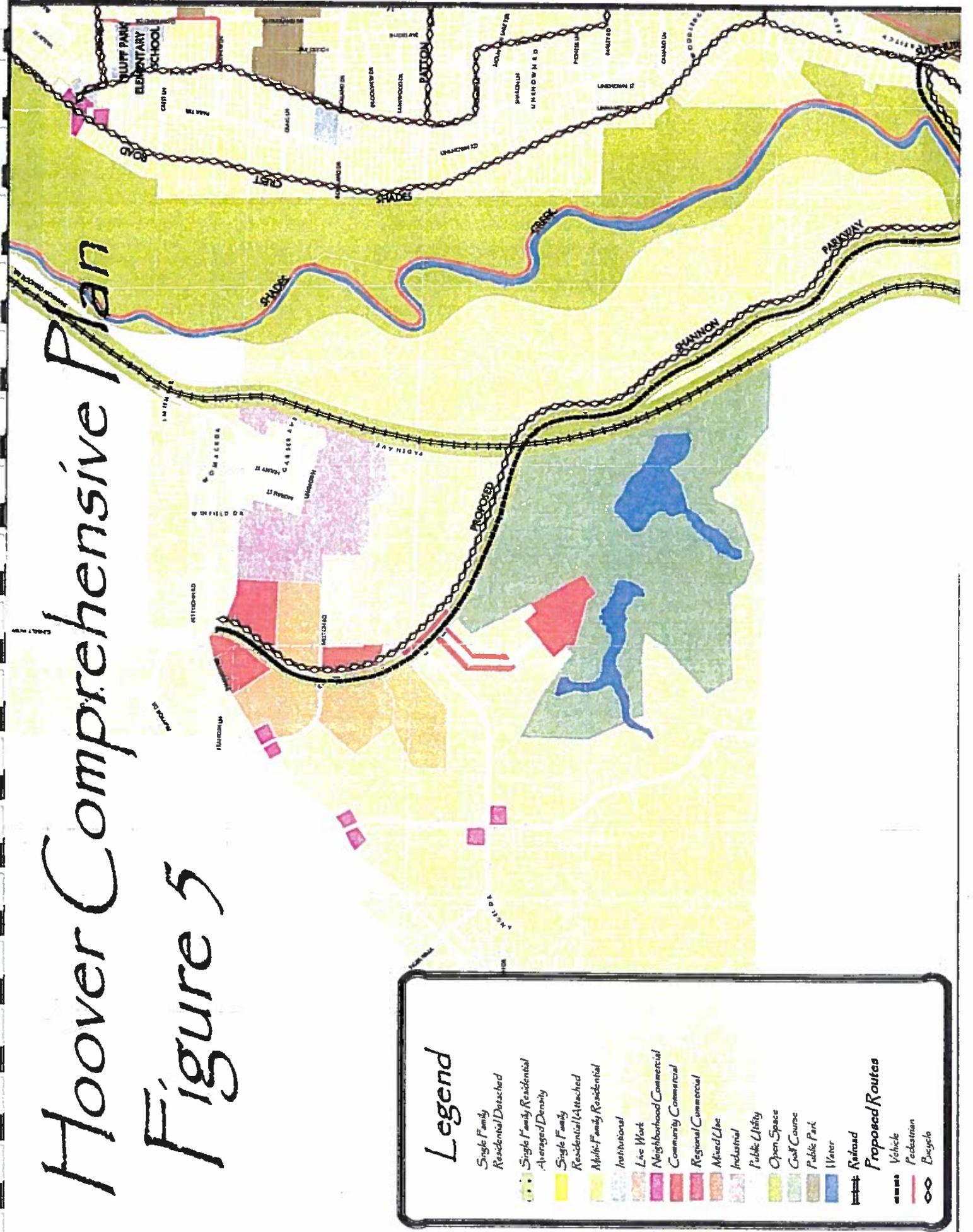
Hoover Comprehensive Plan

Figure 4



Hoover Comprehensive Plan

Figure 5



Legend

- Single Family Residential Detached
- Single Family Residential Averaged Density
- Single Family Residential Attached
- Multi-Family Residential
- Institutional
- Live Work
- Neighborhood Commercial
- Community Commercial
- Regional Commercial
- Mixed Use
- Industrial
- Public Utility
- Open Space
- Golf Course
- Public Park
- Water

Proposed Routes

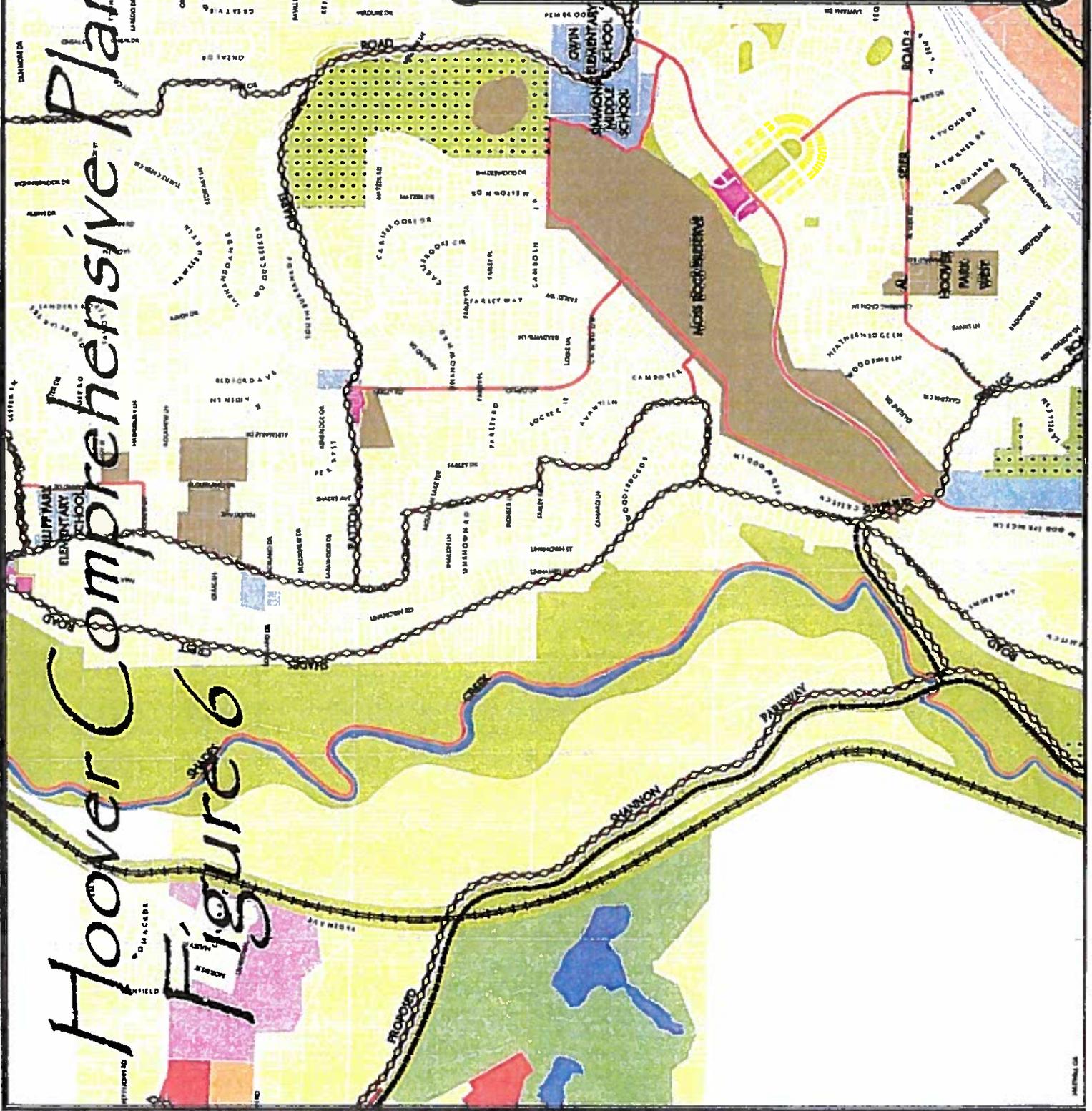
- Railroad
- Vehicle
- Pedestrian
- Bicycle

Hoover Comprehensive Plan

Figure 6

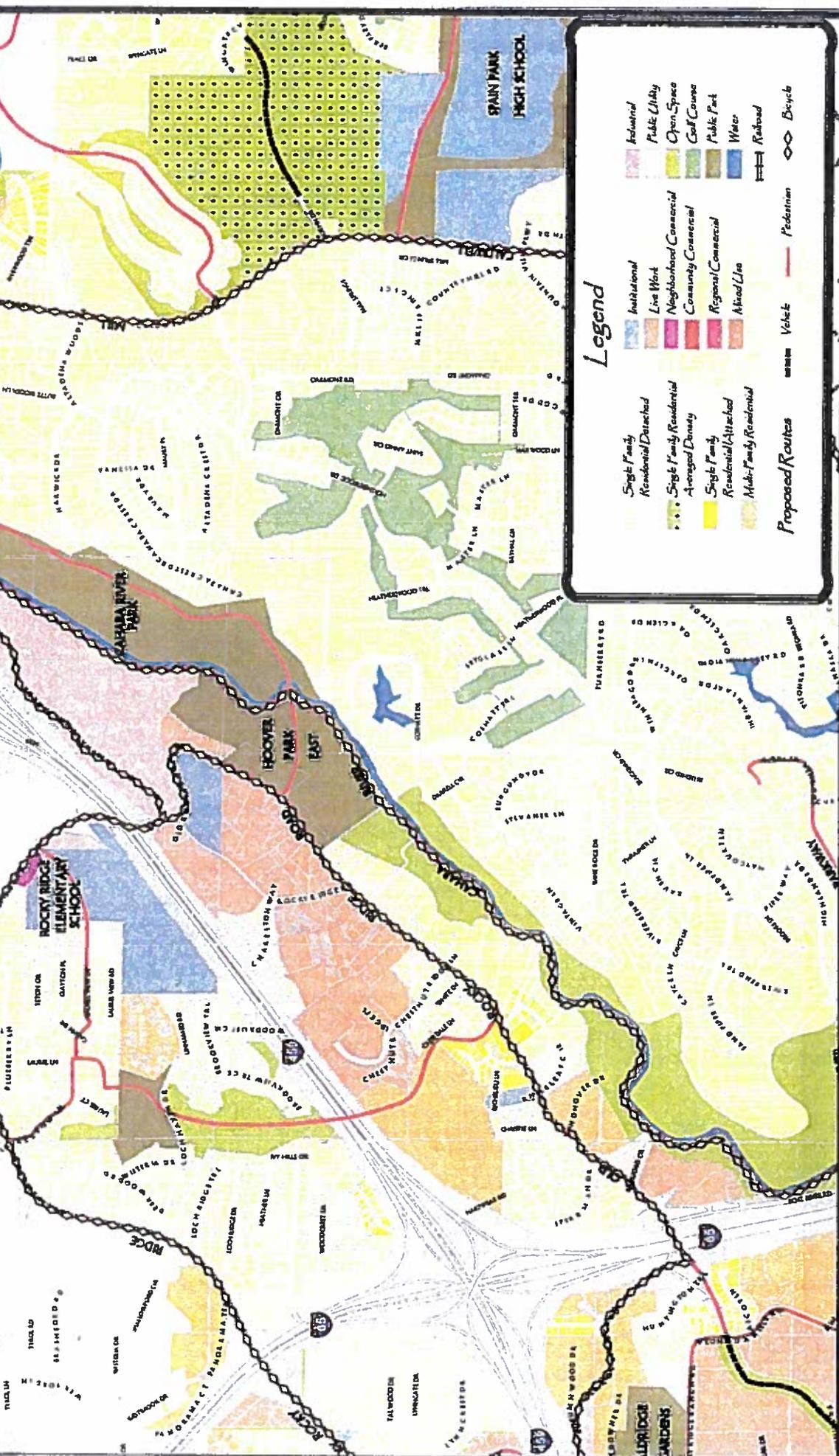
Legend

	Single Family Residential Detached
	Single Family Residential Averaged Density
	Single Family Residential Attached
	Multi-Family Residential
	Institutional
	Low Work
	Neighborhood Commercial
	Community Commercial
	Regional Commercial
	Mixed Use
	Industrial
	Public Utility
	Open Space
	Golf Course
	Public Park
	Water
	Railroad
	Proposed Routes Vehicle
	Proposed Routes Pedestrian
	Proposed Routes Bicycle



Hoover Comprehensive Plan

Figure 4

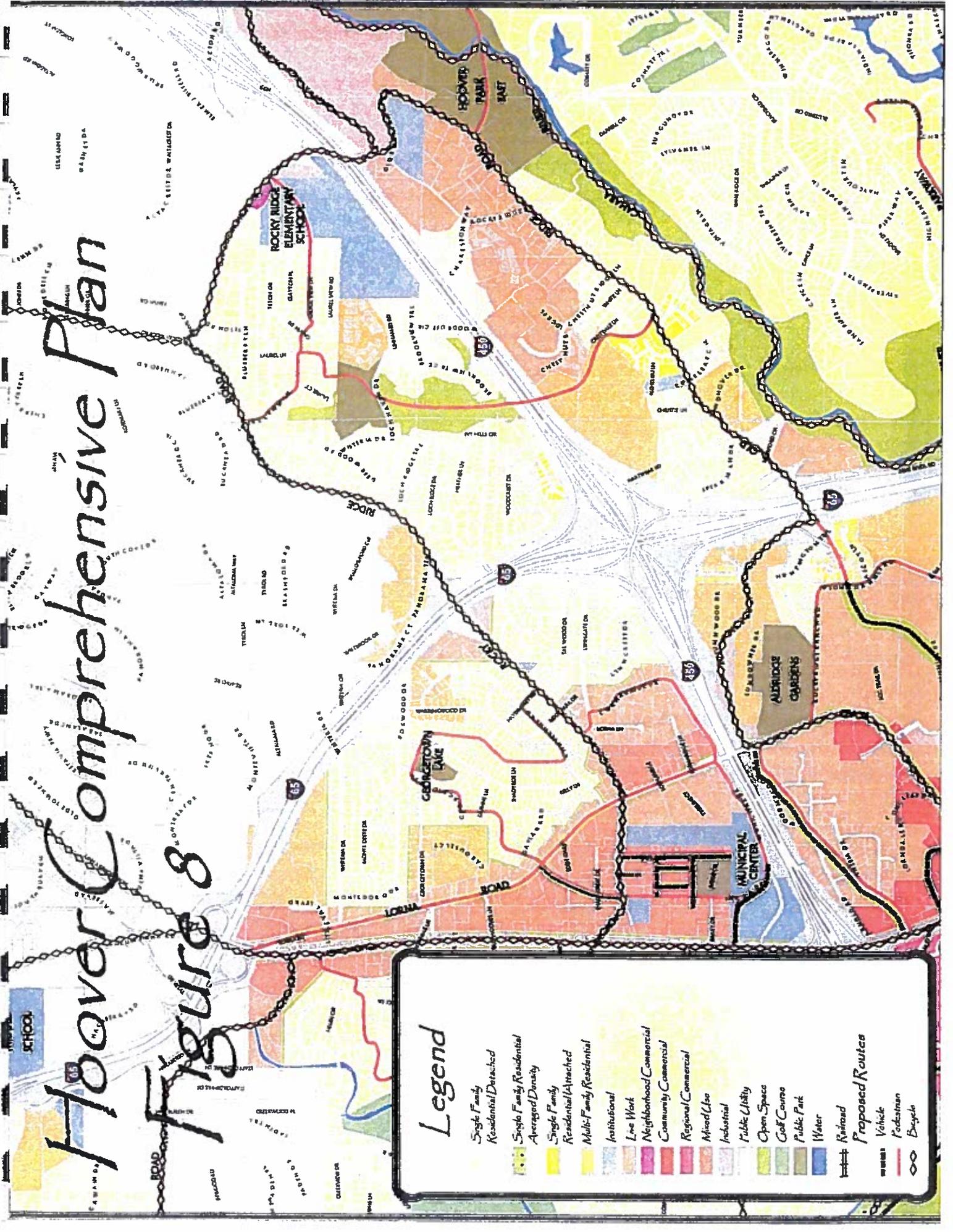


Legend

	Institutional		Open Space
	Live Work		Golf Course
	Neighborhood Commercial		Public Park
	Community Commercial		Water
	Regional Commercial		Railroad
	Mixed Use		Pedestrian
	Single Family Detached		Vehicle
	Single Family Residential		Bicycle
	Single Family Attached		
	Multi-Family Residential		

Hoover Comprehensive Plan

Figure 8



Legend

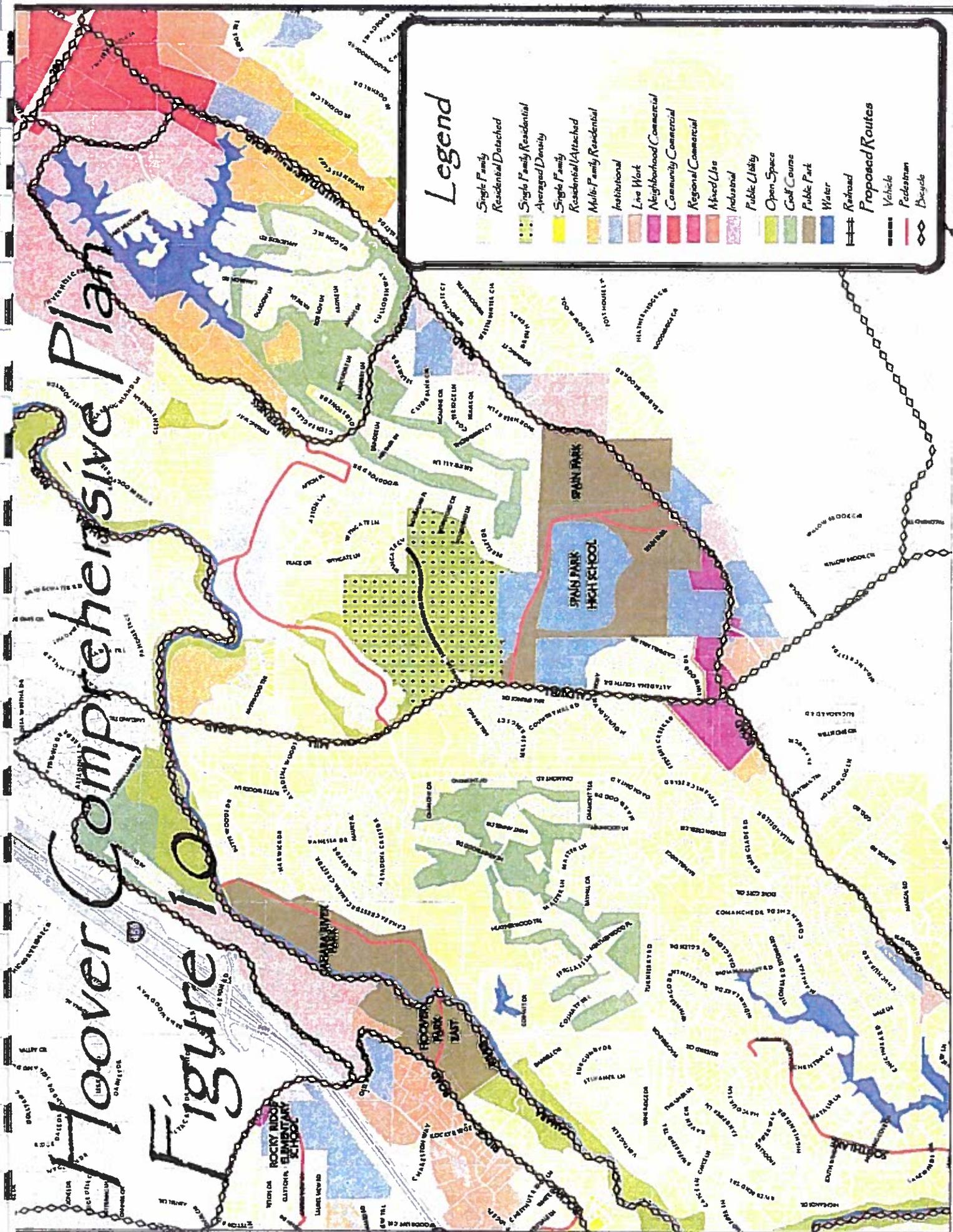
- Single Family Residential Detached
- Single Family Residential Attached Density
- Single Family Residential Attached
- Multi-Family Residential
- Institutional
- Low Work
- Neighborhood Commercial
- Community Commercial
- Regional Commercial
- Mixed Use
- Industrial
- Public Utility
- Open Space
- Golf Course
- Public Park
- Water
- Railroad
- Proposed Routes
- Vehicle
- Footstap
- Bicycle

Hoover Comprehensive Plan

Figure 10

Legend

	Single Family Residential Detached		Public Utility
	Single Family Residential		Open Space
	Average Density		Golf Course
	Single Family Residential Attached		Public Park
	Multi-Family Residential		Water
	Institutional		Railroad
	Line Work		Proposed Routes
	Neighborhood Commercial		Vehicle
	Community Commercial		Pedestrian
	Regional Commercial		Bicycle
	Mixed Use		
	Industrial		



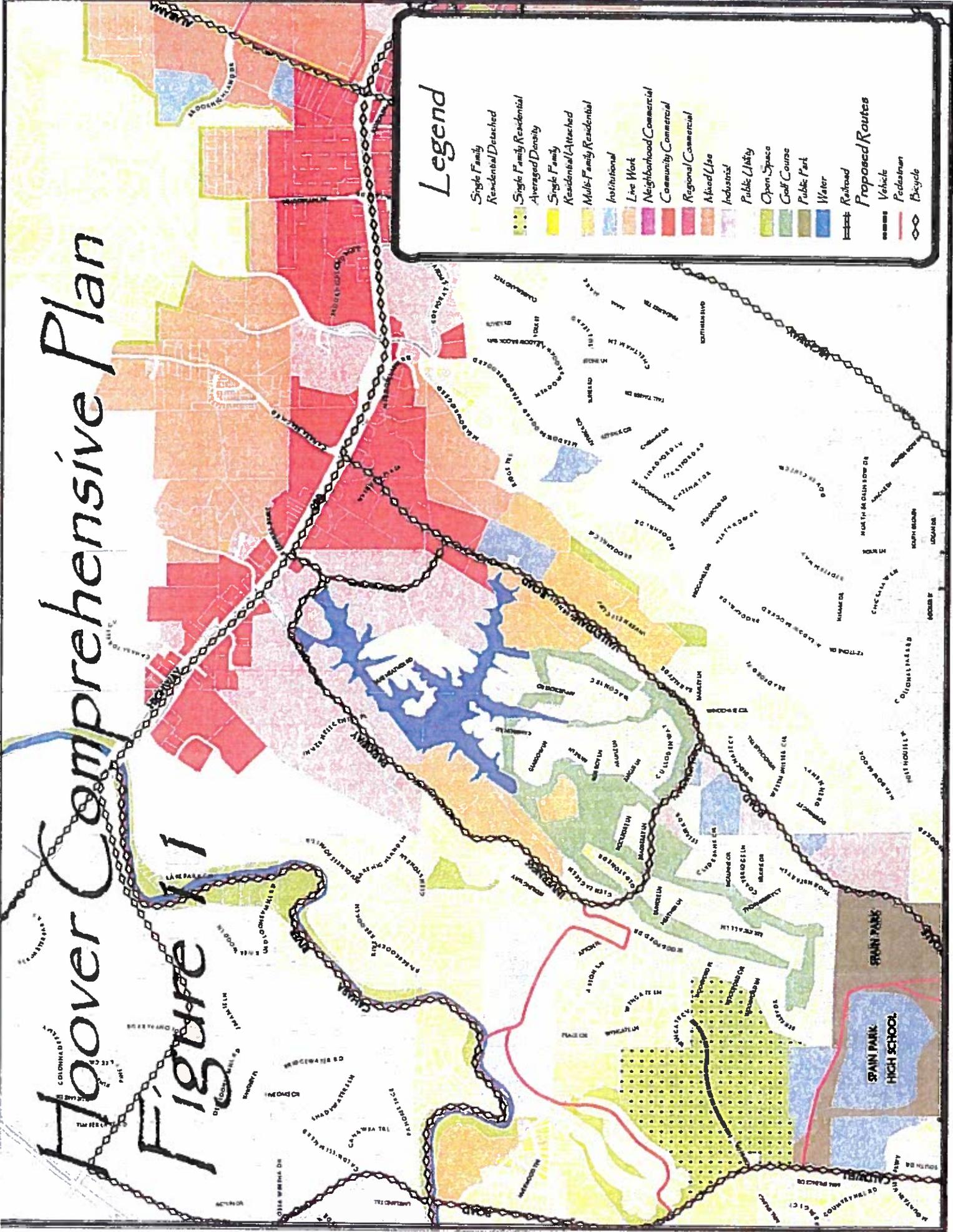
Hoover Comprehensive Plan

Figure 11

Legend

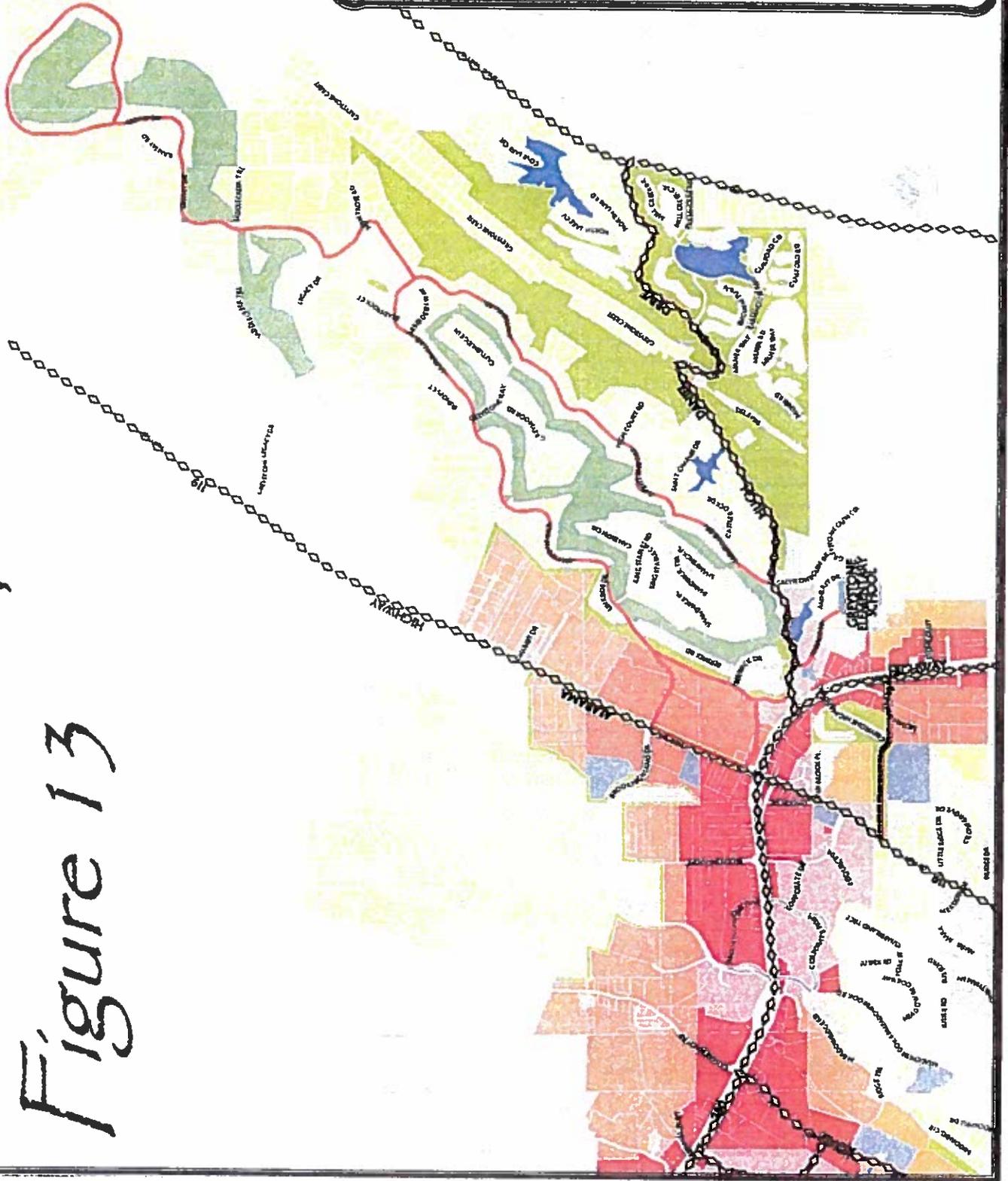
- Single Family Residential Detached
- Single Family Residential Attached Density
- Single Family Residential Attached
- Multi-Family Residential
- Institutional
- Live Work
- Neighborhood Commercial
- Community Commercial
- Regional Commercial
- Alcohol Use
- Industrial
- Public Utility
- Open Space
- Golf Course
- Public Park
- Water
- Railroad
- Proposed Routes

 - Vehicle
 - Pedestrian
 - Bicycle



Hoover Comprehensive Plan

Figure 13

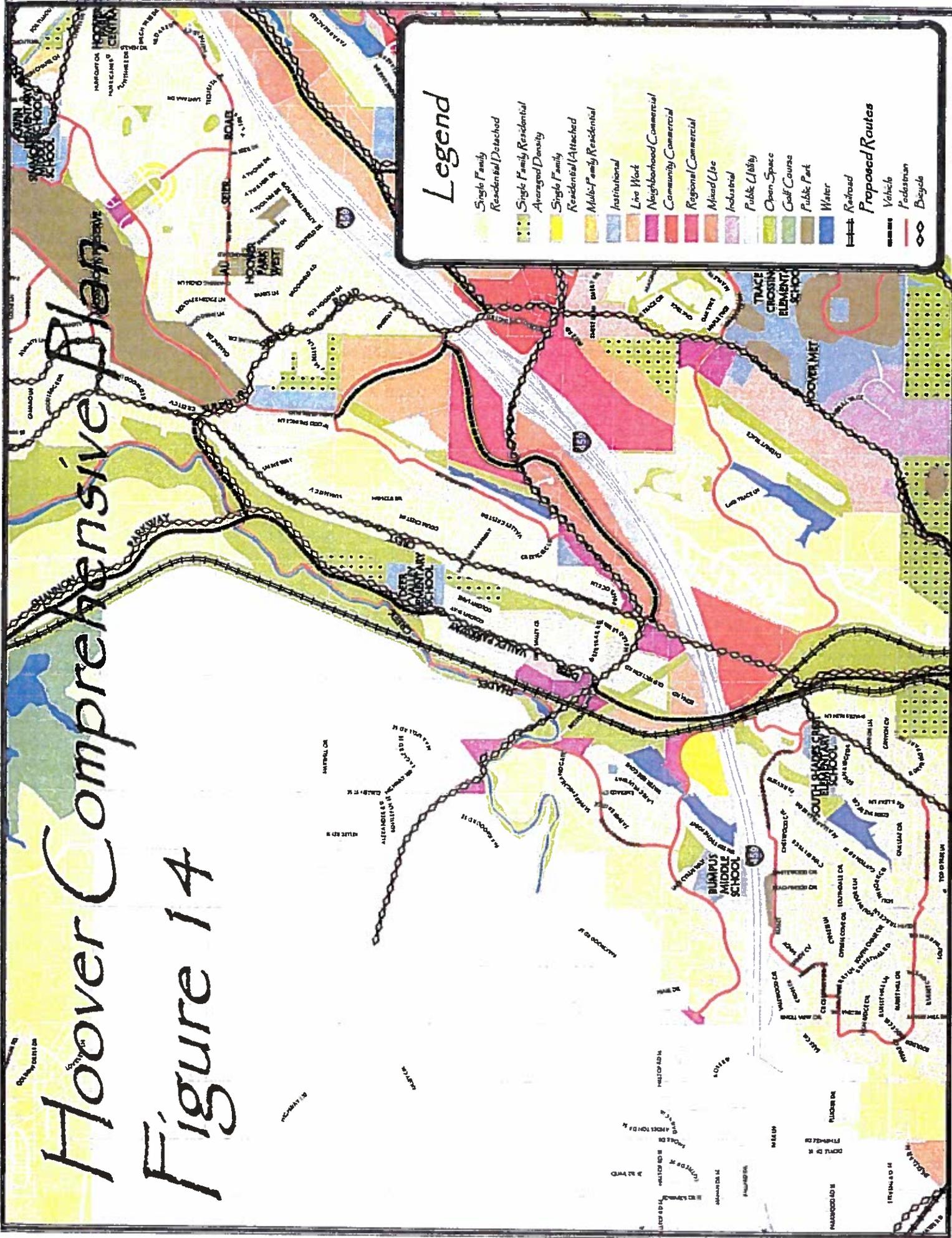


Legend

- Single Family Residential Detached
- Single Family Residential Attached Density
- Single Family Residential Attached
- Multi-Family Residential
- Institutional
- Live Work
- Neighborhood Commercial
- Community Commercial
- Regional Commercial
- Mixed Use
- Industrial
- Public Utility
- Open Space
- Golf Course
- Public Park
- Water
- Railroad
- Proposed Routes
- Vehicle
- Pedestrian
- Bicycle

Hoover Comprehensive Plan

Figure 14



Legend

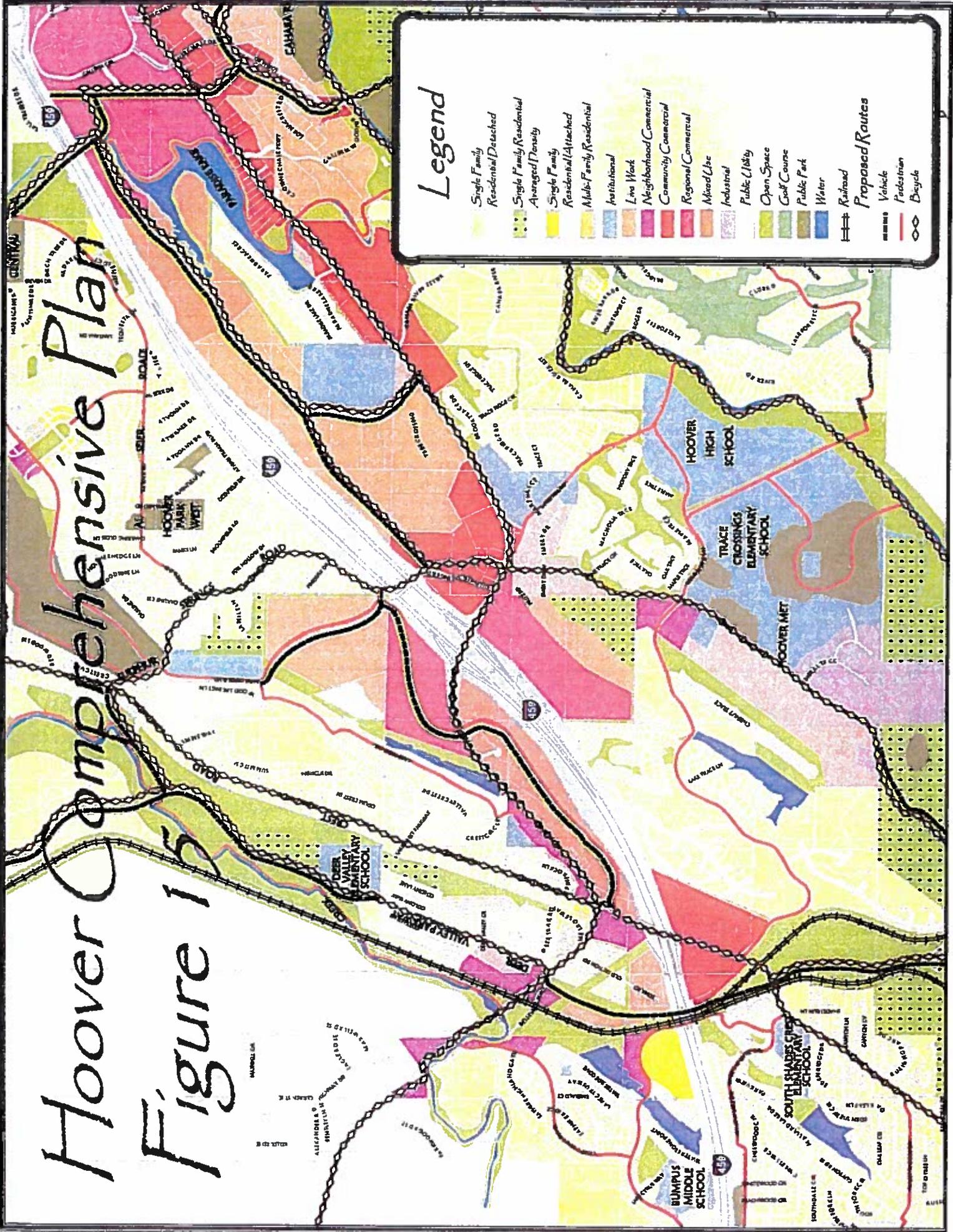
- Single Family Residential Detached
- Single Family Residential Averaged Density
- Single Family Residential Attached
- Multi-Family Residential
- Institutional
- Low Work
- Neighborhood Commercial
- Community Commercial
- Regional Commercial
- Mixed Use
- Industrial
- Public Utility
- Open Space
- Golf Course
- Public Park
- Water
- Railroad
- Proposed Routes
- Vehicle
- Footpath
- Bicycle

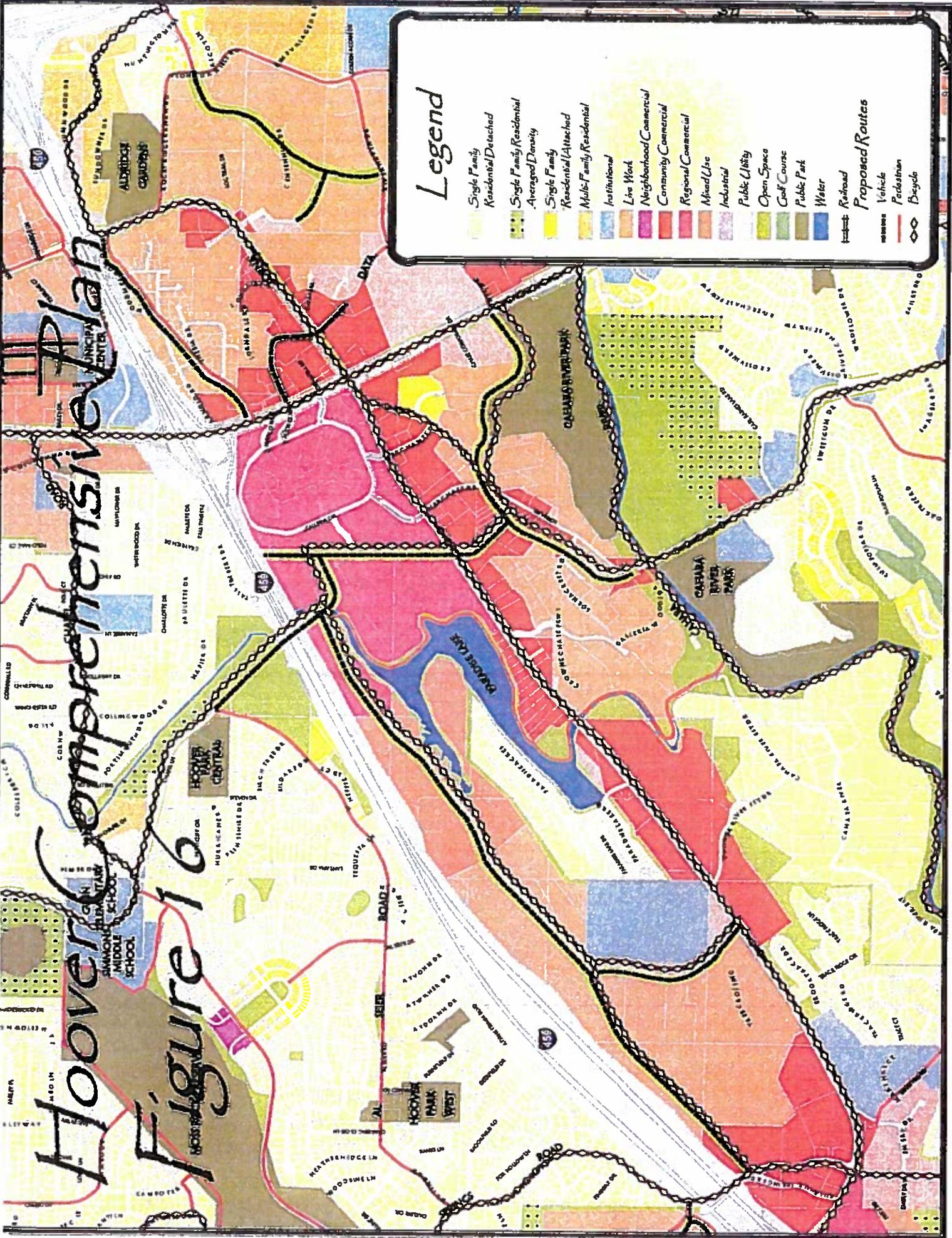
Hoover Comprehensive Plan

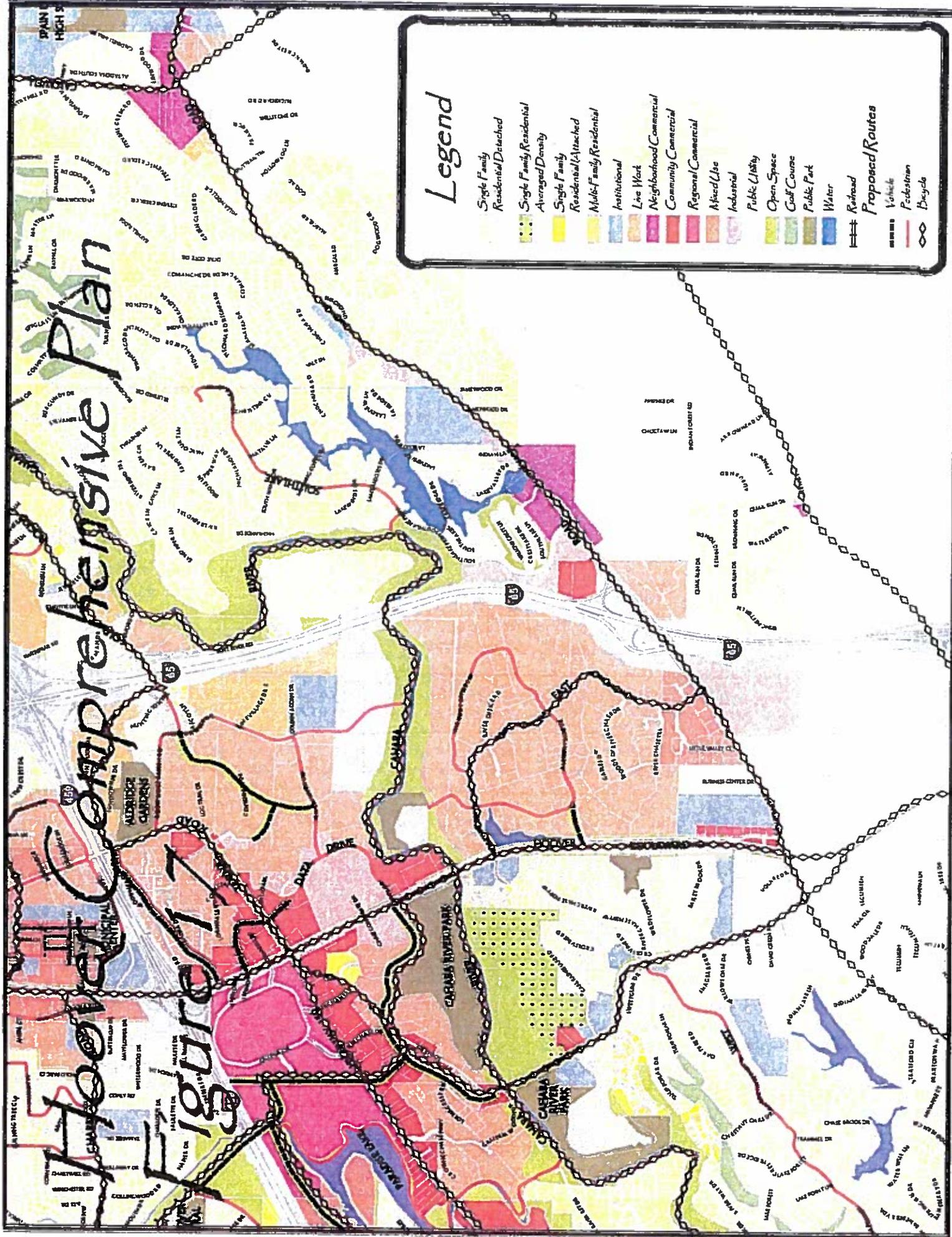
Figure 15

Legend

	Single Family Residential Detached
	Residential Density
	Single Family Residential Attached
	Multi-Family Residential
	Institutional
	Live Work
	Neighborhood Commercial
	Community Commercial
	Regional Commercial
	Mixed Use
	Industrial
	Public Utility
	Open Space
	Golf Course
	Public Park
	Water
	Railroad
	Proposed Routes
	Vehicle
	Pedestrian
	Bicycle







Hooper Comprehensive Plan

Legend

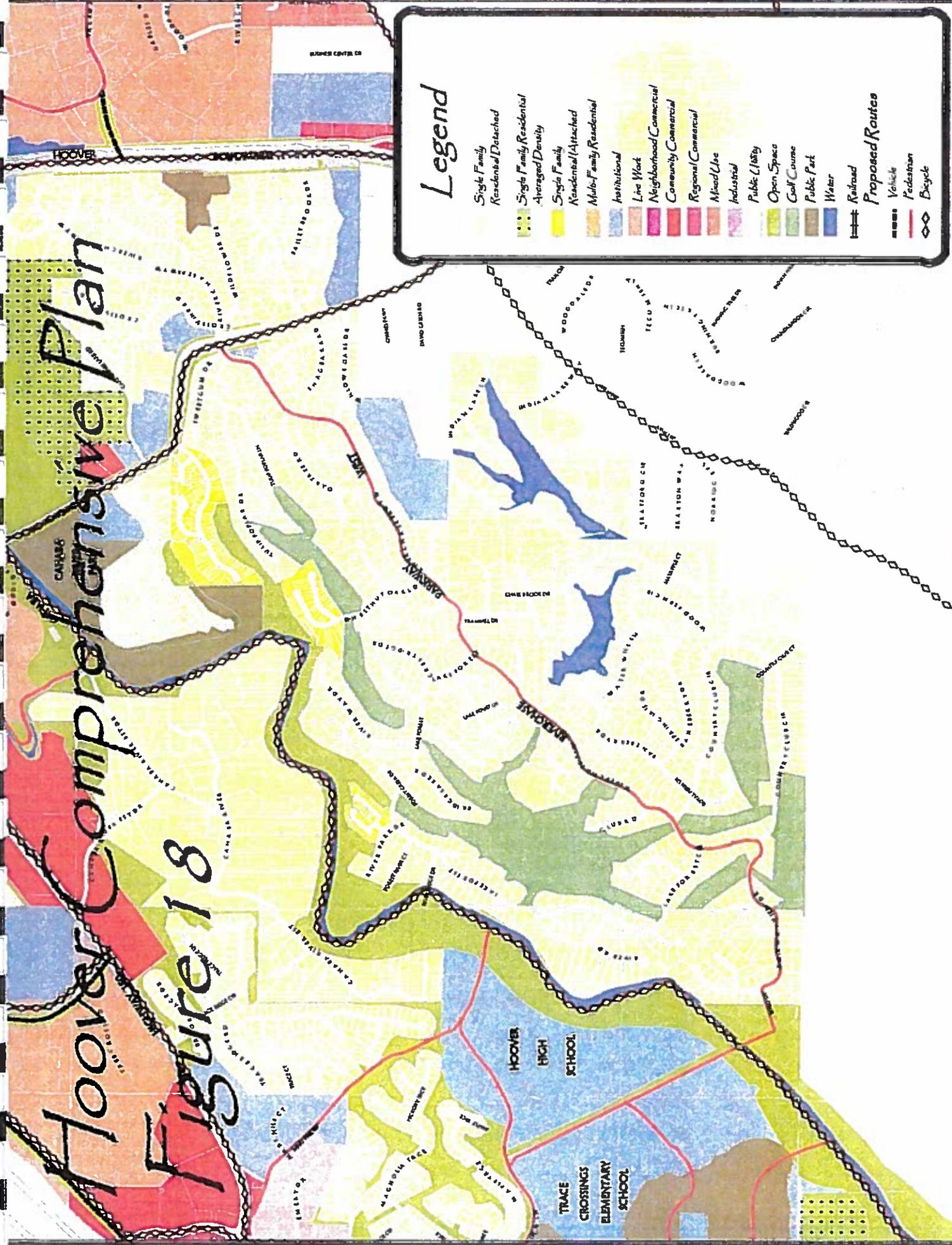
	Single Family Residential Detached
	Single Family Residential Attached
	Average Density
	Single Family Residential Attached
	Multi-Family Residential
	Institutional
	Live Work
	Neighborhood Commercial
	Community Commercial
	Regional Commercial
	Mixed Use
	Industrial
	Public Utility
	Open Space
	Golf Course
	Public Park
	Water
	Railroad
	Proposed Routes
	Vehicle
	Pedestrian
	Bicycle

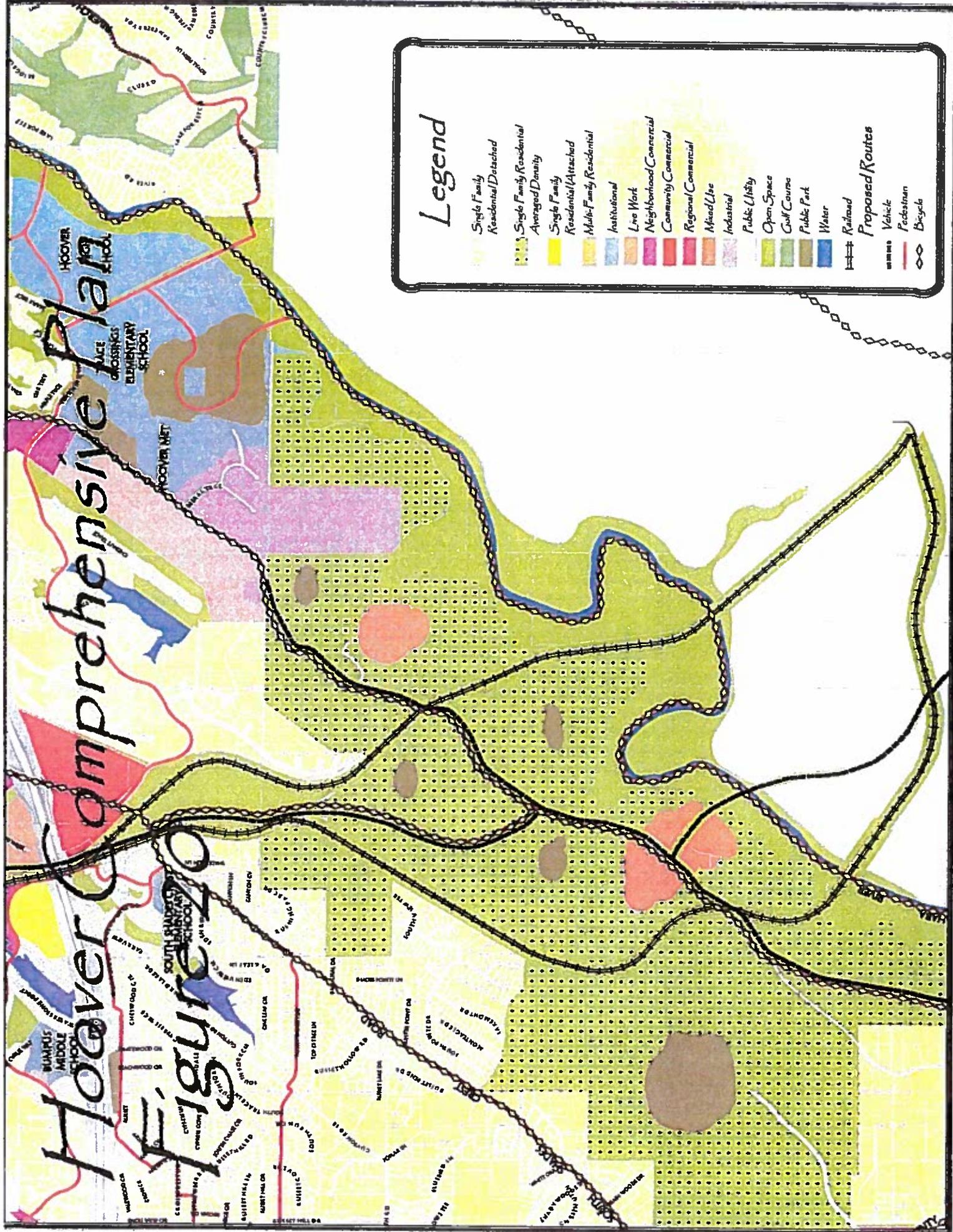
Hoover Comprehensive Plan

Figure 18

Legend

Single Family Residential	Single Family Residential	Public Utility
Residential Detached	Averaged Density	Open Space
Single Family Residential	Single Family Residential	Golf Course
Averaged Density	Neighborhood/Aptached	Public Park
Single Family Residential	Multifamily Residential	Water
Neighborhood/Aptached	Institutional	Railroad
Multifamily Residential	Live Work	Proposed Routes
Institutional	Neighborhood Commercial	Vehicle
Live Work	Community Commercial	Pedestrian
Neighborhood Commercial	Regional Commercial	Bicycle
Community Commercial	Mixed Use	
Regional Commercial	Industrial	
Mixed Use	Public Utility	
Industrial	Open Space	
Public Utility	Golf Course	
Open Space	Public Park	
Golf Course	Water	
Public Park	Railroad	
Water	Proposed Routes	
Railroad	Vehicle	
Proposed Routes	Pedestrian	
Vehicle	Bicycle	
Pedestrian		
Bicycle		





Legend

	Single Family Residential/Detached		Railroad
	Single Family Residential/Average Density		Proposed Routes
	Single Family Residential/Attached		Vehicle
	Multi-Family Residential		Pedestrian
	Institutional		Bicycle
	Live Work		
	Neighborhood Commercial		
	Community Commercial		
	Regional Commercial		
	Mixed Use		
	Industrial		
	Public Utility		
	Open Space		
	Golf Course		
	Public Park		
	Water		

Hoover Comprehensive Plan

Figure 20

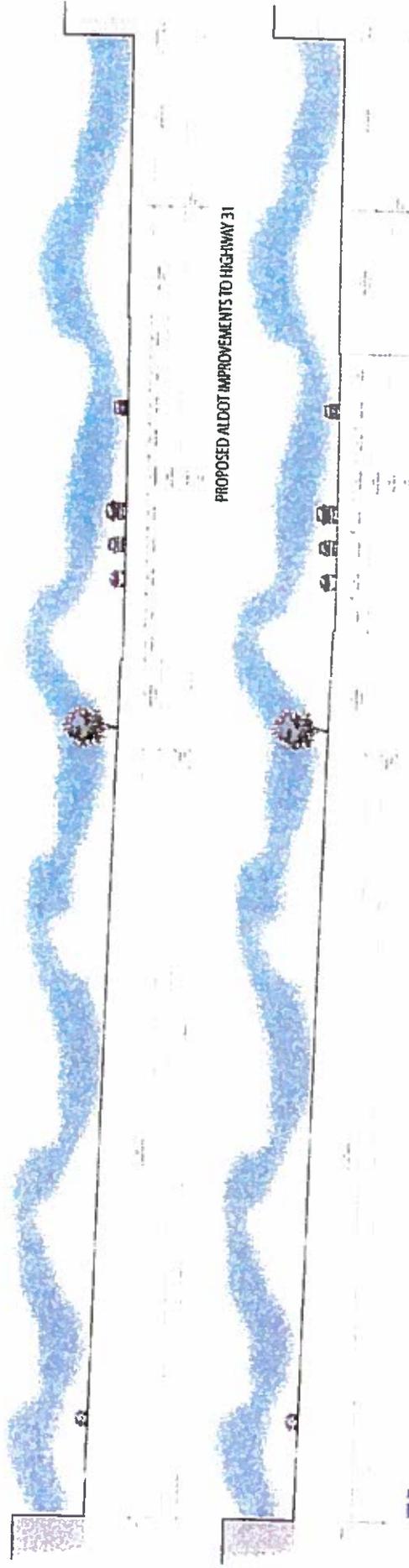
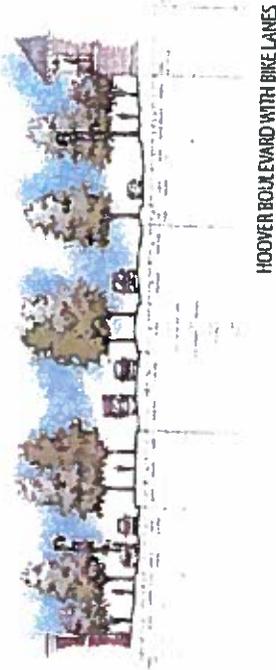
HOOPER SCHOOL

HOOPER MIDDLE SCHOOL

SOUTH SHADY ELEMENTARY SCHOOL

BUAMPUS MIDDLE SCHOOL

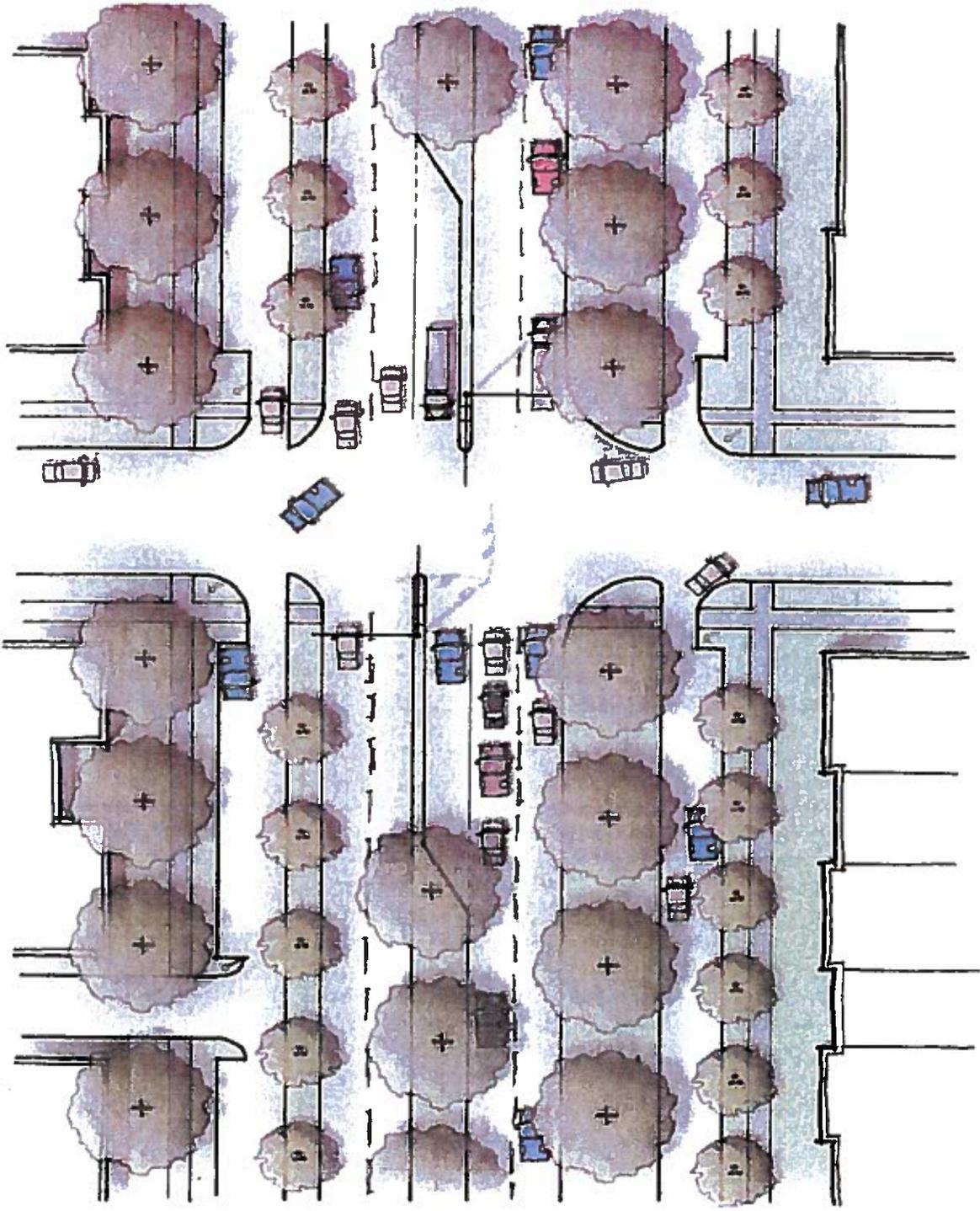
HOOPER MIDDLE SCHOOL



EXISTING HIGHWAY 31

Figure 22





Hoover Boulevard

Comprehensive Plan Policy Committee

Figure 23

FIGURE 24 -- Hoover Focus Area Types--Guidelines for Development and Redevelopment

	Focus Area Type													Focus Area Type												
	Regional Retail Center	Community Retail Corridor	Community Retail Center	Neighborhood Retail Center	Regional Employment Center	Citywide Institutional Center	Citywide Education/Recreation	Citywide Park	Community Park	Neighborhood Park	Neighborhood Institution	Regional Retail Center	Community Retail Corridor	Community Retail Center	Neighborhood Retail Center	Regional Employment Center	Citywide Institutional Center	Citywide Education/Recreation	Citywide Park	Community Park	Neighborhood Park	Neighborhood Institution				
Positive sense of place	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X				
Visual coherence	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X				
Compact, densely developed core	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X				
Contains, integrated mixed uses	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X				
Internal civic space(s)	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X				
Internal vehicular circulation	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X				
Pedestrian accessibility	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X				
Pedestrian oriented overall	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X				
Intense anchor or center of activity	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X				
Well-defined edges	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X				
Residential-adjacent	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X				
Residential-commercial	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X				
Office or service commercial	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X				
Hospitality	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X				
Primary employment	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X				
Institutional	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X				
Recreation	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X				

FIGURE 24

FIGURE 25 -- Hoover's Focus Areas -- Evaluation

Hoover Focus Areas	Focus Area Type												
	Positive sense of place	Visual coherence	Compact, dense developed core	Intensive, integrated mixed uses	Contains civic spaces	Internal vehicular circulation	Pedestrian accessibility	Pedestrian oriented overall	Well-defined edges	Residential-adjacent	Office or service commercial	Primary employment	Recreation
McCallister's Shopping Center	X					X	X	X	X				Neighborhood Retail Center
Bluff Park Shopping Center	X					X	X	X	X				Neighborhood Retail Center
Shades Mountain Plaza	X			X		X	X	X	X				Neighborhood Retail Center
Alford Avenue						X	X	X	X				Neighborhood Retail Center
Hoover Blvd. / Highway 31 North				X		X	X	X	X				Community Retail Center
Municipal Center	X	X		X		X	X	X	X		X	X	Citywide Institutional Center
Greater Galleria Area	X	X		X		X	X	X	X				Regional Retail Center
John Hawkins Parkway East				X				X	X	X			Community Retail Corridor
John Hawkins Parkway West				X				X	X	X			Community Retail Corridor
Riverchase East	X	X		X		X	X	X	X	X		X	Regional Employment Center
SouthLake				X		X	X	X	X				Community Retail Center
Caldwell Mill / Valleydale	X			X		X	X	X	X				Neighborhood Retail Center
US Highway 280 Corridor				X		X	X	X	X				Community Retail Corridor
The Met / Schools	X	X		X		X	X	X	X		X	X	Citywide Education/Recreation
Spain Park / High School	X	X		X		X	X	X	X		X	X	Citywide Education/Recreation
Moss Rock Preserve	X	X		X		X	X	X	X				Citywide Park
Aldridge Gardens	X	X		X		X	X	X	X		X	X	Citywide Park
Hoover Sports Park West	X	X		X		X	X	X	X				Community Park
Hoover Sports Park Central	X	X		X		X	X	X	X				Community Park
Hoover Sports Park East	X	X		X		X	X	X	X				Community Park
Riverchase Sports Park	X	X		X		X	X	X	X				Community Park

FIGURE 25

Hoover Growth Patterns

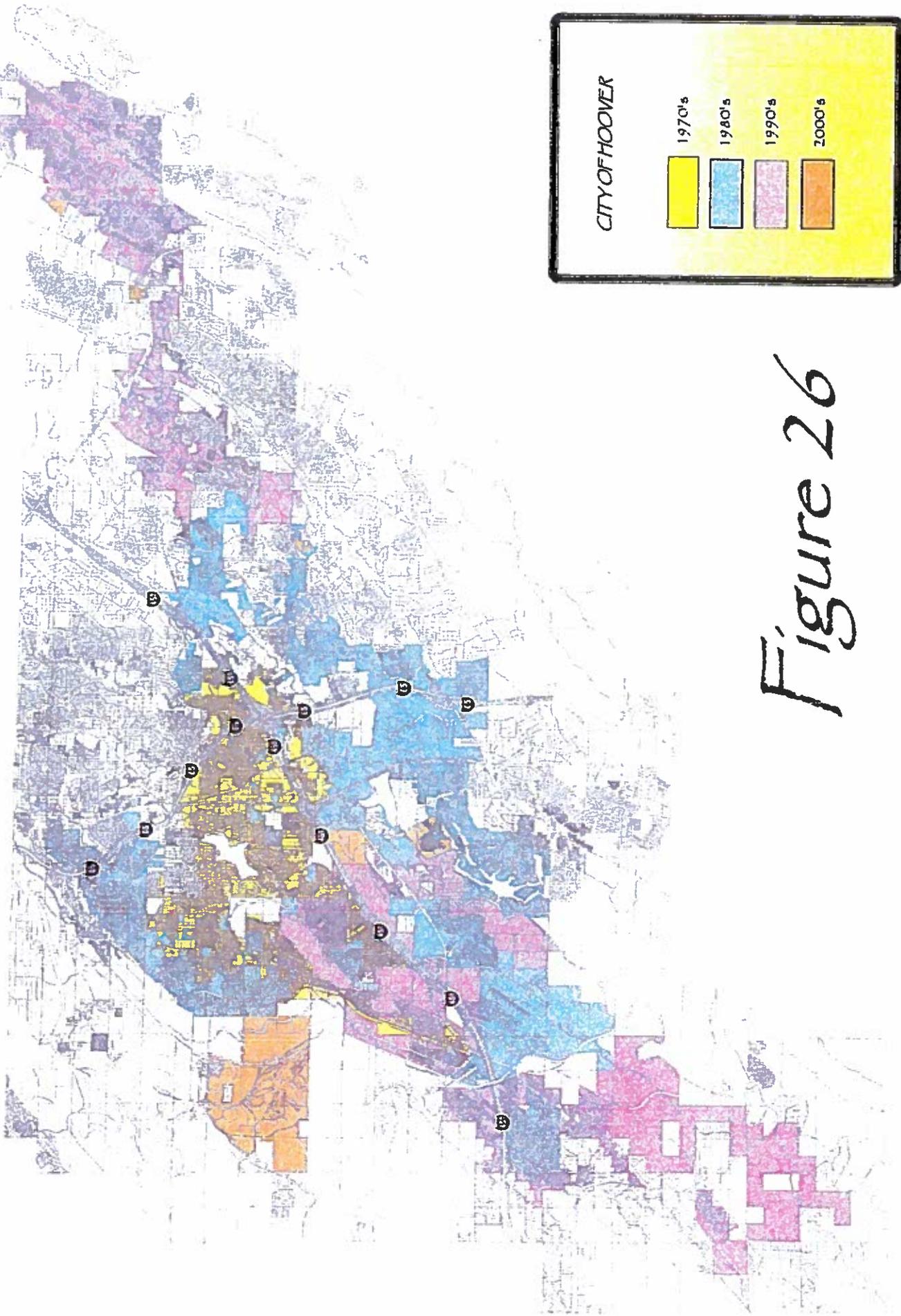


Figure 26