



# Tallassee

## 2040 COMPREHENSIVE PLAN



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# Acknowledgements

*Thank you to all of the individuals that made this plan possible. May it transform Tallassee into the city the citizens desire.*

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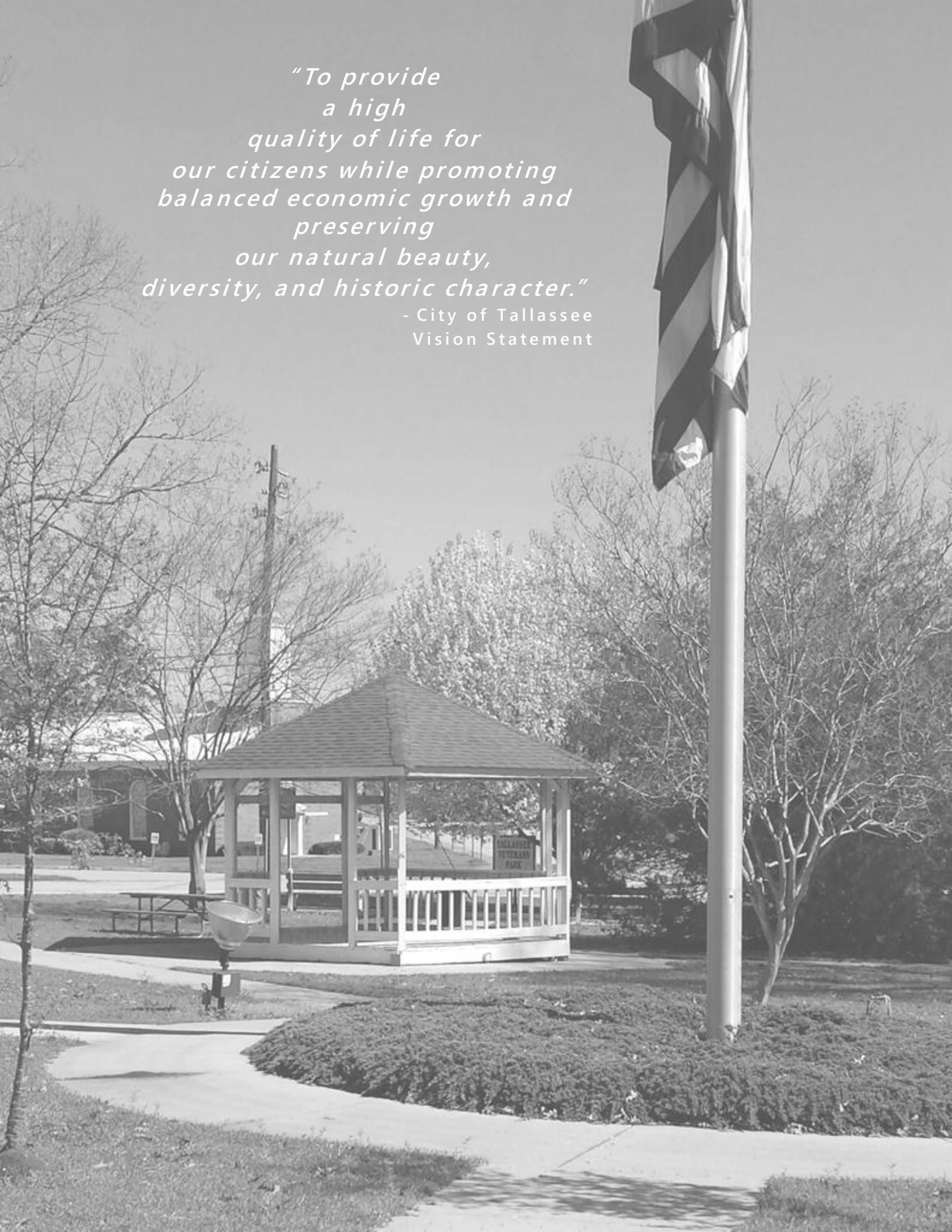
## Additional Thanks To:

CITY OF TALLASSEE EMPLOYEES  
TALLASSEE CITY SCHOOL DISTRICT  
AND EACH CITIZEN OF TALLASSEE  
WHO GAVE UP THEIR TIME TO HELP  
CREATE THIS PLAN.



*"To provide  
a high  
quality of life for  
our citizens while promoting  
balanced economic growth and  
preserving  
our natural beauty,  
diversity, and historic character."*

- City of Tallassee  
Vision Statement





# CITY OF TALLASSEE

## 2040 Comprehensive Plan



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**2040 COMPREHENSIVE PLAN**

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**BACKGROUND  
+ VISION**

**01**



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*" A city is not gauged by its length and width, but by the broadness of its vision and the height of its dreams."*

*- Herb Caen*

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# 01 | BACKGROUND + VISION

## BACKGROUND + VISION

ENVIRONMENT

ECONOMIC DEVELOPMENT

LAND USE

TRANSPORTATION

PUBLIC UTILITIES

PUBLIC SAFETY

RECREATION + SENIOR SERVICES

EDUCATION

QUALITY OF LIFE

## TALLASSEE – A BRIEF HISTORY

Tallassee's early days began with the Native American settlements Talisi and Tukabahchi, both in the vicinity of modern Tallassee. In 1844, Thomas Meriwether Barnett and William M. Marks built the first textile mill in Tallassee on the west bank of the Tallapoosa River. As Tallassee's story continued, planters raised cotton, the mills prospered, and Tallassee grew. By 1852, a second 4-story mill rose along the banks of the Tallapoosa.

During the Civil War, Tallassee became an important supply center for the Confederacy. The mills produced cloth for uniforms, cots, and tents and the old mill was briefly converted into an armory that manufactured carbines for the Confederate Army. Union forces twice attempted to find and destroy the armory, however, Union soldiers never reached Tallassee, and so the town boasts the only Confederate armory standing today.

As part of the Textile Mill No. 2 expansion in 1898, a new mill village on the east side of the Tallapoosa was built for workers. This mill village still exists to this day. Just like during the Civil War, Tallassee Mills played an important role during World War I and World War II, making supplies for the war effort and supplying men in battle.

In 1916 the Mount Vernon-Woodberry Cotton Duck Company, owners of the mills, fought a court battle with Alabama Power Company, in which the power company wanted to build a dam above the great falls at Tallassee to generate energy for public use. At that time the Mount Vernon-Woodberry Cotton Duck Company owned not only the mills and the land where they stood, but also most of the town of Tallassee, the right-of-way to the falls, and the dam that was then in place over the falls. Ultimately, the mills lost the supreme court case and Yates Dam was completed in 1928.



*The Mount Vernon Company became the world's largest producer of cotton duck in the late 19<sup>th</sup> century, supplying cotton for sails, uniforms, tents and parachutes for the army.*

Image Source |  
Millno1.com



Downtown Tallassee was a hub of business activity in the 1920s and included a luxury hotel, busy textile mills, and prosperous retail establishments. In 1925, Tallassee Mills founded the Tallassee Community Hospital. In 1930, Thurlow Dam was completed, built on top of the old Tallassee Mills Dam. The Tallassee Mills built two mill villages for its workers, one in West Tallassee and the other in East Tallassee.

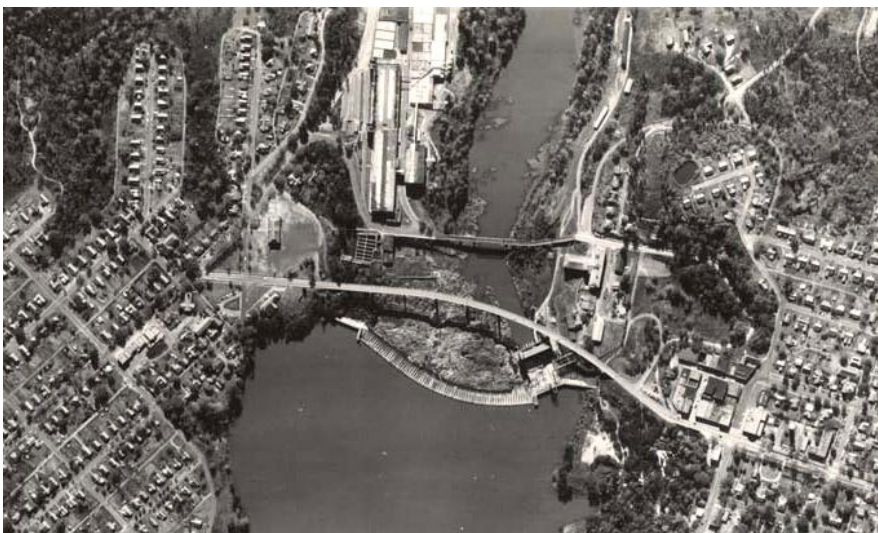
Until recently, Tallassee has been a textile town. For 161 years, the Tallassee Mills operated in Tallassee, producing cotton and woolen textiles. Over the years the mill was in operation, it heavily contributed to the development of the Town of Tallassee in almost every way. The mills built the water system, library, employee housing, community hospital, railroads, bridges, electric power plant, and many other facilities Tallasseeans needed. Many of these facilities currently in Tallassee were either developed, financed, or supported by the mills for the most part of the twentieth century. The mills are the reason Tallassee flourished during the late 1800s and 1900s. Once the mills scaled back and ultimately closed in the late 1990s and early 2000s, Tallassee has begun to experience the repercussions of relying on the mills for so much. Infrastructure and community facilities that would have previously been supported by the mill, have experienced decline over the more recent years due to lack of resources.



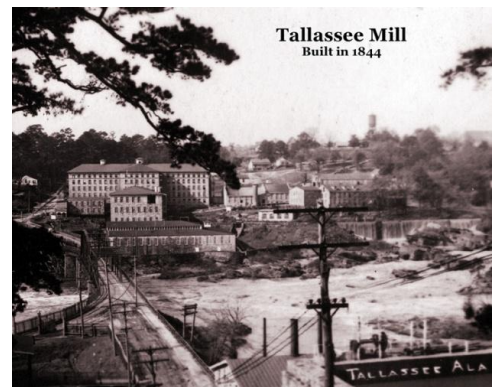
*A crowd of more than 7,500 gather for "E" Day at Tallassee Mills in 1943.*



*Citizens of Tallassee gathering outside of Hotel Talisi.*



*Aerial view of Thurlow Dam and the Fitzpatrick Bridge in the 1950s.*



*Early images of the Tallassee and the mill, which began construction in 1844.*

Image Sources |  
Tallasseetimes.com  
Google.com

## PURPOSE OF THE PLAN



*The majority of Tallahassee's commercial venues are along Gilmer Avenue, pictured above.*

The City of Tallahassee 2040 Comprehensive Plan presents a vision of what kind of community the City would like to be in the future and identifies the steps required to move toward that vision. The Plan provides information about the City's current conditions, long-term goals, and potential implementation activities. It addresses a wide range of issues, including land use, housing, transportation, infrastructure, the preservation of historic and natural resources, and economic development.

As a long-term guide for the community, the Plan helps City leaders make decisions about the location, scale, and quality of new development, the improvement of neighborhoods and commercial areas, the revitalization of downtown and surrounding historic areas, the extension and upgrade of roads and utilities, and the future of the City's parks, public spaces, and natural areas.

This plan is adopted to set the City's growth and development policies for the next five years within a long term planning horizon of twenty years. The City Planning Commission expects to consider occasional revisions to the plan, particularly at its next required review in five years. In the meantime, this plan is meant to set the City on a course toward meeting its long-term vision.

## IMPORTANCE OF A COMPREHENSIVE PLAN

The Comprehensive Plan is one of the most essential documents produced by a local government. Section 11-52-8 of the Code of Alabama prescribes that every community (planning commission) prepare and adopt a comprehensive plan to guide its future growth and development. ***This plan must be kept up to date.*** It is recommended that the planning commission review the plan at least once every five years. The Plan is important because it is both comprehensive and long term. It helps to coordinate most City activities by examining them all together at **one time, a comprehensive approach**. In this way transportation is coordinated with decisions on new development which in turn can be accommodated by planned improvements to water and sewer service. At the same time, valued historic and natural resources are identified and considered.

Adopting and publishing a comprehensive plan communicates the City's desires and developmental policies to the public as well as to state, federal and private agencies. A long-term view is necessary so that short-term solutions in response to a crisis do not preclude the City from reaching its long-term goals.

In February 2006, the City of Tallassee Planning and Zoning Commission adopted "City of Tallassee Land Use Plan", the first long range planning document for the City. As with other municipalities in Alabama, since the Land Use Plan's adoption, the City of Tallassee was affected by a national recession during the time period that negatively impacted the economy and as a result how the City views its goals for the future.

While land use is a basic component of comprehensive planning and essential in carrying out zoning activities within a municipality, it is not a full-fledged comprehensive plan. Additionally, few if any updates have been made to the Land Use Plan since 2006. As a result, in 2017 the Tallassee Planning Commission chose to conduct a complete comprehensive planning process. This process began as part of the City's participation in the Alabama Communities of Excellence program and included holding a series of public input meetings to determine the elements to be included in the Plan and identify the assets and issues surrounding each element.

## THE PLAN AS A POLICY DOCUMENT

It is important for citizens to realize that while the Plan is important it is not a regulating document. Rather, it is a policy document used by the Planning Commission and the City Council to guide decisions about such issues as rezoning proposals, the location of new transportation infrastructure, investments in water and sewer improvements, and the development of parks. The Plan is implemented by the City through the Zoning Ordinances and Subdivision Regulations, the City Code, the Capital Improvement Program, and the Annual Budget.

*"To provide a high quality of life for our citizens while promoting balanced economic growth and preserving our natural beauty, diversity, and historic character."*

Vision Statement,  
City of Tallassee



## COMMUNITY PARTICIPATION



*Tallassee community members attending comprehensive plan meetings.*

Key to development of the Plan was input from the general public, stakeholders, and City staff. Input from the general public was gathered through a series of public meetings held at Tallassee City Hall. Regular work sessions were held on the various elements of the Comprehensive Plan. These work sessions were advertised as public meetings to allow citizens and community leaders an opportunity to view and actively take part in the deliberations that took place during the formulation of this document. Copies of the “**Assets and Issues**” lists, developed from each element meeting, are included as **Appendix A of this Plan**.

Additionally, there was a formal public hearing held during the August 6, 2018, Planning Commission meeting. At this meeting the floor was open for public comments, questions, and observations regarding the Comprehensive Plan. This hearing was advertised in the Tallassee Tribune. The minutes of the meeting are public record stored at City Hall.

## Demographic Overview

Information on the characteristics of the City’s population, population growth rate, and income levels is essential in planning for future community needs such as schools, public utilities, recreation facilities, police protection, emergency services, human services, and housing. Chapters within the Comprehensive Plan utilize data from the U.S. Census Bureau and other population studies. This section includes information from several sources including past U.S. Census data, the U.S. Census Bureau’s 2012 – 2016 American Community Survey (ACS) 5-Year Estimates, the 2010 U.S. Census of Population, and others as noted below.

The Demographic background profile provides a foundation of information on city-wide demographic characteristics, the regional context of Tallassee’s population, and current trends projections. The information is presented to put comprehensive plan decisions within the context of where Tallassee is now, how the City arrived at this juncture, and what the City appears to be facing as it moves forward. Additional demographic data may appear in the various section to which they pertain.

Based on the 2010 US Census, there were 1,931 households out of which 34.3% had children under the age of 18 living with them, 39.3% were married couples living together, 20.0% had a female householder with no husband present, and 35.2% were non-families; 30.9% of all households were made up of individuals and 14.1% had someone living alone who was 65 years of age or older. The average household size was 2.44 and the average family size was 3.05.

The median income for a household in the city was \$45,972, and the median income for a family was \$53,986. Males had a median income of \$46,146 versus \$30,797 for females. The per capita income for the city was \$20,672. About 15.4% of families and 15.8% of the population were below the poverty line, including 16.4% of those under age 18 and 10.3% of that age 65 or over.

## Population

The 2010 Decennial Census found the City of Tallassee with a population of 4,819 people, a decrease of 115 individuals from the 2000 Decennial Census (Census 2000 Population 4,934). The effects of the national and local economy, exacerbated by the national trend of smaller families and de-clining household size, will have an effect on the future growth and rate of development of Tallassee. Tallassee has been on a steady population decline since the 1960s. This is, in part, due to the losses of major manufacturing and textile operations. In more recent years, several major industries have come to the Tallassee area and if this continues, population will likely rise.

## Racial Composition

Tallassee, like most U.S. cities, is becoming more diverse as the country's overall diversity increases. Review of the data indicates that the population diversity is consistent over time.

## Age Composition

Tallassee's population trends downward over the past fifty-year period, with the exception of the most recent 2016 American Community Survey estimate of 17% population increase since 2010. The largest age groups are the working adult age groups of 25 to 34, 35 to 44, and 45 to 54 years of age.



### Quick Facts

<b>2010 TOTAL POPULATION</b>	<b>4,819</b>
<b>2016 POPULATION ESTIMATE</b>	<b>5,657</b>
<b>MEDIAN AGE</b>	<b>31.9</b>
<b>UNDER 18 YEARS</b>	<b>1,225</b>
<b>18 YEARS + OLDER</b>	<b>3,594</b>
<b>LABOR FORCE</b>	<b>2,581</b>
<b>EMPLOYED</b>	<b>2,249</b>
<b>UNEMPLOYED</b>	<b>332</b>
<b>PER CAPITA INCOME</b>	<b>\$20,672</b>
<b>HOUSING UNITS</b>	<b>2,475</b>
<b>OCCUPIED</b>	<b>2,103</b>
<b>VACANT</b>	<b>372</b>
<b>MEDIAN HOME VALUE</b>	<b>\$84,700</b>
<b>SCHOOL ENROLLMENT</b>	<b>1,449</b>

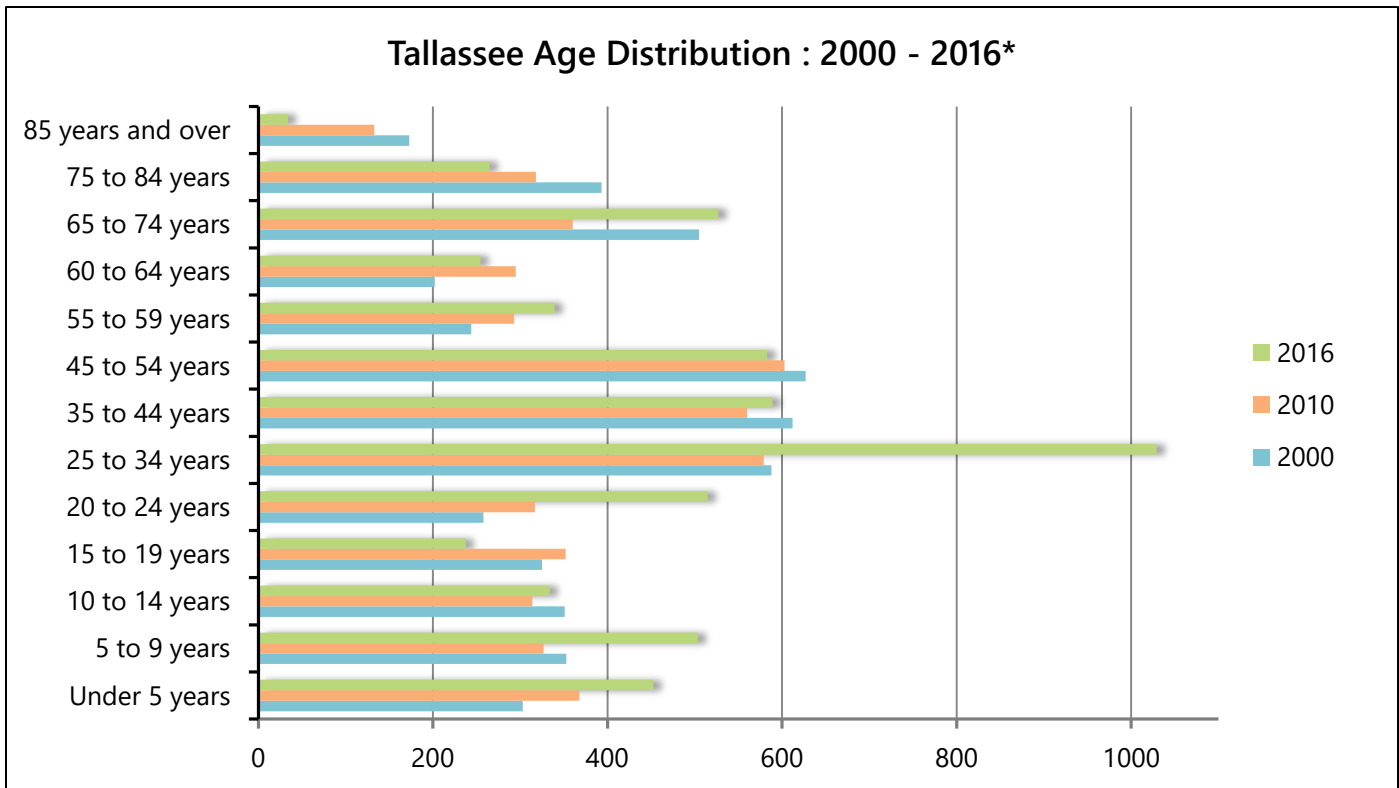


Table 1 Tallassee, Alabama Historical Population									
Census	1940	1950	1960	1970	1980	1990	2000	2010	2016*
Population	1,479	5,306	6,105	5,704	5,583	5,112	4,934	4,819	5,657
% Change (+/-)	-	259%	13%	-5%	-2%	-8%	-3%	-2%	17%

Source: US Census and \*American Community Survey

Table 2 City Racial Composition								
	1990	%	2000	%	2010	%	2016*	%
Total Population	5,112	100	4,934	100	4,819	100	5,657	100
White	4,352	85.2	3,964	80.3	3,489	72.4	4,314	76.3
African - American	738	14.4	869	17.6	1,127	23.4	1,074	19.0
Asian	10	0.2	15	0.3	31	0.6	129	2.3
Other	10	0.2	86	1.8	172	3.6	140	2.4
Hispanic**	19	3.7	53	1.1	145	3.0	118	2.1

\*\*People who classify themselves as "Hispanic" may be any race.  
Source: US Census and \*American Community Survey



Source: US Census and American Community Survey

**Households** are classified by type according to the sex of the householder and the presence of relatives.

Examples include: married couple family; male householder, no wife present; female householder, no husband present.

The school-age bracket appears to be constant in regard to the overall distribution, which represents approximately 27% of the population. Increases in the general population will result in increases to the different population brackets, and thus could result in increased needs for recreation, health care, schools, public safety, utilities and retail development.

## HOUSING

**Units – Number & Type:** As of the 2010 census, there were 4,819 people, 1,931 households, and 1,252 family households residing in the city. The population density was 498.3 people per square mile (192.4/km). There were 2,284 housing units at an average density of 236.2 per square mile (91.2/km).

Table 3 City Housing Units						
	2000	%	2010	%	2016*	%
Total Housing Units	2,367	100.0	2,284	100.0	2,475	100.0
Occupied Housing Units	2,067	87.3	1,931	84.5	2,103	85.0
Vacant Housing Units	300	12.7	353	15.5	372	15.0
Occupied Housing Units	2,067	100.0	1,931	100.0	2,103	100.0
Owner-occupied Units	1,293	62.4	1,117	57.8	1,128	53.6
Renter-occupied Units	774	37.4	814	42.2	975	46.4

Source: US Census and \*American Community Survey

Table 4 Housing Unit Types			
	Total Estimate	Owner Estimate	Renter Estimate
Occupied Housing Units	2,103	1,128	975
1, Detached	78.6%	95.3%	59.4%
1, Attached	1.4%	0.8%	2.1%
2 Apartments	0.5%	0.0%	1.1%
3 or 4 Apartments	0.9%	0.0%	1.8%
5 to 9 Apartments	9.7%	0.0%	21.0%
10 or More Apartments	4.7%	0.0%	10.1%
Mobile Home/ Other Type of Housing	4.2%	3.9%	4.5%

Source: 2016 American Community Survey

**Age of Housing:** The year a structure was built provides a rough estimate of the quality of the housing stock. Older homes often contain maintenance issues and health hazards not found in newer homes. The majority of the occupied housing units in Tallassee, 66.2%, were built prior to 1980. This is relatively high compared to the Alabama estimate of 46.2%, and the national estimate of 55.1% for the same time period.

Table 5 Year Structure Built			
	Total Occupied Units Estimate	Owner Estimate	Renter Estimate
2010 or Later	3.8%	5.0%	2.4%
2000 to 2009	11.6%	8.3%	15.3%
1980 to 1999	18.5%	16.3%	21.0%
1960 to 1979	20.0%	14.5%	26.3%
1940 to 1959	20.6%	26.4%	13.9%
1939 or Earlier	25.6%	29.4%	21.1%

Source: US Census and American Community Survey

**Home – Occupancy Size:** From 2000 to 2016, the number of households in the City of Tallassee increased by 1.75%, while the overall population increased by 14.65%. The rate of households increased is significantly less than the rate of population. Nationally, the number of households has increased by 12.2 million (11.6%) between 2000 and 2016. Similarly, household size continues to increase.

Table 6 Average Household Size			
	2000	2010	2016*
Owner-occupied Units	2.32	2.44	2.78
Renter-occupied Units	2.36	2.44	2.48

Source: US Census and \*American Community Survey

## LOCAL HOUSING TYPES

A city's housing options are one of many key items that attract people to an area. The following housing types are native to the City of Tallassee.

*"A **dwelling** is a building or portion thereof designed or used primarily as living quarters for one or more families, but not including hotels, motor lodges, or other accommodations for the transient public."*

- The American Planning Association,  
April 2004

**Single Family – Detached Housing.** A dwelling which is entirely surrounded by open space on the same lot.



**Single Family – Attached Housing.** A dwelling which is joined to another dwelling at one or more sides by a party wall or walls.



**Duplex Housing.** A building designed or arranged to be occupied by two families living independently, the structure having only two dwelling units



**Apartment.** A part of a building consisting of a room or rooms intended, designed, or used as a residence by an individual or a single family.



**Mobile Home.** A transportable structure suitable for year-round single-family occupancy and having water, electrical, and sewage connections similar to those of conventional dwellings.





# ENVIRONMENT

# 02



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*"A [nation] that destroys its soils destroys itself. Forests are the lungs of our land, purifying the air and giving fresh strength to our people."*

*- Franklin D. Roosevelt*

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# 02 | ENVIRONMENT

BACKGROUND + VISION

**ENVIRONMENT**

ECONOMIC DEVELOPMENT

LAND USE

TRANSPORTATION

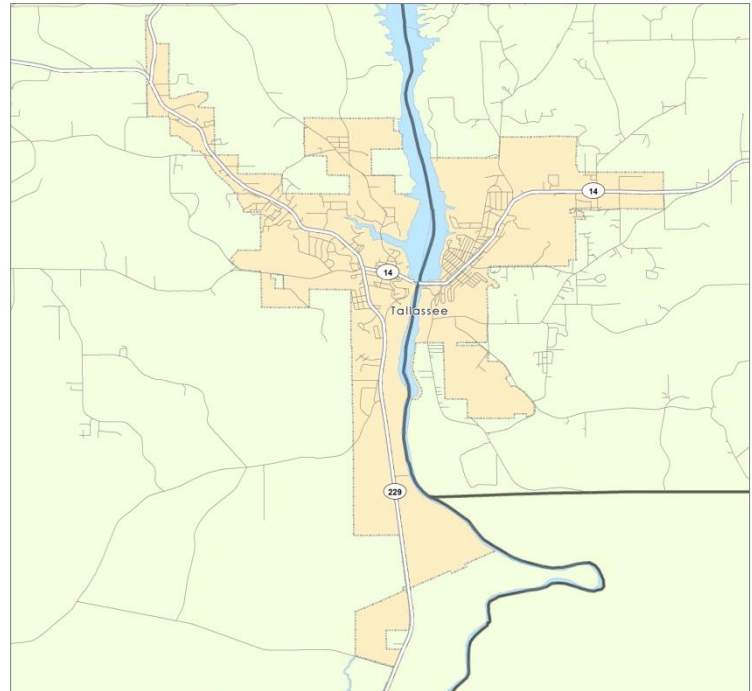
PUBLIC UTILITIES

PUBLIC SAFETY

RECREATION + SENIOR SERVICES

EDUCATION

QUALITY OF LIFE



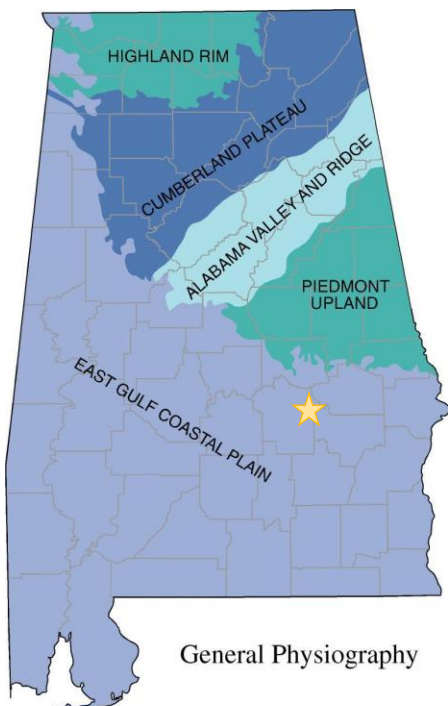
## LOCATION

The City of Tallassee is located approximately 32 miles east of Downtown Montgomery and straddles the county lines of Elmore and Tallapoosa counties at the far southeastern border of Elmore County. Tallassee is situated along Interstate Highway 85 and has direct access to both the cities of Montgomery and Atlanta, Georgia via this route.

## GEOLOGY + TOPOGRAPHY

### Geography

Geology is the underlying rock formations of a place and is essential to the formation of soils, topography and slopes, and surface and ground water. The State of Alabama is divided into five major geologic provinces: Coastal Plain, Piedmont, Valley and Range, Cumberland Plateau, and Highland Rim. Each province has different rock formations, geologic structure, physiographic, and water bearing capacity. Tallassee is located at the intersection of the East Gulf Coast Plains and Piedmont Upland regions. A review of the Soil Survey of Elmore County, Alabama and Tallapoosa County, AL (USDA Soil Conservation Service), which covers the City of Tallassee, reveals that the City's soils are dominated by Alluvial Plain, Fall Line Hills and Southern Piedmont Upland soils.



*The City of Tallassee is located at the intersection of the East Gulf Coast Plains and Piedmont Upland regions.*

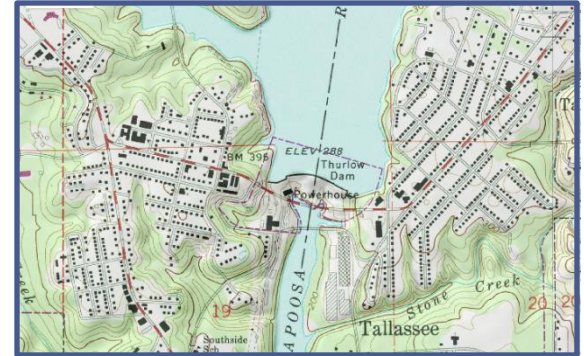
Image Source |  
Netstate.com

## Topography

Elevations in Tallassee range from 200 to 400 feet above sea level and can best be described as undulating hilly to moderately steep with areas surrounding the river dropping off sharply. Usually topographical changes occur slowly over time due to erosion and weatherization; however, major topographical changes can occur more rapidly due to the inappropriate development of unsuitable areas. One such example is known as cut and fill, or site leveling. Leveling areas with steep slopes for development is expensive and usually has a negative impact on natural drainage systems, which can lead to flooding.



*Topographic imagery of the City of Tallassee and surrounding communities.*



**Thurlow Reservoir** covers an area of 574 acres. The dam, named after Oscar. G. Thurlow, has been in service since December 1930.

## WATERWAYS + FLOOD AREAS

The City of Tallassee is located in the densely forested Emerald Mountains, a small southeasterly chain of the Lower Appalachians. It is bordered by two major rivers: the Coosa River to the west, and the Tallapoosa in the east. The Tallapoosa River also serves as the dividing line between the two counties, Elmore and Tallapoosa, within which the City is located. According to the U.S. Census Bureau, the city has a total area of 12.1 square miles, 11.5 square miles of which is land and 0.6 square miles is water.

Image Source |  
[www.topozone.com](http://www.topozone.com)



*Thurlow Dam*



*Yates Dam*



*Martin Dam*

The Alabama Power Company began to develop the Tallapoosa River in 1923, and in the following ten years, three power plants were built along the Tallapoosa River. Composed of the Thurlow Dam, the Yates Dam, and Martin Dam, these power plants have a combined capacity of 269,000 horsepower.

Tallassee is located within the Tallapoosa River Watershed, a drainage basin where rainwater drains to a common destination. Surface water in Tallassee flows in a generally southerly direction into the Tallapoosa River, and the area is drained by several creeks and streams. These include *Lewis Creek, Graveyard Creek, Wallahatchee Creek, Stone Creek, Coon Creek and Channahatchee Creek*. Because floodplains run along each of these creeks and their branches, development in these areas should be restricted. Construction in floodplains, particularly when wetlands are damaged or destroyed, can lessen the storage capacity of the floodplain thereby contributing to higher flood levels downstream, increased turbidity, and erosion problems.

For these reasons the City should place strict limitations on development in these areas particularly the 100-year floodplain. Encroachment into these areas should not be permitted without review and approval by a registered engineer certifying that the encroachment will not increase flood levels per FEMA regulations.

## SOILS

Knowledge of the types of soil in an area has a strong effect on the suitability of a land use within an area. Soil types can impact building construction, storm water runoff, the location of septic systems, and other types of development. The United States Department of Agriculture Natural Resources Conservation Service (USDA-NRCS) provides classifications of soils that provide some degree of knowledge in regards to the limitations of soils as a planning tool. The following paragraphs describe the top five soil types that are native to the Tallassee area. Other soil types may also be dispersed throughout the Tallassee area and should be verified before approval of heavy development. Together, they make up approximately 38 percent of the soils in Tallassee. These soil types should be suitable for development, however, due to alluvial deposits over time, a full depth geotechnical analysis should be completed by a qualified engineer to further assess the structural demands of each site.

Image Sources |  
<https://www.pinterest.com>  
<https://apcshorelines.com>  
[www.realestatelakemartin.com](http://www.realestatelakemartin.com)



**Bowie sandy loam** – These deep, well drained and moderately well drained, gently sloping soils (2 to 5 percent slopes) are on uplands and stream terraces. They have loamy and sandy surface layers and loamy subsoils. This complex comprises approximately 5.6 percent of Tallassee’s soils. These soils are well drained and best suited for agriculture and growing pine trees and considered prime farmland. They are well suited to row crops, small grains, hay crops, pasture, and pine species.

**Faceville-Bowie gravelly sandy loams** - These deep, well drained, strongly and steeply sloping soils (8 to more than 17 percent slopes) are on uplands. They have loamy surface layers and clayey subsoils. This complex comprises approximately 8.3 percent of Tallassee’s soils. These soils are not suited to row crops, small grains, hay crops or pasture. The erosion hazard is very severe. Soils in this group are best suited for growing pines.

**Orangeburg fine sandy loam** - These deep, well drained and moderately well drained, gently sloping soils (2 to 5 percent slopes) are on uplands and stream terraces. They have loamy and sandy surface layers and loamy subsoils. This complex comprises approximately 7.5 percent of Tallassee’s soils. These soils are well suited to row crops, small grains, hay crops, pasture, and growing pines. The erosion hazard is slight to moderate.

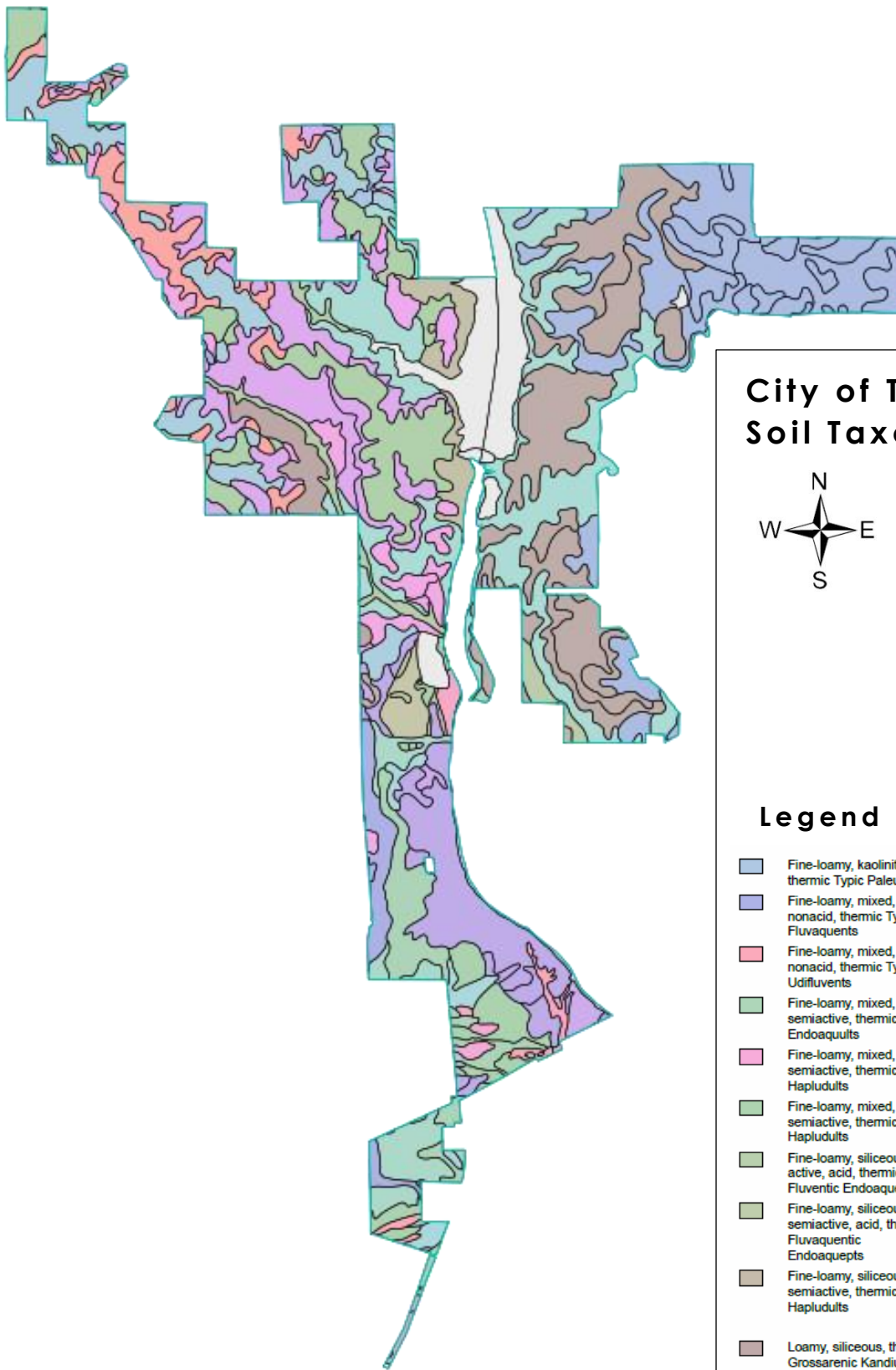
**Greenville sandy loam** - These well drained, level to gently sloping (0 to 5 percent slops) soils are on uplands. They have a loamy surface layer and clayey subsoil. This complex comprises approximately 8.8 percent of Tallassee’s soils. These soils are well suited to row crops, small grains, hay crops, pasture plants, and pine species. The erosion hazard is slight.

**Wedowee very gravelly sandy loam** - These well drained steep soils are on uplands. They have a loamy surface layer and a clayey subsoil. This soil complex comprises approximately 7.6 percent of Tallassee’s soils. These soils are not suited to row crops, small grains, hay crops, pasture, and pine or hardwood species. The erosion hazard is very severe.

As indicated above, all development review should include a consideration of soils on the property and their suitability for the development type. In many instances accommodations can be made for unsuitable soils through on-site engineering. The City should always consult with their engineers and County officials regarding development on sites with less than ideal soils and possible resolutions to development issues.

Table 7 Most Frequent Soil Types in Tallassee		
Map Unit	Soil Type	% in Tallassee
Ba	Bowie sandy loam	5.6%
Fa	Faceville-Bowie gravelly sandy loam, hilly and sloping phases	8.3%
Oa	Orangeburg fine sandy loam, slighty eroded & eroded phase	7.5%
GrA	Greenville sandy loam, 0 to 5 percent slopes	8.8%
WfE	Wedowee very gravelly sandy loam, 15 to 35 percent slopes	7.6%

*More detailed soil survey information and maps can be found at the United States Department of Agriculture - Natural Resource Conservation Service (USDA-NRCS) website See Tallassee’s soil survey at <https://websoilsurvey.sc.egov.usda.gov>*



## City of Tallassee Soil Taxonomy Map



### Area of Interest (AOI)

Area of Interest (AOI)

### Soils

#### Soil Rating Polygons

- Coarse-loamy, mixed, active, nonacid, thermic Typic Udifluvents
- Coarse-loamy, siliceous, active, acid, thermic Typic Udifluvents
- Fine, kaolinitic, thermic Rhodic Kandiuvents
- Fine, kaolinitic, thermic Typic Kandiuvents
- Fine, kaolinitic, thermic Typic Kanhapluvents
- Fine, mixed, semiactive, thermic Typic Endoaquents
- Fine, mixed, semiactive, thermic Typic Hapluvents
- Fine-loamy, kaolinitic, thermic Rhodic Kandiuvents
- Fine-loamy, kaolinitic, thermic Typic Kandiuvents
- Fine-loamy, kaolinitic, thermic Typic Kanhapluvents

## Legend

- Fine-loamy, kaolinitic, thermic Typic Paleuvents
- Fine-loamy, mixed, active nonacid, thermic Typic Fluvaquents
- Fine-loamy, mixed, active nonacid, thermic Typic Udifluvents
- Fine-loamy, mixed, semiactive, thermic Aeric Endoaquents
- Fine-loamy, mixed, semiactive, thermic Aquic Hapluvents
- Fine-loamy, mixed, semiactive, thermic Typic Hapluvents
- Fine-loamy, siliceous, active, acid, thermic Fluventic Endoaquents
- Fine-loamy, siliceous, semiactive, acid, thermic Fluvaquentic Endoaquents
- Fine-loamy, siliceous, semiactive, thermic Aquic Hapluvents
- Loamy, siliceous, thermic Grossarenic Kandiuvents
- Loamy-skeletal, siliceous, semiactive, thermic Typic Hapluvents
- Not rated or not available
- Fine-loamy, siliceous, semiactive, thermic Typic Hapluvents
- Fine-loamy, siliceous, semiactive, thermic Typic Paleaquents
- Fine-loamy, siliceous, subactive, thermic Rhodic Paleuvents
- Fine-loamy, siliceous, thermic Plinthic Kandiuvents
- Fine-loamy, siliceous, thermic Typic Kanhapluvents
- Loamy, mixed, semiactive, thermic, shallow Typic Hapluvents
- Loamy, siliceous, semiactive, thermic Grossarenic Paleuvents
- Loamy, siliceous, subactive, thermic Arenic Paleaquents
- Loamy, siliceous, subactive, thermic Arenic Paleuvents

0 8,000 ft



## CLIMATE

Tallassee lies within a humid subtropical climate zone characterized by hot, humid summers and generally mild to cool winters. On average, there are 213 days of sunshine and 69 days of measurable precipitation, overwhelming in the form of rain, with the average annual rainfall of approximately 54 inches. The average annual temperatures range from a high of 91 degrees in July to a low of 34 degrees in January.

## AIR QUALITY

The City of Tallassee continues to maintain excellent air quality and is under no compliance order with federal ambient air quality standards. It is, however, interesting to note, that On December 14, 2012, the U.S. Environmental Protection Agency (EPA) significantly tightened the National Ambient Air Quality Standard (NAAQS) for PM2.5, revising the standard from 15 to 12 ug/m3 (micrograms per cubic meter), averaged over a year. Upon finalizing a new standard, the Clean Air Act requires all counties in the U.S. to be formally designated by EPA as either an "attainment" area, (in compliance of the new standard) or a "non-attainment area (not meeting the standard). On March 3, 2014, the Alabama Department of Environmental Management sent a letter to EPS stating that based on recent ambient air monitoring data, all monitors in the State of Alabama meet the new annual PM2.5 NAAQS. This letter recommended to EPA that the entire State of Alabama be designated as "attainment" for the new standard. *(From: ADEM Memorandum dated For Immediate Release: Wednesday, March 12, 2014).*

## RESOURCE MANAGEMENT + PROTECTION

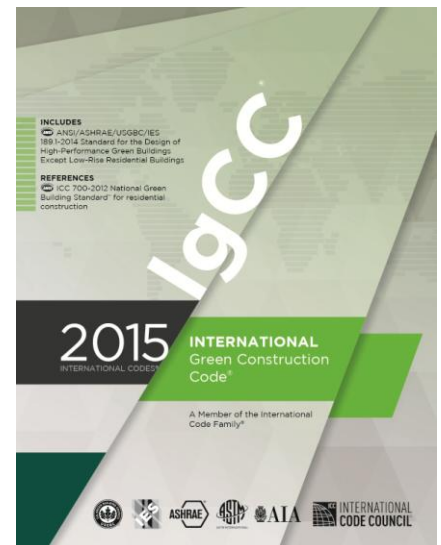
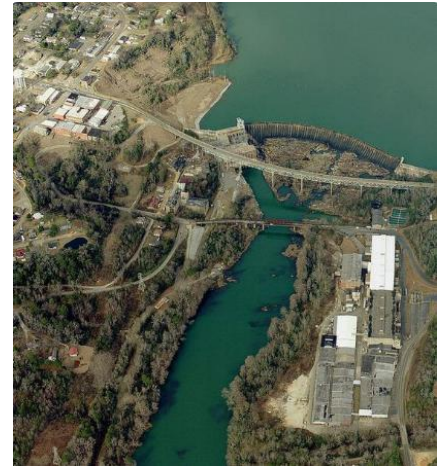
If the City desires to improve the protection and management of its natural systems there are a number of approaches from which to choose, including environmental performance standards, incentives for private actions, education, and awards programs, as well as direct City actions.

The City may want to consider environmental performance standards for new development and redevelopment, not only to ensure compliance with state and federal standards, but also to address the protection and management of important natural resources. Through the application of reasonable standards limiting the development of floodplains, wetlands, and streamside steep slopes, these important resources could be preserved.

Standards for the construction and maintenance of stormwater management facilities would ensure that flooding levels are kept in check and that the water quality of stormwater discharges is addressed. Of major concern is the design, quality and upkeep of stormwater management facilities.

The City should adequately enforce post construction maintenance agreements on private stormwater best management practices to ensure that they are performing as designed. Incentives, rather than codified standards, may be more appropriate for other efforts to achieve viable development. For example, the City should continue to promote the adaptive reuse of existing buildings and offer incentives for the cleanup and redevelopment of brownfield sites. Such incentives might include tax abatement, density/intensity increases, and contributions to infrastructure and public amenities. Density increases, or other incentives for private developers, should be available in a variety of zoning districts in exchange for the preservation of significant wooded open space, unique species areas or critical habitats, and for green building design. The City should also work with property owners desiring to participate in the stormwater credit program.

Environmental protection is an important and vital element when dealing with water, wastewater, stormwater and sanitation (solid waste). To this end, the City of Tallassee should consider implementing "Green Building" standards within departmental operational standards and the City's development regulations, including but not limited to zoning ordinance and subdivision regulations.

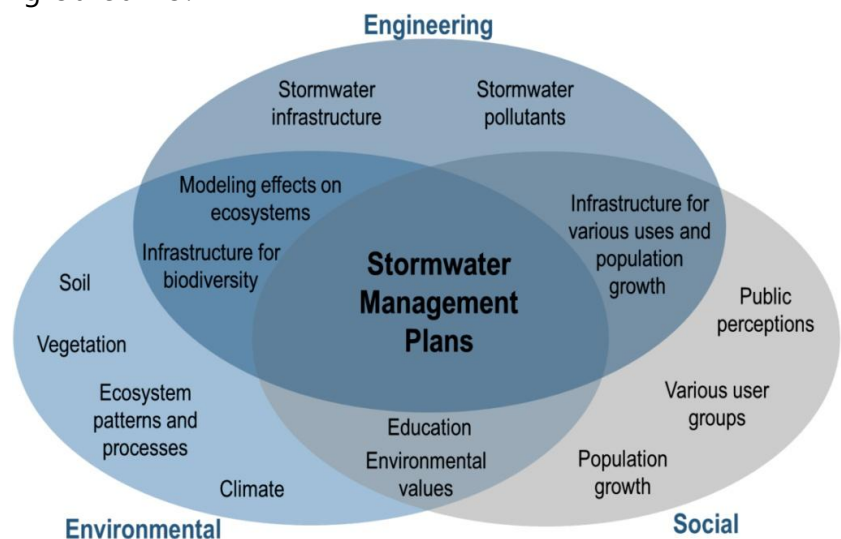


*The International Green Construction Code (IgCC) provides a comprehensive set of requirements to reduce the negative impact of buildings on the natural environment.*

There are also softer techniques for natural resource protection that may be employed, such as educational programs and programs to recognize private environmental initiatives. Awards programs are also a way to promote green development. These programs could be used to highlight a variety of topics including the eradication of invasive plant species, developments that incorporate green building techniques, water conservation initiatives, and various efforts to protect stream valleys and woodlands.

Finally, the City itself could become actively involved in natural resource protection and management. When the City constructs a building, a parking lot, a road, or a park, for example, it should strive to protect wooded areas, steep slopes, and floodplains to the extent feasible. The City should use green building techniques and demonstrate well-landscaped stormwater management facilities that not only serve as best management practices but also provide visually pleasing amenities.

The establishment of a greenway program connecting various parts of the community (Downtown, City Hall, shopping areas, and parks) is another way the City can demonstrate its support of environmentally friendly development practices. Such a program should promote the purchase, and accept donations, of open space for resource protection along streams.



*A figure of engineering, environmental, and social criteria.*

Source | Stormwater management and Ecosystem: A Review, <http://iopscience.iop.org>

## UNDERSTANDING THE VALUE OF NATURAL SYSTEMS

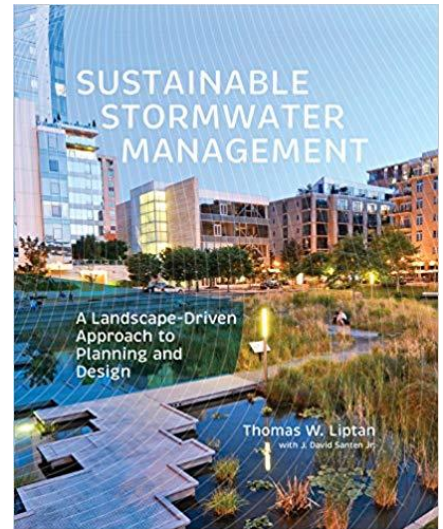
There is a keen interest among citizens in improving the environmental quality and protecting natural resources. The first step in protecting these resources is to understand their value in providing a healthy environment. Monitoring and managing the environmental resources within the City can require a significant amount of resources. Many cities and counties across Alabama are developing environmental databases in their GIS systems to help them plan environmentally sensitive communities. Most cities map topography, soils, water bodies, floodplains, and parks.

City officials and citizens could benefit from more comprehensive information about effective environmental protection techniques. City staff from a variety of departments should be kept abreast of environmental trends and practices through training, conferences, workshops, and other educational forums. The City should establish a panel of local experts to serve on a Natural Resources Advisory Committee, and/or a Stormwater Advisory Committee, to evaluate and comment on natural resource-related policies.

## A REGIONAL APPROACH

Since nature does not respect political boundaries, regional cooperation is essential in addressing environmental problems and managing natural systems. The expansion of existing partnerships should be encouraged to address regional environmental issues such as stormwater, greenways, scenic resources, water and air quality, and invasive species. Collaboration between state agencies, local and regional environmental groups, and colleges and universities may prove effective in addressing resource protection and management.

Regional stormwater management efforts are good examples of environmental planning that extend across jurisdictions and utilizes grant funds from the Alabama Department of Environmental Management (ADEM). The City should pursue other funding opportunities to monitor and manage environmental resources.



*Sustainable Stormwater Management provides comprehensive approaches on using landscape design to improve urban environments.*

Image Source |  
Amazon.com

*The Environmental Protection Agency (EPA) provides several resources on National Pollutant Discharge Elimination Systems (NPDES).*

<https://www.epa.gov/npdes/stormwater-discharges-construction-activities>



**Recommendations**

Place developmental limitations on flood prone areas particularly those located in the 100-year floodplain.  
*(Waterways | Flood Areas)*

The City should always consult with their engineers and County officials regarding development on sites with less than ideal soils and for possible resolutions to development issues.  
*(Soils)*

Adequately enforce post construction maintenance agreements on private stormwater best management practices to ensure that they are performing as designed.  
*(Resource Management & Protection)*

Continue to promote the adaptive reuse of existing buildings and offer incentives for the cleanup and redevelopment of brownfield sites.  
*(Resource Management & Protection)*

Through the application of reasonable standards limiting the development of floodplains, wetlands, and streamside steep slopes.  
*(Resource Management & Protection)*

Consider environmental performance standards for new development and redevelopment.  
*(Resource Management & Protection)*

Enforce post construction maintenance agreements on private stormwater best management practices to ensure that they are performing as designed.  
*(Resource Management & Protection)*

The City should become actively involved in natural resource protection and management.

- The City should establish a greenway program.
- Staff from various departments should keep informed on environmental trends and practices.
- Establish a panel of local experts to serve on a Natural Resources Advisory and/or a Stormwater Advisory Committee, to evaluate and comment on natural resource-related policies.

*(Understanding the Value of Natural Systems)*

The City should pursue funding opportunities to monitor and manage environmental resources.  
*(Resource Management & Protection)*





# ECONOMIC DEVELOPMENT

03



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*"The ultimate test of man's conscience may be his willingness to sacrifice something today for future generations whose words of thanks will not be heard."*

*- Gaylord Nelson*

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# 03 | ECONOMIC DEVELOPMENT

BACKGROUND + VISION  
ENVIRONMENT

## ECONOMIC DEVELOPMENT

LAND USE  
TRANSPORTATION  
PUBLIC UTILITIES  
PUBLIC SAFETY  
RECREATION + SENIOR SERVICES  
EDUCATION  
QUALITY OF LIFE

## INTRODUCTION

Economic development is an essential activity of local governments. As part of this activity, local governments act to make local markets work more efficiently; supply infrastructure, such as roads, water, and sewer; collect taxes, and regulate use of the land, buildings, and activities. Economic development involves public sector collaboration with private entities to promote and improve local economies. Successful economic development requires cooperation among governments, businesses, educational institutions, and civic organizations.

Communities also compete with one another, both regionally and in an increasingly global marketplace. At one time, business and industry had to locate near natural resources in order to have adequate water and transportation to meet their needs. In today's economies, businesses and industries have a wide range of choices in which to locate. As a result, in order to attract those businesses, a city must capitalize on local assets, such as a skilled workforce, quality transportation resources, telecommunications services, good climate; proximity to cultural, educational, natural, and recreational resources, and availability of attractive housing and retail opportunities.

Many of these assets are interconnected. For example, a quality public education system is an essential prerequisite for a skilled workforce. The importance of Tallassee's Public Schools, as well as the close proximity of a larger number of colleges and technical schools including *Auburn University, Tuskegee University, Auburn University Montgomery (AUM), Troy University at Montgomery, Alabama State University, Faulkner University, Huntingdon College, Trenholm State Technical College, Southern Union Community College, Central Alabama Community College*, and a number of other Colleges and Universities within driving distance of Tallassee, cannot be understated as a means of maintaining a skilled workforce.

### **Enrollment of Nearby Collegiate Institutions (2017)**

Auburn University	<b>29,776</b>
Tuskegee University	<b>2,851</b>
Auburn University - Montgomery	<b>4,894</b>
Troy University - Montgomery	--
AL State University	<b>4,727</b>
Faulkner University	<b>2,583</b>
Huntingdon College	<b>1,148</b>

The goals of an economic development program include a combination of job creation, job retention, tax-base creation, increasing property values, wealth retention, reducing poverty, economic stability, and economic self-sufficiency. A city whose economic development objectives complement those of the surrounding localities will have a stronger base to attract new business and retain existing businesses.

### BUSINESS RETENTION + REDEVELOPMENT

As with most communities, economic development is one of Tallassee's priorities. Closely related priorities are a vibrant Historic Downtown, a strong tourism market, and the enhancement of recreational opportunities throughout the City. In a community like Tallassee with available vacant land and some topographical constraints, redevelopment of previously developed sites and underutilized or vacant buildings are important considerations as they relate to economic development.

Current economic development efforts should be focused on retention and expansion of existing businesses throughout the City, continued support for improvements to the Historic Downtown, and the other historic commercial nodes in the City, and redevelopment and/or elimination of blighted commercial and residential areas.

Tallassee has a unique opportunity, in the form of its historic commercial nodes, to create special places in the City. There are four distinctive communities within Tallassee defined primarily by a historic identity: *Carrville*, *East Tallassee*, *Tallassee (or west Tallassee)* and *Jordanville*. Within each of these communities is some form of commercial or "downtown" area that provides a unique opportunity for economic revitalization/development. This is truly a special aspect of Tallassee not seen in many communities of its size and there is huge community and economic potential in the existence of these four communities.

The City should establish an economic development plan that includes plans for all four of these commercial nodes. Within each node plans should be made to celebrate that community's history as well as inject each community with economic growth. Each of these "*special public spaces*" could become a spoke in the wheel of Tallassee's economic revitalization while still preserving the history that created their unique identities. (*See Land Use and Quality of Life Sections for more information on these nodes and their impact on community cohesion*).

Partners in economic development efforts continue to be the major industry sectors in the City, as well as other smaller businesses, Alabama Department of Commerce, Central Alabama Regional Planning and Development Commission, Tallassee Chamber of Commerce, Alabama Power, Tallassee Industrial Development Board, Elmore County Economic Development Authority, and City government. In addition to coordinating with economic development entities throughout the region, the City should emphasize the importance of coordinating economic development with the City's long-range planning and community development efforts.

## EXISTING CONDITIONS

The median household income in Tallassee increased 92% between 2000 and 2016 from \$23,946 to \$45,972 (2016 estimate). During this same timeframe, households with incomes of \$100,000 to \$149,999 grew over 363%, while households with incomes of at least \$200,000 decreased 55%. All households with incomes of at least \$50,000 experienced double digit percent changes, with the exception of \$200,000 plus. The income range from \$15,000 to \$24,999 experienced a negative percentage change of (29%). Likewise, members of the under \$15,000 group also experienced a negative percentage change of (46%). This could be an indicator that people within these brackets relocated in search of higher wages or, given the increases in other brackets that their incomes improved within the Tallassee workforce.

Based on an average annual population growth of 3% from 2010-2016 and annual growth in total households of approximately 4% since 2010, Tallassee should continue to see moderate growth in the future. This growth is of course dependent on a strong economy and access to quality jobs, excellent education opportunities, and improving quality of life amenities offered by the City.

Table 8 Tallassee Household Income															
Income	Percent Change by Year														
	2000	% Chg	2010	% Chg	2011	% Chg	2012	% Chg	2013	% Chg	2014	% Chg	2015	% Chg	2016
Less than \$10,000	442	-56	195	10	215	-3	210	9	229	35	309	4	321	-13	280
\$10,000 to \$15,000	210	-35	136	-24	103	4	107	11	120	-3	116	-39	71	1	72
\$15,999 to \$24,999	355	12	397	-4	381	-14	328	15	377	-22	293	24	364	-31	252
\$25,000 to \$34,999	246	-43	140	107	290	-5	277	-11	245	-10	221	-6	209	-25	158
\$35,000 to \$49,999	246	-26	181	-8	167	12	187	97	369	18	437	-18	360	19	427
\$50,000 to \$74,999	253	44	365	-3	352	-5	333	-3	323	-4	311	17	364	15	421
\$75,000 to \$99,999	83	60	133	-37	84	69	141	-14	122	10	134	75	235	-3	227
\$100,000 to \$149,999	55	78	98	13	110	-12	97	32	128	4	132	13	149	34	200
\$150,000 to \$199,999	0	0	50	-36	32	43	46	9	50	-2	49	28	62	-19	50
\$200,000 or More	38	-97	1	4170	43	-9	39	-13	34	-4	33	-100	0	0	17
<b>Total Households</b>	<b>1,928</b>	<b>-11</b>	<b>1,708</b>	<b>4</b>	<b>1,779</b>	<b>-1</b>	<b>1,762</b>	<b>13</b>	<b>1,993</b>	<b>2</b>	<b>2,032</b>	<b>6</b>	<b>2,155</b>	<b>-2</b>	<b>2,103</b>

Source: US Census and \*American Community Survey

There is a substantial amount of riverfront on the Tallapoosa River within Tallassee's corporate limits; however, there is little public access. The River is a large economic development asset and should be heavily promoted as a tourist destination. While the City currently provides two areas for public access to the Tallapoosa River, they can sometimes be difficult to access due to topography around the site, knowledge of their location, and signage directing patrons to the site. The boat ramp to access the portion of the Tallapoosa River north of Thurlow Dam is accessed via East Roosevelt Street at Lake Talisi Riverwalk. The boat ramp to access the portion of the Tallapoosa River south of Thurlow Dam is located off of Highway 229, behind AES Industries.

There is a substantial amount of riverfront on the Tallapoosa River within Tallassee's corporate limits; however, there is little public access. The River is a large economic development asset and should be heavily promoted as a tourist destination. While the City currently provides two areas for public access to the Tallapoosa River, they can sometimes be difficult to access due to topography around the site, knowledge of their location, and signage directing patrons to the site. The boat ramp to access the portion of the Tallapoosa River north of Thurlow Dam is accessed via East Roosevelt Street at Lake Talisi Riverwalk. The boat ramp to access the portion of the Tallapoosa River south of Thurlow Dam is located off of Highway 229, behind AES Industries.

Signage is nearly nonexistent and should be improved to guide the public about how to access the boat landings and access points. Additionally, safety improvements should be made to the lower access point or another boat landing should be developed. At present, the lower access is a long steep ramp that is not safe for most individuals and when the dam is open strong currents can easily create a life safety issue for users.

In recent years new commercial development has occurred particularly along Highway 229, the major commercial thoroughfare. It is important to remember that while the City is working to attract new commercial investment, they should also make efforts to support existing businesses. This should be done through the efforts of the Chamber of Commerce and their relationship with City businesses as well as through regular information gathering by City officials.

A common mistake in small communities is the pursuit of new business at the expense of existing. By this is meant that the attraction of a new business, that provides essentially the same product as others in the community, is simply redistributing existing sales. For example a new gas station in a community that already has two or three gas stations will most likely only cannibalize business from those stations that already exist. Every community has a saturation point for any given type of business and small communities will reach those points more rapidly than larger ones. It is important for Tallassee leadership to study their commercial environment and be aware of leakages and saturation points. This knowledge will enable them to recruit new businesses that will add to the City's economy and further increase their tax base.



Signage along highway 229 (a major thoroughfare from I-85 into Tallassee) would set the tone for wayfinding efforts around the city.

Image Source |  
Google.com



## BUSINESS, INDUSTRY + EMPLOYMENT PROFILE

While Tallassee prides itself on its hometown charm and feel, it is still home to many major corporations and has its own share of large employers; of those the top ten employers in Tallassee are:



**GKN Westland Aerospace:** A multinational tier 1 aerospace supplier with **790 employees** at their Tallassee location.



**Neptune Technology Group:** A technology company serving more than 4,000 water utilities across North America. Neptune Technology Group has **475 employees** at their Tallassee location.



**Community Hospital:** A not-for-profit, 69-bed acute care hospital, founded in 1926, to serve the people of Elmore, Macon, and Tallapoosa Counties that **employs 410 individuals** at its Tallassee location.

*These three companies are the top three employers in the city.*

**Hanil USA:** A Tier 1 automotive parts manufacturer that produces brake, fuel and power steering tubes for vehicles at the Hyundai Manufacturing plant in Montgomery that **employs 268 individuals** at the Tallassee location.

**AES Industries + AES Mechanical:** A commercial HVAC manufacturer that **employs 200 individuals** at its Tallassee locations.

**Tallassee Board of Education:** The local public K-12 school system that **employs 195 teachers and administrators**.

**The Learning Tree:** A private nonprofit organization, founded in 1983, to serve persons with significant educational, medical, and behavioral challenges. The Learning Tree **employs 159 individuals** at its Tallassee location.

**Wal-Mart:** A major retailer that **employs 115 individuals** at the Tallassee location.

**City of Tallassee:** The municipal governmental entity that **employs approximately 90 full time and part time individuals**, plus approximately 25 volunteer firefighters throughout Tallassee.

**Gulf Packaging:** A supplier of corrugated shipping boxes and supplies. Gulf Packaging **employs 39 individuals** at its Tallassee location.

*Tallassee has approximately 191 establishments within the Private Goods Producing Industries and the Private Service Providing Industries.<sup>1</sup>*

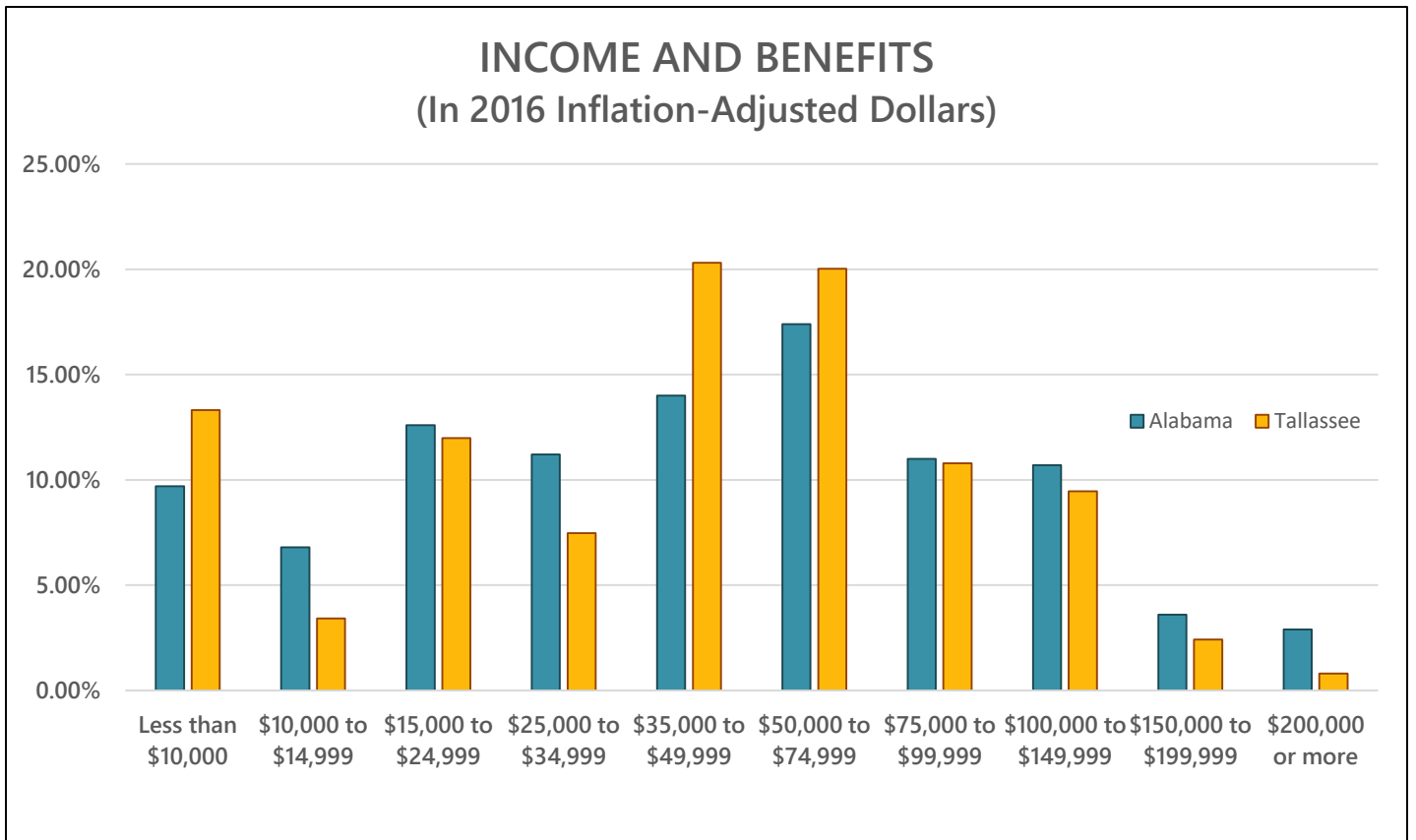
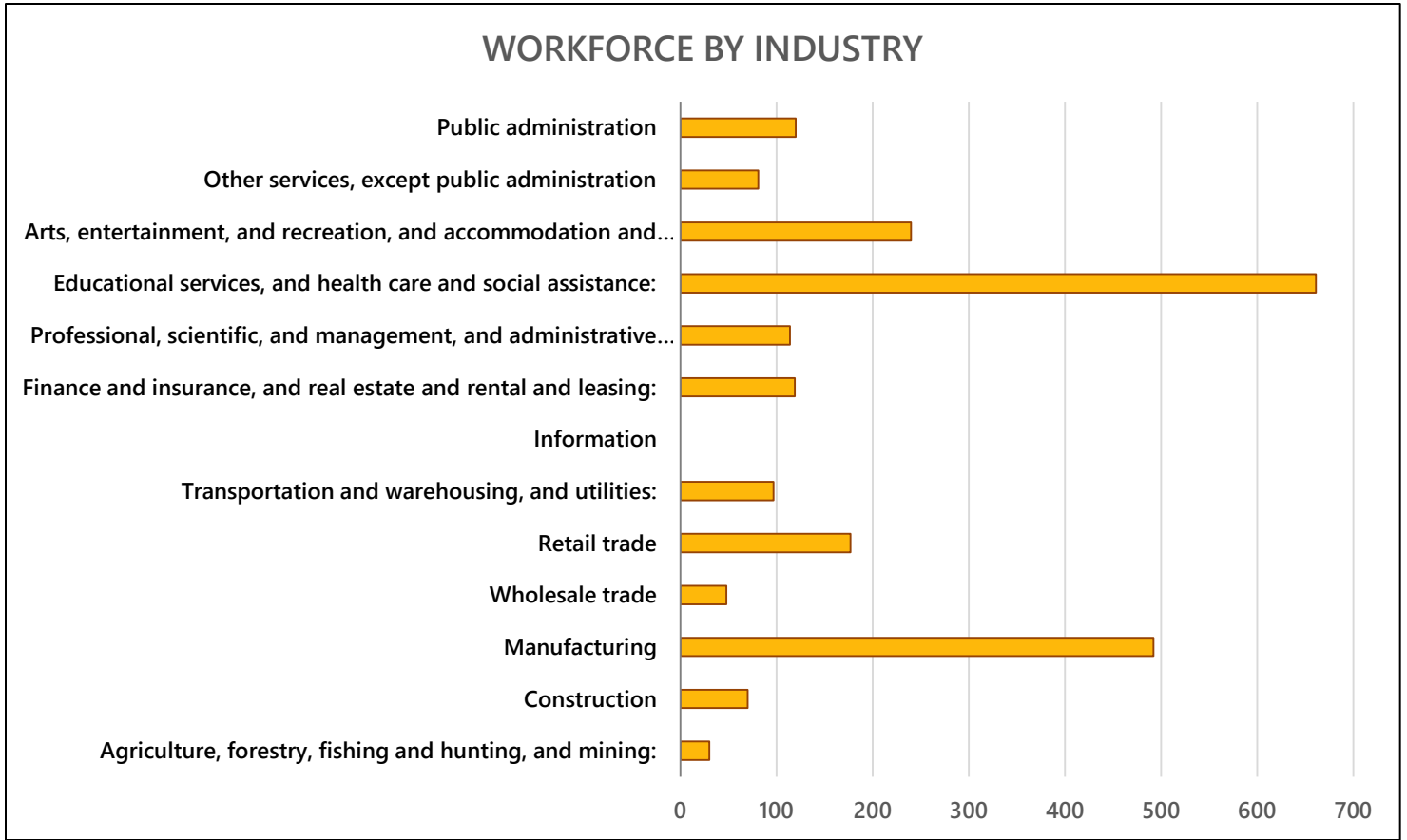
## Workforce

The US Census defines the workforce (labor force) as those 16 years of age and older who are employed, looking for employment, or are in the armed forces. The 2016 American Community Survey estimated Tallassee's labor force at 2,249, approximately 46.7% of total population. This is a comparatively small number based on the total population of Tallassee, this could reflect the number of retirees within the community. By comparison, Alabama's labor force is 52.8%. The largest employment sectors are educational services and healthcare, manufacturing, and arts, entertainment and recreation.

## Income by Household

Tallassee's income ratios are consistent with the State average of household income. The city's median and average household incomes are \$45,972 and \$54,045, respectively. Tallassee has proportionally more middle income households, \$35,000 to \$74,999, showing the working class nature of this small city. By comparison, the State of Alabama's median and average household incomes are \$44,758 and \$62,061, respectively.

*Tallassee resident retirement income is \$16,155 and the city's per capita income is \$20,672*



## HISTORIC PRESERVATION + REDEVELOPMENT

Historic downtowns and traditional commercial districts, are visible indicators of community pride, as well as economic, and social health. Depending on their vibrancy, these core neighborhoods can be either an asset or a liability in attracting and retaining residents, businesses/industries, retirees, tourists, etc.



*Talisi Hotel, ca. 2009*

The architecture of a historic commercial district is a physical expression of a community's heritage. The Community revitalization approach encourages forward-thinking economic development in a historic preservation context so these community assets and legacy can be passed on to future generations.

Communities across America are searching for ways to improve their local economies, enhance their quality of life, and revitalize their neighborhoods while preserving their cultural and natural heritage. Historic preservation and heritage tourism are two prominent economic and community development strategies to accomplish these objectives.



*Patterson Log Cabin is one of several notable tourist attractions in Tallassee.*

Heritage tourism is an economic development tool designed to attract visitors to an area based on the unique aspects of the locality's history, landscape, and culture. This not only boosts regional and local pride but is also a good source of revenue and job creation for a community. Historic preservation is a tool for preserving a historic place, incubating small businesses, revitalizing downtowns, generating local jobs, and creating improvements in a community.

Tallassee has a rich and diverse history. Organized efforts to preserve locally significant historic and cultural resources allow the City to recognize and protect its past, while simultaneously planning for future development and growth. Preservation planning, or a lack thereof, can have a significant impact not only on aesthetic appearance, but on the unique sense of place created by a community's historic areas.

# 03 | ECONOMIC DEVELOPMENT

**Revitalizing Downtown:** Downtown revitalization is essentially a real estate exercise: to make a downtown “succeed” economically, there needs to be enough sales activity taking place to generate sales levels high enough for the businesses to afford the rent levels that property owners need to rehabilitate and maintain their buildings.

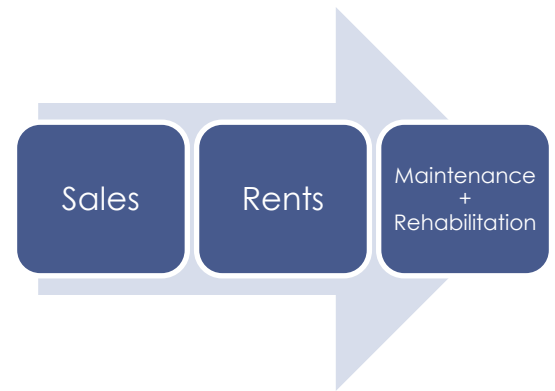
Some of the many reasons why downtowns (and downtown revitalization) should be a planning priority are:

- Downtowns are an extremely efficient land use form.
- Downtowns represent an enormous amount of investment already in place.
- Historic downtown buildings provide a distinctive market identity for the community.
- Downtowns attract and cultivate independent, locally-owned business.
- Downtowns create new jobs.
- Downtowns are true civic places.
- Downtown revitalization is the ultimate form of recycling.<sup>2</sup>

As mentioned above and in other sections, Tallassee has the unique asset of having, what amounts to, four historic commercial areas within its city limits. The ability to capitalize on these “historic commercial nodes” could ultimately place the City in a stronger position both economically and from a tourism and recruitment standpoint.

## NEW BUSINESS DEVELOPMENT

In addition to existing commercial areas along Highways 229 and 14, the Future Land Use Map identifies several areas in which the City would like to focus on new businesses development. In particular, the four historic commercial nodes described above which are positioned to serve not only the surrounding residential development but also to provide opportunities for expansion of small, local businesses and niche businesses that would cater to surrounding areas and the tourism sector. These areas could support such services as dry cleaners, beauty/barber shops, and convenience goods such as dollar stores, gasoline station, as well as antique shops, gift and art shops, and restaurants in various forms.



*According to Kennedy L. Lawson, sales, rents, and maintenance and rehabilitation are essential to the success of a downtown.*





*Local downtown commercial building off of Barnett Blvd.*



*Local commercial development in along Central Blvd. (Hwy 14).*



*An example of a large tract of farmland located in the Elmore County portion of Tallassee.*

The advantage of concentrating neighborhood service businesses in specific nodes around the City is that, rather than allowing them to sprawl along major corridors throughout the City, it allows business users to have their needs met in areas where they live or commute. Less travel will be necessary, thereby lessening traffic congestion, and businesses in the same area can market their proximity to area residents. Additionally, providing niche businesses in these historic commercial nodes allows the City to capitalize on the tourist industry by providing unique shopping venues in quaint historic settings. As part of updates to the City's Zoning Ordinance the Planning Commission should include design criteria for these neighborhood businesses to ensure that they fit in architecturally with the surrounding historic commercial and residential areas.

Areas along major corridors, such as Highways 229 and 14 should be considered potential major business/technology and employment areas. Care should be taken when planning for these areas to encourage the most appropriate land uses based on the type of businesses and their space needs.

Tallassee has access to large tracts of land that could provide suitable sites for new industrial development in the form of expansion to the Industrial Park. Concentrating industrial development into "parks" allows for more efficient accommodation of their unique infrastructure requirements and the movement of industrial traffic, both employee and transport trucks, can be handled more safely.

In order to make the best use of land resources, and to identify possible incentives for location and expansion of businesses, Tallassee should prepare an Economic Development Strategy. Along with the goals, objectives, and strategies of the Comprehensive Plan such a document will serve as the basis for sound, long term economic planning in Tallassee.

Image Sources |

Google.com

Central Alabama Regional Planning and Development Commission

# 03 | ECONOMIC DEVELOPMENT

The City should place a strong emphasis on understanding the fiscal impacts of economic development initiatives. When evaluating proposed development for a site, the City should evaluate the following potential economic impacts:

- Construction investment
- Temporary construction income/state income taxes during construction
- New permanent jobs created/new annual state income taxes
- Net new annual City property taxes
- New annual retail sales taxes
- New residents/new residential development
- Retail and restaurant space supported by new employees and residents
- Regional draw of projects to strengthen tourism efforts

There are three levels of market based retail on which the City should focus: neighborhood, community, and regional. The smallest “neighborhood businesses” would provide services to the immediate adjacent residential developments and would allow patrons to either walk or drive a short distance. These businesses should be low intensity activities that have minimal impact on adjacent residential uses. Community Commercial will feature those businesses that will attract customers from throughout the City; a customer might drive across town to avail themselves of the products and services of these retailers. The largest retailers are those which will attract customers from throughout the region, well beyond the City limits.

Tallahassee leadership should express its concern for the economic health of the community through its economic development programs. The promotion of business and industrial investment, along with jobs retention and creation, supports the City’s tax base, increases property values, provides work opportunities for its citizens, thereby helping reduce poverty, and moves the City toward economic stability and lasting self-sufficiency.

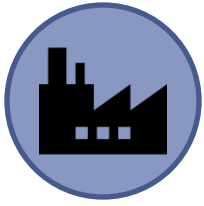


*The City of Tallahassee should focus on these three levels of market based retail: neighborhood, community, and regional.*

## Section Data Sources |

<sup>1</sup><https://factfinder.census.gov/>

<sup>2</sup> American Planning Association Planning Commissioners Journal #57



# Recommendations

Efforts should be focused on retention and expansion of existing businesses.

*(Business Retention & Redevelopment)*

Consider improvements to public access to the Tallapoosa River. *(Existing Conditions)*

Improve signage, access and safety at public access boat launches.

*(Existing Conditions)*

Partner with developers and current property owners to revitalize the historic downtown.

*(Historic Preservation and Redevelopment)*

Include design criteria for neighborhood businesses so they fit with surrounding residential areas.

*(New Business Development)*

Prepare an Economic Development Strategy.

*(New Business Development)*

Place a strong emphasis on understanding the fiscal impacts of economic development initiatives.

*(New Business Development)*



**2040 COMPREHENSIVE PLAN**

**LAND  
USE**

**04**



*"Someone is sitting in the shade today because someone planted a tree a long time ago."*  
- Warren Buffett

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# 04 | LAND USE

- BACKGROUND + VISION
- ENVIRONMENT
- ECONOMIC DEVELOPMENT
- LAND USE**
- TRANSPORTATION
- PUBLIC UTILITIES
- PUBLIC SAFETY
- RECREATION + SENIOR SERVICES
- EDUCATION
- QUALITY OF LIFE

**Land Use** is the type of use activity occurring on a land parcel or within a building situated upon a land parcel.

- The American Planning Association, April 2004

## EXISTING LAND USE

Tallassee is comprised of approximately 12.1 square miles or 7,760 acres. Existing uses of land can be divided into the broad land use classifications of residential, commercial, institutional, industrial, utilities, recreational, mining, agricultural and undeveloped. These land use classifications and their areas have not changed significantly in Tallassee since the development of the original Land Use Plan. A brief description of these land use classifications is provided below. This information is based on the data gathered from the original Land Use Plan and field surveys conducted to update that data as part of this Comprehensive Plan. It should be noted that a land use classification should not be confused with a zoning classification as they are not necessarily the same.

Land use classifications depicted on Map 3 – “Existing Land Use” are defined below and a narrative description is provided of the existing land use patterns found in Tallassee. **\*NOTE: Acreages and percentages shown below include areas both inside the city limits as well as those immediately outside (17,813 total acres) as shown on the Existing Land Use Map, therefore overall acreage will not match the city limits acres.**

**Residential.** This land use classification is defined as single-family homes, multi-family dwellings, manufactured homes and housing for the elderly at a variety of densities. Residential land use represents approximately 3,296 acres or 18.5 percent of the total land area in Tallassee\*.



**Agricultural/Forestry.** This land use classification is defined as establishments that grow crops, raise animals, harvest timber and harvest fish and other animals from a farm, ranch, greenhouse, nursery, orchard, hatchery or their natural habitats. Agricultural/Forestry land use represents approximately 7,039 acres or 39.5 percent of the total land area in Tallassee\*.



***Institutional.*** This land use classification is defined as establishments used by public agencies of federal, state and local government such as administrative buildings, fire stations, police stations, public utilities and post offices; educational facilities such as public schools, colleges, vocational schools and libraries, civic and religious facilities and cemeteries. Institutional land use represents approximately 952 acres or 5.34 of the total land area in Tallassee\*.



***Industrial.*** This land use classification is defined as manufacturing establishments such as plants, factories and mills that employ power driven machines, materials handling equipment and workers who create new products by hand and mining. Differentiating industrial from commercial can sometimes be confusing. Industrial land use represents the smallest percentage of any land use at approximately 503 acres or three percent (3%) of the total land area in Tallassee\*.



***Undeveloped.*** This land use classification is defined as land that has not been developed for a particular use and includes woodlands not in any use and undeveloped portions of residential subdivisions, shopping centers and industrial parks. Undeveloped land use represents the approximately 5,573 acres or 31 percent of the total land area in Tallassee\*.

***Commercial.*** This land use classification is defined by a wide range of establishments such as retail sales and service; automobile sales or service; finance and insurance; business, professional, scientific and technical services; food services and personal services. Commercial land uses represents approximately 353 acres or two percent (2%) of the total land area in Tallassee\*.



***Recreational.*** This land use classification is defined as establishments that operate facilities or provide services for a variety of cultural, entertainment and recreational functions such as ball fields, active and passive parks, golf courses, wildlife management areas and museums. Recreational land use represents approximately 97 acres or one half of one percent (0.54) of the total land area of Tallassee\*.



INSERT FOR CURRENT  
LAND USE MAP

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## FUTURE LAND USE

As the landscape of Tallassee continues to change between updates of the Comprehensive Plan, so too will the Future Land Use Plan need to change to reflect newly annexed areas, as well as changes to development and transportation patterns. As stated earlier “Land Use” is not zoning, and therefore it should be understood that all “Future Land Use” concepts are considered fluid in that they are recommendations of the general areas of such proposed land uses. Thus the reason for the chiefly irregular pattern of land uses shown on *Map 4 - Future Land Use* as opposed to the *Map 3 - Current Land Use* which specifically follows property boundaries.

The future land use concept for Tallassee is shown in *Map 4 - “Future Land Use”* and is roughly based on the some of the same land use classifications as the existing land use map including commercial, residential, institutional, industrial, and agricultural. The future land use map depicts the City’s vision for future growth and development in Tallassee over the next 20 years. The Planning and Zoning Commission and City Council should refer to this Plan as they make land use decisions to ensure that the spirit and intent of the Comprehensive Plan is followed.

Additionally, as development, redevelopment and rezoning to accommodate the Future Land Use Concept are considered, the Planning Commission and Council should take into account the availability of adequate infrastructure including both utilities and transportation networks.

Descriptions of the various future land use classifications, patterns, and key concepts are discussed below.

***Residential Land Uses:*** Areas represented as residential on the Future Land Use Map encompass all possible types of residential development. City zoning policies will determine where various development densities are appropriate. Residential areas are intended to provide the continuation of stable, healthy residential environments in all their forms. Additionally these areas will encourage the development of appropriate, and discourage the encroachment of inappropriate, commercial development through the implementation of master plan developments.

**Zoning** is the process of dividing land in a municipality into zones in which certain land uses are permitted or prohibited.

-Indiana Law Journal, 2015



***Institutional Land Uses.*** Due to their nature and variety, institutional uses are shown scattered throughout the City. The largest pockets are concentrated along Friendship Road in the area of Community Hospital and Tallassee Elementary School as well as in the area of the Tallassee Airport property. Other areas include the site of the Sewage Treatment Lagoons, as well as City Hall, the Library, and the Water Treatment Plant. Uses such as cemeteries, public schools, and fire and police stations are also included in this land use category.

***Industrial Land Uses.*** Areas of industrial land uses have been shown on the Future Land Use Map as being retained in the existing industrial park locations along Highway 229 and extending south toward I-85. This pattern of land use provides the most desirable access to Interstate 85, allows for the possibility of a railroad spur for industries that need rail access, and limits heavy truck traffic in more pedestrian areas of Tallassee.

***Agricultural Land Uses.*** Large areas of agricultural land uses surround the City of Tallassee serving as a greenbelt to protect the gateways to the City and preserving the rural landscape. Those areas closest to the City limits are the most likely to annex as the City grows and future versions of the Comprehensive Plan should reflect the City's desires regarding development patterns in these areas.



***Gateways.*** A city's entry points or "gateways" serve as the community's front door, establishing first impressions and reinforcing images and perceptions of Tallassee's character, quality of life and vitality. Gateways are currently marked on Highway 229 South; on Gilmer Avenue (SR14) North; Friendship Road East; Highway 14 West and on Lower Tuskegee Road. Because gateways are more than just a "welcome" sign, the City should prepare an evaluation of the surrounding visual quality and entry experience at each gateway and plan for appropriate improvements. Such improvements could include updated entry signage, landscape plantings, screening of unsightly views, and new development and redevelopment recommendations. The City should consider locating gateways within the corporate limits.

## OTHER FUTURE LAND USE CONSIDERATIONS

### *MIXED USE DEVELOPMENT AREAS*

The City of Tallassee should consider including standards for mixed use development within their Zoning Ordinance. These areas combine residential and non-residential uses in master planned neighborhoods where the different uses are finely mixed instead of separated. Quality architectural design features and strategic placement of green spaces will ensure development compatibility. These areas are prime candidates for "live-work" and traditional neighborhood developments.

# 04 | LAND USE

Live-work developments combine residential and office/service uses allowing people to both live and work in the same area. Live-work spaces may be combined in the same building or on the same street. All buildings have a similar residential scale.

“A Traditional Neighborhood Development, or TND, includes a variety of housing types, a mixture of land uses, an active center, a walkable design and often a transit option within a compact neighborhood scale area. TNDs can be developed either as infill in an existing developed area or as a new large scale project. A new TND project should include a range of housing types, a network of well-connected streets and blocks and a variety of public spaces, and should have amenities such as stores, schools and places of worship within walking distance of residences.”<sup>1</sup>

Historically Tallassee was a “traditional neighborhood development”, i.e. residences, schools and recreational activities developed around a central core downtown.

Modifications to the City’s zoning standards could provide for “Special Development Districts” which allow TND and other types of mixed use developments to take place through a Master Planning Process.

## REVITALIZATION AREAS

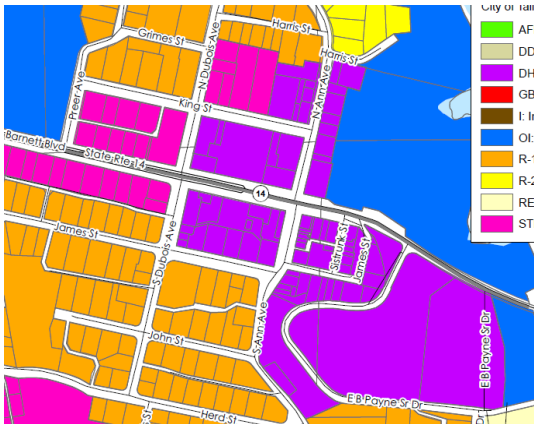
The following areas of the City are already developed, but have experienced varying symptoms of decline and/or blight. Revitalization and selected redevelopment, according to thoughtful detailed plans, are needed to ensure that these areas become and remain economic and social assets to the City, property owners, businesses, and residents. Some issues to pay particular attention to include: structural condition of buildings, infrastructure improvements (i.e. utilities, curbing, sidewalks, etc.), unified signage unique to each area, lighting, and streetscape beautification. Resolving these issues should start with the City and area/neighborhood planning, but must also include participation of property and business owners in order to be successful.



*Examples of Traditional Neighborhood Development (TND).*

Image Source |  
Google.com

## Downtown Revitalization Area



*Snippet of the Downtown Historic District of Tallassee.*

The following areas of the City are already developed, but have experienced varying symptoms of decline and/or blight. Revitalization and selected redevelopment, according to thoughtful detailed plans, are needed to ensure that these areas become and remain economic and social assets to the City, property owners, businesses, and residents. Some issues to pay particular attention to include: structural condition of buildings, infrastructure improvements (i.e. utilities, curbing, sidewalks, etc.), unified signage unique to each area, lighting, and streetscape beautification. Resolving these issues should start with the City and area/neighborhood planning, but must also include participation of property and business owners in order to be successful.



*Downtown commercial development on James Street.*

The Main Street approach to revitalizing downtown could be utilized to form the core principles for improving the Tallassee's downtown. This approach focuses on organization, design, promotion and economic restructuring. To take advantage of these principal, and learn more about how to apply them, the City should consider becoming a "Network Member" of Main Street Alabama.

In regard to design, the City should create special regulations to guide the rehabilitation and development of the area including the appropriate densities, intensity and character of downtown.

## Jordanville Revitalization Area



*The commercial area of Jordanville. This area is along the main gateway into the City.*

The commercial area located along Highway 229 South was once the economic and social center of the area of Tallassee known as Jordanville. One of the historic commercial nodes discussed in the Economic Development Section this commercial area, and some of the areas surrounding it, has become bighted and can no longer contribute positively to the neighborhood or city economy. In addition, this grouping of formerly viable commercial uses is now the first glimpse of Tallassee proper that travelers get when entering the City from I-85. The City should create a redevelopment and revitalization plan for this area and provide incentives for its renewal. The goal is to encourage reinvestment and to seek coordinated redevelopment of the area transforming it into an attractive and vital City asset.



# 04 | LAND USE

## Carrville Revitalization Area

The commercial area located east of the Tallapoosa River along Highway 14 between 7th Street and Davidson Street was once the economic and social center of the area of Tallassee known as Carrville. This too is one of the historic commercial nodes discussed in the Economic Development Section, and again the area and its surroundings suffer from blighting and vacancies. The Carrville commercial node is a substantial area along Highway 14 and while there are a few viable businesses in this location there are many more vacant and dilapidated structures that no longer contribute positively to the neighborhood or city economy. This is another area where the City should develop incentives and standards to encourage redevelopment which in turn will result in reinvestment and create an economically viable area that contributes to the community in which it is located and the City of Tallassee as a whole.



*Local imagery of the Carrville area of Tallassee.*

## East Tallassee Revitalization Area

The community east of the River, known as East Tallassee, also contains a historic commercial node located in the block just southwest of 2nd Street. This area is somewhat smaller than the other two, mentioned earlier, but has very similar issues. There are approximate ten storefronts in this block of buildings with only four occupants. One major difference in this area is that the historic building(s) in which these storefronts are located has quite lovely architecture, giving this area a unique sense of place. While the architecture is striking, the building(s) themselves are in significant disrepair and could use some rehabilitation. With some structural redevelopment and streetscape beautification this area could stand out as a small commercial jewel in East Tallassee and an example of the benefits to revitalizing these small community commercial nodes.

*Further guidance on the revitalization of downtown and the City's other historic commercial nodes is provided in Chapter III – Economic Development and Chapter X – Quality of Life.*

### Neighborhood Areas



*A vacant residence in one of Tallassee's mill neighborhoods.*



*A renovated duplex residence in one of Tallassee's mill neighborhoods.*

Tallassee's residential neighborhoods face the same challenges as many others across the state. Some struggle to attract reinvestment, others are in need of rehabilitation and yet others confront preservation issues. In some cases all three are issues. Areas were observed that are suffering from poorly maintained, deteriorating, or vacant homes. In many of these there are signs of rehabilitation being attempted; however owners who do reinvest are confronted by abandoned and dilapidated structures surrounding them which in turn negatively impacts their property values. It is important that the City exercise its authority to have repaired, or to demolish, unsafe structures under the Code of Alabama 11-53B.

In some cases impacts of traffic on highly traveled roadways may also be creating neighborhood infrastructure stress on houses that have historically fronted these streets. For example those homes fronting on Highway 14 in East Tallassee and those facing Highway 229 in West Tallassee and Jordanville. It is recommended that the Planning Commission and Council hold individual neighborhood meetings for each of these communities and discuss possible measures for mitigating some of this impact. Options might include streetscape installations, speed limit adjustments, or even rezoning of properties to allow for appropriate redevelopment of the frontage.

While there are a number of neighborhoods that require rehabilitation, Tallassee also has areas of well established, and new, housing development that are in excellent condition. In these areas it is importation to continue maintenance and upgrades to their supporting infrastructure and to monitor them for signs of neglect so that it can be caught early before regulatory actions is needed.



INSERT FOR FUTURE LAND  
USE MAP

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**Recommendations**

The Comprehensive Plan should be referenced by the Planning and Zoning Commission and City Council during consideration of all land use decisions.

*(Future Land Use)*

Consider the availability and capacity of appropriate utilities and transportation networks before considering approval of new developments, redevelopments and rezoning requests.

*(Future Land Use)*

Discourage strip patterns of commercial development in favor of development patterns with visually pleasing layouts and architectural elements.

*(Future Land Use – Commercial Uses)*

Prepare an evaluation of the visual quality and entry experience at each City gateway and their surroundings and plan for appropriate improvements.

*(Future Land Use – Gateways)*

Re-evaluated the area currently identified as Downtown Historic on the zoning map and consider redefining it to encompass only properties on the south side of Barnett Boulevard.

*(Other Future Land Use Considerations - Downtown Revitalization Areas)*

Consider including standards for mixed use/master planned development and/or Special Development Districts within the Zoning Ordinance.

*(Other Future Land Use Considerations-Mixed Use Development Areas)*

Exercise the City’s authority under 11-53Bof the Code of Alabama to have repaired or to demolish unsafe/abandoned/dilapidated structures.

*(Other Future Land Use Considerations-Revitalization Areas)*

Hold neighborhood meetings with each of the four (4) historic/neighborhood commercial areas to discuss measures for their revitalization.

*(Other Future Land Use Considerations-Revitalization Areas)*

Continue maintenance and upgrades of infrastructure in existing residential neighborhoods and monitor for signs of neglect to head-off the need for regulatory measures.

*(Other Future Land Use Considerations-Revitalization Areas)*



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# TRANSPORTATION

# 05



*"The reality about transportation is that it's future-oriented. If we're planning for what we have, we're behind the curve."*

*- Anthony Foxx*



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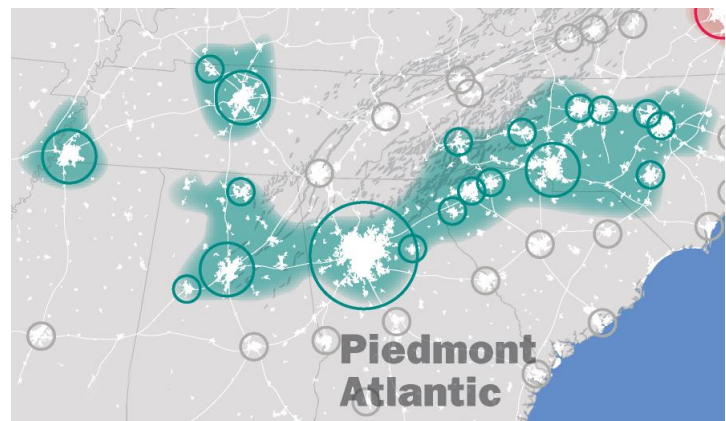
# 05 | TRANSPORTATION

- BACKGROUND + VISION
- ENVIRONMENT
- ECONOMIC DEVELOPMENT
- LAND USE
- TRANSPORTATION**
- PUBLIC UTILITIES
- PUBLIC SAFETY
- RECREATION + SENIOR SERVICES
- EDUCATION
- QUALITY OF LIFE

## OVERVIEW OF TRANSPORTATION PLANNING

Transportation planning deals with the movement of people and goods throughout a city or a region and is not limited only to automobiles and streets. In fact, it is multi-faceted and includes several systems; a road network for motorized vehicles, pedestrian and bicycle networks, transit and networks for rail, freight, and aviation. Tallassee 2040 Comprehensive Plan recognizes that all of these networks are vital to maintaining a healthy and well-connected mobile region in the future.

While Tallassee 2040 Comprehensive Plan focuses on transportation systems for the City of Tallassee, it acknowledges that local transportation systems are part of a larger system of transportation networks in the region. The figure below shows how Tallassee is situated on the edge of an emerging megaregion known as the Piedmont Atlantic Region. This megaregion is anchored by Atlanta, Georgia, but extends east to west from Raleigh, North Carolina to Birmingham, Alabama. The estimated population of the region, 17.6 million (2010), is anticipated to grow to 21.7 million by 2025.

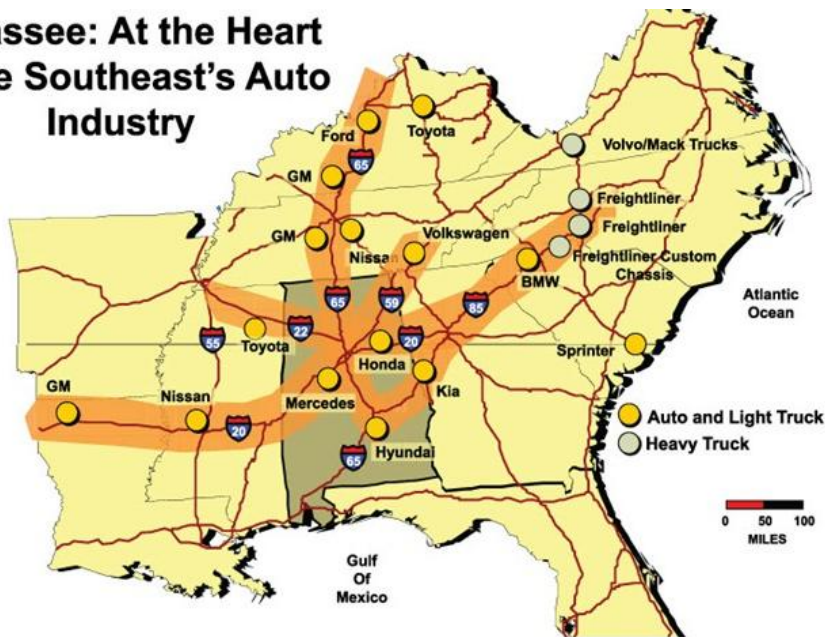


*Map of Megaregion – Piedmont Atlantic Region*

Tallassee is located on the periphery of the Piedmont Atlanta Megaregion along the I-85 corridor that extends between Montgomery and Atlanta, GA. The I-85 corridor contains a number of major industrial plants, automotive manufacturers and suppliers, and major educational institutions. Tallassee is centrally located between two major Automotive Manufacturers (Hyundai Motor Manufacturing Alabama in Montgomery, AL and Kia Motor Manufacturing Georgia in West Point, GA).

Hyundai is approximately 45 miles from Tallassee and Kia is approximately 60 miles from Tallassee. Tallassee is connected to the heart of this region by highways that include: Interstate 85, Alabama State Route 14, Alabama State Route 229, and other state and local highways. These, in turn, provide access to regional and international airports, existing passenger and freight rail service, major industrial employers, major post-secondary educational institutions, and extensive recreational destinations.

### Tallassee: At the Heart of the Southeast's Auto Industry



Tallassee has access to air travel through Hartsfield-Jackson Atlanta International Airport, Birmingham-Shuttlesworth International Airport, Columbus Metropolitan Airport, and Montgomery Regional Airport. Locally, flights come to Tallassee directly by way of the Reeves Airport, a city-owned public-use airport just two miles south of downtown Tallassee.

Passenger rail service is provided by Amtrak via the Crescent line connecting New Orleans, and New York. The closest stations to Tallassee are in Birmingham and Anniston, Alabama as well as Atlanta. The Federal Government continues to consider high speed rail service that would follow the basic route currently used by the existing Amtrak line. Alabama is a member of the Southern Rail Commission (SRC) established in 1982 with a mission to support the establishment and advancement of high speed and other passenger rail service in Alabama, Louisiana and Mississippi.

*Long distance bus service is available along the I-85 corridor with stations in Tuskegee, Opelika and Montgomery. Airport shuttle service to the Hartsfield – Jackson Airport and Montgomery Regional Airport can be accessed in Auburn and Montgomery.*

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CLASSIFICATION MAP

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## TRANSPORTATION + THE ENVIRONMENT

*According to the 2040 Statewide Transportation Plan – Plan Summary, Interstate 85 is one of select roadways in the state that is projected to have lower levels of congestion due to improvements in the plan’s current work program.*

The convenience and economic value of transportation systems come with environmental tradeoffs. Construction and maintenance of transportation systems often affect one or more of the following: air quality, water quality, noise, wildlife, natural resources, cultural and historic resources, wetlands, floodplains, agricultural land, parks, and open space. Additionally, because the location of transportation systems is so closely linked to economic development and land use, there has been growing attention paid to environmental justice in the field of transportation planning. Environmental justice seeks to avoid, minimize, or mitigate negative disproportionately high impacts on minorities and low-income populations.

## LOCAL STREET NETWORK

The existing road network in the City of Tallassee will continue to grow as new development occurs. This network is composed of streets of varying classifications broken down by types as follows:

**Interstate** | a controlled access facility, with four or more lanes, providing fast and efficient movement of large volumes of traffic over a considerable distance by prohibiting access (ingress and egress) except at controlled intervals.

**Arterial** | a facility that serves as a primary artery of the city intended to mainly carry through traffic and to connect major activity centers in the City and its planning jurisdiction. Its function is to move intra-city and intercity traffic. The streets that are classified as arterials may also serve abutting property; however, their primary purpose is to carry traffic. Arterials should not be bordered by uncontrolled strip development. Access to these facilities should be carefully managed to ensure the capacity of the facility is not comprised by driveways. Arterials vary in width and parking on-street is prohibited.

**Collector** | a street whose primary function is to collect traffic from an area and move it to the arterial street system while also providing substantial service to abutting land uses. A collector roadway will generally have lower design speeds than arterial roadways but higher than local streets.



*Highway 229 becomes one of the main arterials into Tallassee upon exiting Interstate 85.*

Image Source |  
Google.com

**Residential Collector Street** | a street whose primary function is to provide direct access to residential properties as well as residential subdivisions. Typically, residential collector streets collect traffic from local streets in residential neighborhoods and channel it to the arterial and collector system.

### Local Streets

**Local Commercial Street** | all minor streets, marginal access streets and cul-de-sacs serving primarily *commercial* developed property.

**Local Residential Street** | all minor streets, marginal access streets and cul-de-sacs serving primarily *residential* property.

**Marginal Access Roadway** | a street that runs parallel to a major street, generally an arterial. Its purpose is to separate through traffic from local traffic, and to provide access to abutting properties. A service road in commercial/business areas intended to remove traffic from arterials would be considered a marginal roadway. An access street in residential areas intended to remove local traffic from arterials and to buffer abutting residential lots from the effects of highway traffic as well as to limit the number of direct driveway accesses to arterials for safety purposes is also considered a marginal roadway.

**Cul-de-sac** | a local street with one outlet and having an appropriate terminal for the safe and convenient reversal of traffic movement

**Alley** | a public right-of-way primarily designed to provide a secondary access to the side or rear of properties



*Ann Street is one of Tallassee's local collector roadways. It connects the historic downtown to residential neighborhoods on the north side of the city.*

## TRAFFIC VOLUME

Traffic volumes on state routes and federal highways are monitored with annual average daily traffic counts (AADT) by the Alabama Department of Transportation (ALDOT). Tables 9 and 10 below show volumes for key arterial roadways in Tallahassee: Interstate 85, Alabama Highway 14, and Alabama Highway 229. Counts have been provided for the most current reported six-year period 2011-2016. For location reference purposes the 2016 Maps have also been provided as Appendix C. A review of these numbers shows that there have been moderate changes in traffic along these roadways during these reporting periods.

Not surprisingly, the highest counts in the City and surrounding area occur along I-85. While the counts have fluctuated over the years it is interesting to note that along I-85 reductions in volume occurred from 2011-2012, presumably due to the economic downturn during that time, and then began to rebound and continued upward. There is a significant spike in traffic volume along I-85 between 2014 and 2015/2016.

Between 2011 and 2016, the traffic volumes along Alabama 229 and Alabama Highway 14 have shown moderate fluctuations, but maintain similar traffic volumes over the six-year period.

**Note from ALDOT:** "Traffic Monitoring data provided are the most current available as developed by the Alabama Department of Transportation and are provided "as is" with the understanding that they are not guaranteed to be correct or complete, any conclusions drawn from the data are the sole responsibility of the user."

Alabama Highway 14 is an area where a review of the traffic volumes is revealing. Higher volumes are centered around the historic downtown, government centers, and the High School. These volumes are important and should be monitored in order to plan for needed improvements to signalization and pedestrian safety.

While volumes have not shown a great deal of change, a review of the key arterials will provide indicators of traffic dispersal throughout the City. Additionally, monitoring of annual traffic counts will allow City leaders to be proactive in planning future infrastructure improvements.

Table 9 ALDOT TRAFFIC COUNTS FOR TALLASSEE, ALABAMA					
Year	I-85 West of Exit 26	I-85 East of Exit 26	AL-229 North of I-85	AL-229 North of Poplar St	AL-14 East of CR-158
Map Location	A	B	C	D	E
2011	35280	34040	6640	8890	3290
2012	34890	33510	6570	8800	3260
2013	35580	34180	6880	8960	4240
2014	36400	34970	6790	8420	4030
2015	41260	38420	6800	10010	4870
2016	41800	38920	6850	9190	4820

Source: ALDOT Traffic Monitoring Data

Table 10 ALDOT TRAFFIC COUNTS FOR TALLASSEE, ALABAMA					
Year	AL-229 South of CR-159	AL-14 North of E Patton St.	AL-14 East of N. Ann Ave	AL-14 at Tallapoosa/ Elmore Co. Line	AL-14 at Harper St.
Map Location	F	G	H	I	J
2011	3800	15430	12720	13030	5710
2012	3760	15280	12590	12900	5650
2013	3460	15690	12810	12810	5610
2014	3510	15690	9760	9760	5480
2015	3580	12290	9960	12150	5490
2016	4070	14730	11970	12390	6320

Source: ALDOT Traffic Monitoring Data

## DESIGN STANDARDS AND ACCESS MANAGEMENT

Access management deals with how transportation users gain access to the transportation system, where and at what frequency. This is often done through examination of road standards for intersections and driveway placement. The more access points there are on a road, the more likely conflicts arise that can affect traffic flow and safety. The City should develop and maintain access management standards, including the development of standards for driveway spacing and cross access standards, particularly for development on Alabama Highway 14, Alabama Highway 229 and other heavily commercial roadways.

## PEDESTRIAN + CYCLING NETWORK

Regardless of one's mode of transportation, at some point in their trip, everyone becomes a pedestrian. Walking has been the most common mode of transportation since the City was founded. Tallassee is a city of pleasant neighborhoods, a quaint historic downtown, and beautiful natural resources, all of which lend themselves to walking and biking.



Low density, auto-centric development predominant in the 21st Century provides challenges for biking and walking in any city and Tallassee is no exception. As part of this Comprehensive Plan, Tallassee should formally recognize the need for a community network of sidewalks and bicycle trails that will allow citizens to utilize alternative modes of transportation.



One means of responding to this need is to update the Subdivision Regulations to require that sidewalks be included in new subdivisions, particularly those of relatively high density. Additionally, the City Council should support the construction of new sidewalks in areas of high pedestrian movements. With added interest and awareness of health and environmental benefits, and as gas prices continue to fluctuate, it is reasonable to expect that, if they are provided, the use of sidewalks and bikeways will increase and become part of the daily routine for many citizens.



The City should establish a policy to have sidewalks on City streets wherever needed for the benefit of health, safety, and welfare of the citizens. This policy should focus attention on areas of high pedestrian movement, particularly around schools, and on "missing links" in the sidewalk network. At the State level, the Department of Transportation has been tasked, through the Statewide Transportation Plan, with a statewide bicycle and pedestrian planning effort that will address statewide needs as well as include each urbanized area's plan for bicycle and pedestrian facilities.



*Examples of citizens using multi-use pathways in Kenosha County, Wisconsin.*

At the national level, in 2005 federal transportation law introduced a Safe Routes to School Program (SRTS) with the primary aim of encouraging children, including those that are disabled, to walk and bicycle to school. The purpose of this program was to make walking and bicycling safer and more appealing as a means of access to school.

Images Source |  
Google.com



The program apportioned funds to states based on the amount of enrollment in primary and middle schools. The latest transportation bill, the Fixing America's Surface Transportation (FAST) Act, signed into law December of 2015, combined the SRTS program with others as part of the Surface Transportation Block Grant Program (STBG). The STBG program authorizes funding for programs and projects defined as **transportation alternatives**, including on- and off-road pedestrian and bicycle facilities, infrastructure projects for improving non-driver access to public transportation and enhanced mobility, community improvement activities such as historic preservation and vegetation management, and environmental mitigation related to stormwater and habitat connectivity; recreational trail projects; safe routes to school projects; and projects for planning, designing, or constructing boulevards and other roadways largely in the right-of-way of former divided highways.

In addition, federal legislation permits cities constructing bicycle and sidewalk facilities to dip into several other funding sources including those set aside for congestion mitigation, improvements to air quality, and other transportation enhancement funds. Other federal aid funds can be used as appropriate.

## ANALYSIS

For the most part, planning for transportation facilities in the City of Tallassee takes place primarily outside of the comprehensive planning process. The focus of this transportation section is on those aspects of transportation that are most closely tied to land use, and vice versa. There are opportunities in future iterations of the plan to more comprehensively integrate land use and transportation planning.

## CONNECTIVITY

Connectivity is the overall connectedness of a street network. Are streets laid out on a grid, or do subdivisions consist of a series of loops and cul-de-sacs with one or two entrances and exits? Connectivity is important because the more connected a street network is the more travel options exist. This limits the strain on any particular route or intersection, and allows traffic to take alternate routes as primary routes become congested.



*A diagram depicting the hierarchy of green transportation. Pedestrians and cyclists are at the top as walking and bicycling keeps transportation costs low, maximizes space efficiency, and provides zero impact to the environment.*

Image Source | [bikeportland.org](http://bikeportland.org)

A lack of connectedness in a street network, over time, forces collectors and arterials to become more congested. This will often result in a requirement for public investment in widening or otherwise improving those routes to handle more traffic. Those improvements, through a process known as induced demand <sup>2</sup>, will then draw new traffic to the routes, reducing the value of the improvements considerably sooner than might be expected. Providing a higher level of street connectivity as development occurs will help reduce the long-term strain on the road network.

During the public information sessions, alternative traffic routes and bridges were mentioned on several occasions. Most frequently, citizens suggested an additional bridge crossing the Tallapoosa River be built to ease traffic in central Tallassee, industrial traffic going to the industrial park, and recreational through traffic headed to the lake. There is a County wide transportation plan; however, it is more than ten years old. The City should work with the County to update the transportation plan to assess the condition of existing traffic flow, traffic patterns, and road and bridge condition.

## TRANSPORTATION CHOICES

The automobile is the dominant form of transportation in Tallassee. While that is not expected to change, now or in the future, there is no question that Tallassee's reliability on that form of transportation will place an increasing strain on the City's transportation network over time. In a future of increasing fiscal constraints, searching for alternate ways to relieve pressure on the road network is desirable. Connectivity, mentioned earlier, is one method. Reducing vehicle trips is another. In part these methods seek to reduce vehicle trips through reducing trip lengths and frequency; this is accomplished by providing daily needs in closer proximity to the places where people live.

*Providing a higher level of street connectivity as development occurs will help reduce the long-term strain on the road network.*

Providing for alternate forms of transportation is another way to reduce vehicle trips. Alternate forms of transportation include walking, biking, and public transit. One way to better integrate various transportation facilities into a given street segment is through adoption of Complete Streets standards.

Complete Streets “are designed to safely accommodate pedestrians, bicyclists, motorists, and transit riders of all ages and abilities so that they will be able to safely move along and across a complete street. Complete Streets make it easy to cross the street, walk to shops, and bicycle to work.”<sup>3</sup> A summary of the benefits of Complete Streets in Rural Communities is provided as Appendix D.

At present, walking is a viable transportation choice in some parts of the City. Tallassee has an extensive sidewalk network throughout the downtown section of the City and adjacent neighborhoods, often on both sides of the street. However, this sidewalk network is sparse once outside of the core and is often disconnected and disjointed. However, this infrastructure is aging and repairs are needed in many places. A walkable community has benefits beyond providing an alternate form of transportation: walking is demonstrably good for public health, provides improved accessibility, and is necessary for the creation of the vibrant mixed-use neighborhoods discussed in the land use section. The City should work to expand the network of sidewalks and to develop a Sidewalk Master Plan to make connections for a City-wide network of on- and off-street facilities. The on-street sidewalk network, in particular, should be expanded in, and to, locations where walkability is desirable.

Bicycles represent an efficient, non-polluting transportation alternative that is particularly viable for commuting in and around the Tallassee central core. Currently, bicycle infrastructure is almost non-existent in Tallassee. The bicycling community is made up of both recreational users as well as bicycle commuters. A network of bicycle facilities should be designed to accommodate both types of users with an appropriate mix of the off-street and on-street facilities. Bicycle connectivity should be considered as part of the development review process; encouraging placement of bike racks in new non-residential development would also be positive.



*Examples of different transportation choices that could suit Tallassee’s size, needs, and character.*

## PUBLIC TRANSPORTATION



*The Tallassee Senior Center two vans, a 9-passenger vehicle and a 12-passenger vehicle.*

The Tallassee Senior Center provides limited transportation to its clients with a 9 passenger van funded by the Alabama Department of Transportation through the 5310 grant program. The van is equipped with a lift to allow limited mobility individuals to board the vehicle; however, it does not have any equipment to secure a wheelchair. The Tallassee Senior Center uses the senior center vans to transport clients to and from the senior center for activities and lunch, to deliver hot meals to home-bound seniors, and for senior field trips. In addition to the 9 passenger Senior Center van, the center has access to a 12 passenger van and a four door car.

Transportation services are currently being provided for clients of the Tallassee Senior Center. Seniors are the primary users of the bus. Various other organizations, both public and private, also provide limited transportation for their clientele throughout the City; however, there is no form of public transportation in the City of Tallassee or Elmore County. There is an opportunity for transit to be expanded into other areas of the City and opened to the public.

Increased public transportation options will promote mobility among many citizens which are in need, including the elderly, individuals with disabilities, and low income individuals. The service would allow passengers to visit medical appointments, educational institutions, recreational facilities, and personal and shopping facilities.

The Central Alabama Regional Planning and Development Commission (CARPDC) along with Elmore County Commission, the municipalities within Elmore County, and the USDA are investigating the viability of public transportation for Elmore County. This assessment is expected to take place between 2018 and 2019 and should provide needed answers concerning public transportation for Elmore County residents. If a public transportation system were started to serve the residents of Elmore County, citizens of Tallassee would be able to travel within and outside of Tallassee to access much needed medical, employment, education and social activities.

Image Source |  
CARPDC



## CITYWIDE SIGNAGE

Tallassee can benefit by forming a unified identity through developing a cohesive theme and design for all directional signage within the City. This will help to establish the Tallassee “brand” and help keep Tallassee in the forefront of visitors’ minds once they have left.

Creating this platform for municipal directional signage is called “Way-finding” in many communities and is a more holistic approach to traditional directional signage. The content of these signs is unique to each place where the method is implemented. Wayfinding may acknowledge a variety of community assets, including:

- Parks
- Schools
- Churches
- Restaurants
- Stores
- Downtown
- Commercial District
- Library
- Other Notable Community Assets

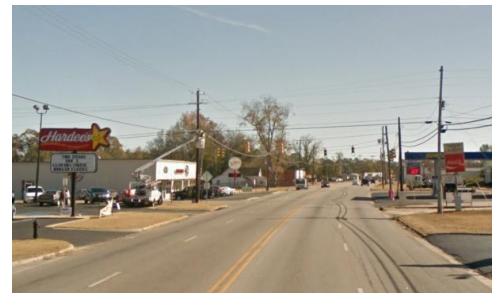
By directing travelers to these destinations, not only does it aid in navigation, but it also serves as a method of advertisement by promoting existing features within the City.

### *Image Corridors*

Image corridors are the most traveled and visible areas of a community. When visitors and travelers come through Tallassee, they will develop an impression based on what they have seen. By improving the aesthetic appearance of these corridors, people who are unfamiliar with Tallassee will have a better impression and respect for the City and what it has to offer. Image corridors within Tallassee exist, primarily along Highways 229 and 14. Most of the strategies for improving image corridors fall within the context of improving the streetscape through the addition of trees and other landscaping, sidewalks, lighting, etc. Sign regulations also come into play in some areas.



*Wayfinding is crucial to finding one’s way around a city. Signs such as the one above aid in creating a sense of direction and place.*



*Gilmer Avenue and Central Boulevard are the main image corridors in the City of Tallassee.*

Image Sources |  
[Google.com](https://www.google.com)  
[Pinterest.com](https://www.pinterest.com)



## Gateways

The location at which a citizen, visitor, or traveler enters Tallassee, where it could be recognized as a place distinctly different from another entry point, is an opportunity for a gateway. Tallassee's gateways should be developed so as to be recognized when arriving or leaving the city. They act as an entry point and should be visually appealing and promote the value and character of Tallassee. These areas mark the first point in which Tallassee begins to make an impression on visitors and whether or not that impression convinces them to stop or make a return visit in the future. Research has shown that an impression is formed within seconds of entering an environment and we want people to perceive Tallassee as an interesting place with a sense of pride.



*Notasulga Road is one of five arterial roads that citizens have identified as a potential location for one of the City's gateways.*

A gateway should be located somewhere significant that signifies more than an invisible line such as the municipal boundary. They are most effective when located where visitors can realize a physical difference in the environment.

## LAND USE – TRANSPORTATION CONNECTION

One of the organizing principles of Comprehensive Planning is that land use influences the transportation network, and vice-versa. Fundamentally, traffic demand is driven by two factors: employment and housing. All trips, vehicular or otherwise, have origins and destinations. Determining where people want to go, when they want to do it, and in what order, is at the heart of traffic demand modeling. It follows, then, that employment is a function of the presence of employers, which can be commercial, industrial, or institutional establishments or may be home occupations. The actual locations of those establishments, as well as housing that is the second factor driving traffic demand, are determined by the market which operates within a framework established by zoning, which is administered by local governments. Zoning should ideally reflect a jurisdiction's Future Land Use Plan so that the locations of future development, and redevelopment, align with planned future investments in civic infrastructure and civic goals, established in the comprehensive plan, such as promoting infill development and mixed-use centers.

At present all of those alignments do not yet exist. Completing the Tallassee 2040 Comprehensive Plan is the first step in a process of beginning to align civic investment with community vision.

The “Land Use First” strategy is the idea that the Future Land Use Plan should drive investment in transportation infrastructure, and not vice-versa; that changes in land use should not take place just because a new street connection is made or a new roadway alignment built, but instead those street construction projects should take place because they support Tallassee’s vision for the type, location and scale of new development and redevelopment.

## PARKING

A transportation network that relies on automobiles will always need a place to put them when they are not in use. It is important to balance the amount of parking provided for development to ensure that adequate parking exists, but also so that excessive parking is not required. Excessive parking has many negative effects including increasing impervious surfaces, thus increasing the amount of storm water runoff. Excessive parking also reduces the amount of land available for actual development, limiting investment in that land and thus reducing tax revenue to local governments.

Stand-alone surface parking lots should be strongly discouraged, particularly at street intersection corners. The use of prime developable land purely for parking is a misuse of funding. Should additional parking be needed, to the extent that a parking area unattached to development must be built, a better use of funds would be to develop small vertical parking facilities which maximize the use of the land. Further parking decks in prime commercial areas should be fronted with retail or office space such that the deck is not visible from the public right-of-way and potential revenue generating businesses can be accommodated.

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### Section Data Sources |

<sup>1</sup>[http://www.america2050.org/piedmont\\_atlantic.html](http://www.america2050.org/piedmont_atlantic.html)

<sup>2</sup> J. J. Leeming (1969). Road Accidents: Prevent or Punish. Cassell. SBN 304932132.

<sup>3</sup><http://www.completestreets.org/complete-streets-fundamentals/complete-streets-faq/>



**Recommendations**

Monitor changes in traffic volume to support needed transportation and pedestrian safety plans.

*(Traffic Volume)*

Recognize the need for a network of sidewalks, bike lanes and trails to provide alternative transportation opportunities.

*(Pedestrian and Cycling Network)*

Update subdivision regulations to include sidewalks in new subdivisions.

*(Pedestrian and Cycling Network)*

Establish a policy regarding sidewalks on City streets to benefit health, safety and welfare of citizens.

*(Pedestrian and Cycling Network)*

Encourage higher levels of street connectivity as new development occurs.

*(Connectivity)*

Provide daily needs in closer proximity to places where people live (i.e. neighborhood commercial nodes).

*(Transportation Choices)*

Encourage placement of bike racks in new non-residential development.

*(Transportation Choices)*

Discourage stand-alone surface parking lots particularly on street intersection corners.

*(Parking)*

Develop and maintain access management standards, including the development of standards for driveway spacing and cross access standards.

*(Connectivity)*

Work with the County to update the transportation plan to assess the condition of existing traffic flow, traffic patterns, and road and bridge condition.

*(Transportation Choices)*

Work to expand the network of sidewalks and to develop a Sidewalk Master Plan to make connections for a City-wide network of on- and off-street facilities.

*(Transportation Choices)*



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# 2040 COMPREHENSIVE PLAN

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## PUBLIC UTILITIES

# 06



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*"Infrastructure creates the form of a city and enables life to go on in a city, in a certain way."  
- Paul Goldberger*

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# 06 | PUBLIC UTILITIES

- BACKGROUND + VISION
- ENVIRONMENT
- ECONOMIC DEVELOPMENT
- LAND USE
- TRANSPORTATION
- PUBLIC UTILITIES**
- PUBLIC SAFETY
- RECREATION + SENIOR SERVICES
- EDUCATION
- QUALITY OF LIFE

## INTRODUCTION

The City of Tallassee, through the Utility Department, has made large capital investments to create a safe and reliable water supply, treatment and distribution system, wastewater collection and treatment system, natural gas system, solid waste collection system, and stormwater management services. The combination of a highly dependable utility supply and competitive rates support and attract economic development.

For the most part the City's systems are capable of handling current and projected water and sewer needs; however, the City must continue to expand, improve maintenance, and upgrade its facilities. The goals, objectives, and strategies of this section are intended to enhance the City's ability to provide its citizens with safe, reliable, and cost-effective public utilities.

Tallassee's current utilities coverage area is primarily contained with the city limits, with the exception of a few properties located outside the corporate limits.

## WATER TREATMENT + DISTRIBUTION

The Tallassee Water System is operated by the City's Utility Department and provides service throughout the incorporated areas of the City and beyond. Tallassee gets its water supply from the Tallapoosa River and processes and distributes approximately 500 million gallons each year. The Tallassee Water Works maintains four water storage tanks with a total capacity of 2,250,000 gallons and delivers approximately 200 million gallons of water to 2,465 Tallassee Water System customers and approximately 300 million gallons to three area water systems annually. Storage capacity of the water system is more than adequate and will only require moderate expansion to deal with population growth over the next twenty years.

The Tallassee 2016 Annual Drinking Water Quality Report states that the City has a very safe and dependable drinking water supply that surpassed both the State and EPA regulations for drinking water.



*Steve Oswalt, former supervisor of the water filtration plant, standing next to the facility's treatment pools.*

Image Source |  
Tallasseetimes.com

The Streets and Utilities Department employs 25 staff members including a Gas & Water Supervisor, Streets & Sewer Supervisor, Filter Plant Supervisor, a meter reader, a mechanic and a number of laborers and operators. Table 11 provides a detailed breakdown of Street & Utility Department Personnel.

Table 11 Utility Department Personnel Data	
Position	Quantity
<i>Street and Utilities</i>	
Gas & Water Supervisor	1
Mechanic	1
Electrician	1
Meter Reader	1
Gas and Water Technician	3
Water Technician	1
Sewer Technician	1
Streets Technician (CDL Driver)	3
Streets Technician	4
Part-Time Help	1
<i>Water Filter Plant</i>	
Filter Plant Supervisor	1
Filter Plant Operators	5
Filter Plant Operator Trainee	1
<i>Source: Tallassee Utility Department</i>	

The Streets and Utility Department maintains a number of vehicles and equipment for carrying out regular maintenance and repair of water, sewer, natural gas, and collection systems. A detailed account of the Utility Department’s vehicles and equipment is included in Table 12.

Table 12 Street and Utilities Department Vehicles and Equipment				
Vehicle/Equipment	#	Year	Make/Model	Condition
Truck	1	2004	Ford F-150	Fair
Service Truck	4	2011	Ford F-250	Good
Boom Truck	1	2013	International	Good
Boom Truck	1	2012	International	Good
Flat Bed Truck	1	1989	Ford F-600	Good

Table 12 (Continued)				
Street and Utilities Department Vehicles and Equipment				
Dump Truck	1	1995	Ford F-750	Good
Flat Bed Truck	1	1993	Ford F-600	Poor
Boom Truck	1	2004	Ford F-750	Poor
Service Truck	1	2006	Dodge 1500	Good
Service Truck	1	2011	Ford F-350	Good
Sewer Jet Truck	1	2011	Ford F-550	Good
Service Truck	1	2000	Chevrolet 2500	Good
Forklift	1	2000	Hyster	Good
Portable Light	1		Portable Light	Good
Dump Trailer	2		Dump Trailer	Fair
Vermeer Ditch	1		Ditchwitch	Poor
Backhoe	1	2010	John Deere	Good
Backhoe	1	1996	John Deere	Fair
Backhoe	1		john Deere	Poor
Welder	1	1995	Miller Welder	Good
Tilt Trailer	1	2016	12 Ton Tilt Trailer	Good
Jack Hammer	1		Ingersoll Rand	Good
Utility Trailer	3		Utility Trailer	Good
Tractor	2	2014, 2015	Kubota	Good
Bush Hog	2		Bush Hogg	Good
Mini Cutter	1		Takeuchi TB20	Good
Valve Turner	1	2010	Wachs Valve Turner	Good
Trencher	1	2003	Ditchwitch	Good
Mower	2		Husqvarna	Good
Mower	1		Cub Cadet	Good
Chain Saw	4		Husqvarna	Good
Edgers	12		Husqvarna	Good
Blower	3		Husqvarna	Good
Pole Saw	2		Husqvarna	Good
Chain Saw	2		Stihl	Good
Water Pump	3		Water Pump	Good
Service Truck	1	2003	Chevrolet 1500	Good
Sand Spreader	1	1989	Ford F-600	Good
Trencher	1	2003	Ditchwitch	Good
Line Locator	1		Ditchwitch	Good
Filter Plant Truck	1	2002	Chevrolet S10	Good

*Source: Tallassee Streets and Utilities Department*

The primary concern for all water systems is aging infrastructure. A Service Development and Maintenance Plan needs to be created to assist the Utility Department in evaluation, maintenance, expansion, operations, and capital budgeting.

The Tallassee Utilities Department has noted that their biggest deficiencies as a department are old water mains and dead end lines. Old water lines lead to leaks that could be alleviated by replacing older pipes, which would also result in better water quality. Construction of new lines is also needed to support growth as it occurs. In addition to the water mains and delivery infrastructure, the water filter plant is in need of replacement or upgrading. The original structure was built in 1897 for the mill and much of the necessary equipment is 70 to 100 years old. The City is in the preliminary stages of assessing the purchase of land to address facility issues.

Tallassee has a significant amount of outdated, cast iron piping throughout the city. This is expensive and time consuming to replace. Because of the aging water infrastructure, Tallassee has a high water loss rate of approximately 13.1%. This equates to more than 58 million gallons of lost water each year. At \$1.43 per 1000 gallons, this equals a loss of City revenue of more than \$83,000 annually. This is primarily due to leakage, however, theft and necessary system flushing also contribute to water loss.

*Tallassee has a high water loss rate of approximately **13.1%**. This equates to more than **58 million gallons** of lost water each year.*



*The City water filtration plant is located on the bank of the Tallapoosa River.*

Image Source |  
Tallasseetimes.com

In addition to the water filtration plant, the City's water towers are in need of maintenance. The tanks have not been maintained as recommended due to the expense, and lack of funds needed to fix and improve them. Eventually, the City will have to invest in painting, lining, and replacing water tank infrastructure to maintain the safety and quality of the water system.

The City should continue to adequately invest in the water system. Not only is water an essential service, the availability and quality of City water is a significant economic development tool; a major benefit to attract new businesses and industries. As part of, and to help with, future investments in the City's water and sewer systems, utility rates and fees should be monitored to ensure an adequate rate structure is in place to support utility investments.



Tallassee has agreements to treat and supply over 300 million gallons of water per year to three neighboring community water systems. Tallassee Utilities sells approximately 21 million gallons per month to Wall Street Water Authority, approximately 4 million gallons per month to Friendship Water Works, and approximately 1.25 million gallons per month to Eclectic Water Works and Sewer.

Fire protection and ISO ratings are major concerns with municipalities and citizens as they relate to water delivery systems; these concerns are no different for Tallassee. The City has worked closely with the Fire Department to assess the system and put into place developmental policies, and necessary improvements, to upgrade or maintain the current Class 3 ISO rating.

A goal of the Tallassee Utilities Department is to map utility location data into a Geographic Information System (GIS) in order to reduce time and resources devoted to locating lines, mains and valves in the event of a failure. Currently, utilities staff rely upon antiquated as-built drawings, staff institutional knowledge, and trial and error when attempting to locate utilities. Digital Mapping will improve efficiency and reduce the maintenance costs and down time related to infrastructure failure, such as a pipe burst. It is recommended that the City invest in digital mapping of utility infrastructure to reduce long term maintenance costs and improve efficiencies, especially when new infrastructure is installed.

## WASTEWATER COLLECTION AND TREATMENT

Sanitary sewer collection and treatment is provided, by the City, to approximately 1,800 customers in Tallassee. The City operates a multi-cell wastewater treatment lagoon located approximately 1.5 miles south of downtown on Highway 229 South in Elmore County, across from the Tallassee Industrial Park. The treated discharge from this facility is released into the Tallapoosa River. The lagoon consists of two cells, the first being approximately 12.7 acres in size and the second being approximately 12.8 acres in size. Following aeration in the first cell, wastewater is detained in the second cell, injected with chlorine for disinfection followed by de-chlorination prior to being sent through a cascade aerator and then discharged into the Tallapoosa River.



*Two of Tallassee's water towers are located in the downtown area.*

Image Source |  
CARPDC

The permitted capacity of the facility is 1.4 million gallons per day. The treatment and collection systems serve industrial, commercial and domestic residential waste streams throughout the City. The collection system consists of aging collector sewers, over-taxed and aging lift stations, and larger diameter interceptor sewers. Flows are directed to the City's single wastewater treatment lagoon. Typical sanitary sewer system infrastructure components are designed with a service life ranging from as little as 20 to as great as 50 years. Much of Tallassee's infrastructure has met or exceeded this service life. As a result, the system is showing signs of degradation and has become highly susceptible to inflow and infiltration of groundwater. These conditions have resulted in complications such as sanitary sewer overflows and dilute influent as realized at the treatment lagoons.

The primary concern for all sewer systems is aging infrastructure, and Tallassee's system is no exception. Because of this, adequate resources need to be devoted to maintenance and/or replacement. Particular attention needs to be paid to continued capital resources for maintenance and improvement projects. Inadequate sewer capacity could essentially halt development in affected areas and unplanned repairs could place an undue burden on the City's finances. Implementation of initiatives such as the "Fats, Oil, and Grease (FOG)" program should be seriously considered to help avoid or reduce sewer blockages caused by grease.

System components such as the pumping systems and piping are outdated and replacement is eminent. Additionally, the sewer lagoon is approaching the end of its lifespan. Engineers estimate the lagoon has approximately thirty years of service left and therefore serious consideration will need to be given to its upgrading or replacement within the near future.

*There are currently proposals in place to construct a new, modern sanitary sewer treatment facility next to the existing sewer lagoons. If this project is funded, Tallassee will likely construct this facility within the next five years.*

These systems are underperforming and will continue to cause problems and limit economic development until the sewer system is updated. Without the capacity for sewer expansion, it is going to be difficult to attract and support new industrial, commercial, or housing development.

## NATURAL GAS

The City of Tallassee owns and maintains the natural gas infrastructure in the City. Currently, Tallassee Utilities serves approximately 1,004 natural gas customers and brings in approximately \$1.2 Million dollars in annual revenue to the City. There are issues with the gas infrastructure, mostly related to the age of some of the original system. The Utility Department estimates that there are 20 to 35 miles of cast iron piping throughout the City that is progressively deteriorating and becoming a public safety issue due to the risk for leaks. This cast iron infrastructure is in need of replacement with modern piping. Also, piping in residential areas creates a significant challenge for repair. The City has begun the slow process of improving portions of the natural gas system along Highway 14, however; it will take time to replace all of the affected piping. Repairs and replacement of the system are being done as funds and resources are available. If the City does not continue to upgrade the gas infrastructure, it risks the City system being shut down.

## STORMWATER MANAGEMENT

Stormwater management has increasingly become a concern to municipalities all over the state. Questions are being asked regarding who is responsible for the management of the stormwater run-off, who created the problem and who owns the stormwater management systems (drainageways, ditches, inlets, and retention and detention ponds).

The Tallassee Subdivision Regulations currently require new development to have an environmental review and have stormwater run-off handled on-site. However, many older developments have existing drainage issues and aging stormwater infrastructure, including piping that is too small to handle run-off during heavy rain events.

Portions of the system need to be replaced to alleviate this problem that causes flooding. Additionally, the City needs to ensure that new private development plans, both residential and commercial, are reviewed by a qualified City engineer for proper stormwater, grading and other engineering parameters.

Flooding due to insufficient capacity of the storm sewer system is a concern along major roadways in Tallassee and in various developments, specifically along Hwy 14, downtown, and in residential areas.

The City needs to examine this issue in detail and make a determination on ownership policies and regulations. These regulations should be incorporated into the subdivision regulations and/or developmental policies. As a result of any increase regulatory and stormwater infrastructure needs, the City may wish to implement a stormwater utility fee in order to have a dedicated funding source to meet the stormwater program goals and requirements. The City may also want to take a holistic approach to managing its stormwater program and should select a consultant to assist with the development of a stormwater management plan.



*Advanced Disposal is the primary provider of solid waste services in the City of Tallassee*

Image Source |  
Google.com

## SOLID WASTE SERVICES

Solid waste collection services in Tallassee is currently provided through Advanced Disposal and serves approximately 1,943 customers.

## ELECTRICITY SERVICES

Electricity for the City of Tallassee is provided by Alabama Power Company. Alabama Power Company generates electricity at the hydroelectric power plant at Thurlow Dam located in the heart of Tallassee on the Tallapoosa River. Alabama Power Company pays the City of Tallassee a franchise fee of approximately \$400,000 per year. A long term goal of the City is to bury overhead utilities to reduce outages and minimize the impacts of storm related events, as well as improve the view by removing unsightly power poles and infrastructure. This is a costly and time consuming endeavor that takes cooperation from all involved parties, including property owners, the City, and the Power Company.

## CABLE AND INTERNET SERVICES

The City of Tallassee is currently serviced by one primary cable and internet service provider, Spectrum. The community would like to see additional providers serve the City of Tallassee, to increase competition and ensure competitive rates for resident of Tallassee.

The City has fiber optic infrastructure in the City Schools as part of the “E-Rate-Schools” grant program for fiber optics received by the Board of Education. Between 2015 and 2017, Tallassee City Schools has received more than \$500,000 in grant funding from the E-rate program<sup>1</sup>. The Tallassee City Schools Network infrastructure has a 100Mbps fiber optics network down to the classroom level. It is currently limited to 100Mbps due to the switches where it connects to each location, however, there are plans in place to upgrade the network to 1Gbps as soon as possible<sup>2</sup>. One goal of the City is to piggy back on the City School’s fiber optic system and connect the industrial parks and library with fiber optics to benefit industrial development. High speed internet is necessary in the modern age for many industrial and commercial facilities.

## SUMMARY

The City of Tallassee, like many small cities, depends heavily on the revenue from City owned utilities. Therefore, the need to maintain and upgrade these systems is vitally important. Many years of neglect have led the utilities infrastructure in the City of Tallassee to have major deficiencies that must be corrected before they become catastrophic for the City. The City should consider developing a comprehensive utilities maintenance and repair plan to guide long range planning and maintenance of utility infrastructure.





# Recommendations

Create a Maintenance and Repair Plan to assist the Utility Department with long range planning and maintenance of infrastructure.

*(Water Treatment and Distribution)*

Continue to invest in water system improvements particularly the replacement of old water pipes/mains and dead end lines.

*(Water Treatment and Distribution)*

Create a replacement plan and schedule for the replacement of cast iron piping throughout the city.

*(Water Treatment and Distribution)*

Invest in painting, lining, and replacing water tank infrastructure to maintain the safety and quality of the water system.

*(Water Treatment and Distribution)*

Work to map utility location data into a Geographic Information System (GIS) in order to reduce time and resources devoted to locating lines, mains and valves in the event of a failure.

*(Water Treatment and Distribution)*

Work to upgrading or replacement the City's sewage lagoon within the next few years.

*(Water Treatment and Distribution)*

Construct a new, modern sanitary sewer treatment facility next to the existing sewer lagoons within the next five years.

*(Water Treatment and Distribution)*

Monitor utility rates and fees to ensure an adequate rate structure to support future utility investments.

*(Water Treatment and Distribution)*

Work to replace cast iron gas line infrastructure with modern piping.

*(Natural Gas)*



Ensure that stormwater infrastructure plans for new private residential and commercial development are reviewed by a qualified City engineer.

*(Stormwater Management)*

Consider implementation of a stormwater utility fee to create a dedicated funding source for future requirements.

*(Stormwater Management)*

Take a holistic approach to managing stormwater through the development of a stormwater management plan.

*(Stormwater Management)*

Establish a long term goal to bury overhead utilities to reduce outages and minimize the impacts of storm related events.

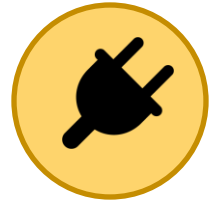
*(Electricity)*

Work with School Board and local industry to expand fiber optic system.

*(Cable & Internet Services)*

Consider implementation of initiatives such as "Fats, Oil, & Grease Program" to help avoid future system blockages.

*(Wastewater Collection and Treatment)*



## Recommendations



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# 2040 COMPREHENSIVE PLAN

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## PUBLIC SAFETY

07



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*"True public safety requires a collaboration between law enforcement and the community."*  
- Betsy Hodges

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# 07 | PUBLIC SAFETY

BACKGROUND + VISION  
ENVIRONMENT

ECONOMIC DEVELOPMENT

LAND USE

TRANSPORTATION

PUBLIC UTILITIES

**PUBLIC SAFETY**

RECREATION + SENIOR SERVICES

EDUCATION

QUALITY OF LIFE

## INTRODUCTION

The City of Tallassee provides quality police and fire protection throughout the incorporated areas. Additionally, the Elmore County Sheriff's Department, Tallapoosa County Sherriff's Department, Elmore County EMA and Tallapoosa County EMA serve Tallassee as part of their jurisdiction. Overall there is strong community and government support for public safety in the City. The City of Tallassee has adopted the hazard mitigation plans for Elmore and Tallapoosa Counties. Copies of those Hazard Mitigation Plans are available at City Hall. Storm shelters are located behind City Hall for community use.

## POLICE PROTECTION

The Tallassee Police Department is comprised of twenty-one full time sworn police officers. The staff contains one chief, one captain, one narcotics officer, three detectives, one school resource officer, and twelve patrol officers. Additional staff is made up of two part-time corrections officers, four full-time dispatchers, one part-time dispatcher, one records clerk, and one administrative assistant. Table 13 provides a summary of the City's public safety personnel. Tallassee's ratio of patrol officers to residents is one patrol officer (Patrol Officers and Patrol Sergeants) per 471 residents, based on 2016 ACS population estimate. According to the International Association of Chiefs of Police published data, this is consistent with the national average of 2.2 full-time officers per 1,000 residents for small cities of 2,500-9,999 residents.



*The Tallassee Police Department Building is located on Barnett Blvd in downtown Tallassee.*

Tallassee's Police Department is housed within the old City Hall Building at 214 Barnett Blvd. The Tallassee Police Department has a small jail facility used as a temporary holding facility only. All Tallassee inmates are sent to the Elmore County jail facility in Wetumpka. Elmore County's jail facility has a capacity of 232 inmates and accommodates both male and female inmates. Tallassee Police provide law enforcement protection and services to approximately 5,657 residents over a 12.1 square mile area.

Image Source |  
Central Alabama Regional Planning  
and Development Commission

Table 13 Police Department Personnel Data	
Position	Quantity
Chief	1
Captain	1
Narcotics	1
Detective	3
School Resource	1
Patrol Officer	12
Animal Control	1
Corrections (Part Time)	2
Dispatch Supervisor/ Records Clerk	1
Dispatcher	4
Administrative Assistant	1

*Source: Tallassee Police Department*

It provides all of the services typically provided by any modern, progressive police agency and those services include, but are not limited to: criminal and traffic law enforcement, investigation of felony and misdemeanor offenses, investigation of traffic crashes, answering calls for service, proactive patrol and detection of crime, provision of security and traffic control, community events and functions, as well as hundreds of other smaller incidental duties.

In 2017, the Tallassee Police Department answered 11,130 calls for service, arrested 669 criminal offenders, made 3,622 traffic stops, completed 1,870 incident/offense reports, completed 234 accident reports, and performed 3,836 security checks. Additionally, the Tallassee Police Department closed 130 cases, impounded 145 weapons, and completed 167 narcotics seizures. Crime in the City of Tallassee has remained relatively constant over the past 5 years, according to Alabama Law Enforcement (ALEA) data.

Table 14 Tallassee Reported Part I Offenses								
Year	Homicide	Rape	Robbery	Assault	Burglary	Larceny	Vehicle Theft	TOTAL
2016	0	3	5	30	53	210	23	324
2015	0	6	7	44	74	248	21	400
2014	0	4	0	30	78	182	18	312
2013	0	*	1	66	86	203	7	363
2012	1	2	3	59	82	198	12	357

*\*Data unavailable*

*Source: Alabama Criminal Justice Information Center and Alabama Law Enforcement Agency – Crime in Alabama Report*

The Tallassee Police Department owns all of the emergency/patrol equipment to outfit their patrol cars (lights, radios, radar units, etc.) and is committed to the maintenance, and proper usage, of vehicles and equipment to extend service life. However, it should be understood that the life span of a patrol car is not the same as the lifespan of a family car.

Patrol cars, by the nature of the work performed, are subjected to extreme ends of the driving environment, on one end high speed driving in response to calls and on the other long hours of idling.

The department maintains a fleet of 17 vehicles (cars, SUVs, command post, tactical vehicles, etc.), the majority of which are more than seven years old, including five Ford Crown Victoria patrol cars and three Ford Escape detective cars purchased in 2011. Every current full time officer shares a vehicle with his/her counterpart on the opposite shift. The Police Department does not have a formalized vehicle replacement plan in place. They are in the process of establishing a regular replacement plan to update the fleet to improve reliability and dependability. At this time, many of the police department vehicles are in fair to poor condition due to lack of new vehicle purchases in recent years.

Dispatch services for Tallassee Police Department, Tallassee Fire Department and Emergency Medical Transportation are provided through the Police Department. Much of the equipment of the police department and dispatch is aging and is in need of upgrades. The department has recently upgraded its communications system and acquired three new patrol vehicles to replace aging equipment.

A detailed account of the Police Department's vehicles and equipment is shown in Table 15.



*A Tallassee Police patrol car resting in a commercial section of downtown.*

Table 15 Police Department Vehicles and Equipment				
Vehicle/Equipment	#	Year	Make/Model	Condition
Detective Vehicle	1	2002	Ford Explorer	Fair
School Resource Vehicle	1	2018	Dodge Durango	Excellent
Detective Car	1	2007	Chevrolet Impala	Poor
Patrol Car	5	2011	Ford Crown Victoria	Fair
Narcotics Vehicle	1	2006	Dodge Charger	Fair
Animal Control Vehicle	1	1999	Chevrolet Silverado 1500	Poor
Detective's Vehicle	3	2011	Ford Escape	Fair
Jail Transport Vehicle	1	2004	Dodge Ram 1500	Fair
Chief's Vehicle	1	2015	Dodge Charger	Excellent
Patrol Vehicle	2	2017	Dodge Charger	Excellent

*Source: Tallassee Police Department*

### *Police Department Future Plans and Needs*

The men and women of the Tallassee Police Department want to be able to continue to provide top notch, professional and courteous law enforcement services based on a paradigm of community policing and problem solving. The department is in need of new technology, primarily dispatch software to serve the police, fire, and EMS services of Tallassee. Additionally, the police department could use updated body armor equipment to replace aging equipment.

### **FIRE PROTECTION**

Tallassee Fire Department was founded around 1963 by volunteers who saw the need for an organized fire protection plan and the services are carried out to this day by dedicated volunteers who are only paid on a per call basis. Their response area covers parts of Elmore, Southern Tallapoosa, and Northern Macon Counties. Tallassee is surrounded by several other volunteer fire departments who participate in mutual aid agreements with them, they including: Friendship Volunteer Fire Department, approximately 5 miles west of Tallassee; Reeltown Volunteer Fire Department, approximately 3 miles northeast of Tallassee; Red Hill Volunteer Fire Department, approximately 7 miles northwest of Tallassee; and Franklin Volunteer Fire Department, approximately 10 miles southeast of Tallassee. In 2017, the Tallassee Volunteer Fire Department responded to 305 fire calls.

The Tallassee Fire Department maintains a current Insurance Services Office (ISO) rating of 3. This rating is based on a 1- 9 scoring system with 1 being the best rating possible. Higher ISO ratings can negatively affect commercial and residential property insurance premiums in a city.

ISO ratings are based on water supply, type and condition of fire department equipment, personnel, facilities, and the existence of a building/fire code and properly qualified inspection, education and fire prevention personnel. Also, barriers such as railways and waterways can increase response times and raise the ISO rating in any given municipality.

Current ISO regulations require that fire personnel conducting inspections and investigations, as well as those providing education and fire prevention details, have certain certifications which are maintained through continuing education for these duties.

The Department is made up of three fire stations: Station 1 located at 123 North Ann Avenue in Downtown Tallassee, Station 2 located at 118 Washington Street in East Tallassee, and Station 3 located at 139 Twin Creeks Drive in the Tallassee Industrial Park. In addition to the three fire stations, Tallassee Fire Department manages a training facility located at 144 Twin Creeks Drive, across the street from Station 3 in Tallassee Industrial Park.

In addition to providing fire protection to the residents of Tallassee, the Fire Department offers a portable fire safety unit for public and school education, provides CPR and other safety education to the public, and answers mutual aid calls from surrounding fire districts on an as needed basis.

The Tallassee Fire Department is a volunteer fire department that has a roster of approximately 34 volunteers. During the day, three firefighters are paid part time to man Fire Station 1, to improve response times during the day. Tallassee Volunteer Fire Fighters are paid on a per-call system. They received \$20 per call they respond to and \$10 per training session or community event. Approximately one-third of the registered volunteer fire fighters work private sector jobs, approximately one-third work full-time for other fire departments (Montgomery, Auburn, Fort Benning, etc.) and the remaining one-third work in public service, are retired, or do not work. Tallassee Fire Department has mutual aid agreements with surrounding fire departments and uses those mutual aid agreements regularly to have enough fire fighters to address the needs.



*Fire Stations No.1, No. 2, No.3 and Tallassee's Fire Training Facility.*

Image Source |  
Central Alabama Regional Planning and  
Development Commission  
Google.com



Optimally, the fire department would have a volunteer roster of fifty volunteers. Fifty volunteer fire fighters would reduce or eliminate the use of area fire departments, except for large fires. The department provides training for its employees (volunteers) through the Tallassee Fire Department training facility, which is endorsed by the Alabama Fire College. The training facility is also opened to other fire departments on an as requested basis. Tallassee Firefighters are continuously training to maintain the department’s efficiency and protect the well-being of the community.

ISO ratings are based on water supply, type and condition of fire department equipment, personnel, facilities, and the existence of a building/fire code and properly qualified inspection, education and fire prevention personnel. Also, barriers such as railways and waterways can increase response times and raise the ISO rating in any given municipality.

The Tallassee Fire Department is partially funded by an Elmore County Fire Service Fee. This fee is imposed on all properties, residential and commercial, in Elmore County and funds the majority of equipment, trucks, and training. The citizens of Elmore County voted for the service fee to support the fire service across the county in the late 90s. Currently the service fee is imposed on properties within the Tallassee Fire District, which includes parts of Elmore, Tallapoosa and Macon Counties. The service fee is currently an annual fee of \$50 for residential and \$100 for commercial property. The City of Tallassee also contributes to the funding of the Tallassee Fire Department, primarily through the funding of the operating costs of the fire department, including personnel costs and building maintenance and operations.

Table 16 Fire Department Personnel Data	
Position	Quantity
Fire Chief	1
Assistant Chief	2
Captain	3
Lieutenant	3
Driver	1
Firefighter / Driver	20
Firefighter	4

*Source: Tallassee Fire Department*

The Fire Department has a replacement plan for fire trucks. The fleet currently includes: five pumper trucks, one ladder truck, one brush truck, one rescue boat, one mass casualty trailer and two administrative vehicles. Approximately half of the firefighters are EMT/EMS trained and certified, primarily through their full-time professions. The department’s ratio of volunteer firefighters to residents, approximately one firefighter per 150 residents, is much greater the national standard of one firefighter per one thousand residents.

A detailed account of the Fire Department’s vehicles and equipment is included in Table 17.



Table 17 Fire Department Vehicles and Equipment				
Vehicle/Equipment	#	Year	Make/Model	Condition
Pumper Truck	1	2008	KME	Good
Pumper Truck	1	2003	KME	Good
Pumper Truck	1	2017	KME	Excellent
Pumper Truck	1	1998	E-One	Fair
Pumper Truck	1	1976	American Fire Apparatus	Fair
Ladder Truck	1	2013	Rosenbauer	Good
Brush Truck	1	2000	Chevy Silverado	Good
Staff Truck	1	2017	Chevy Silverado	Excellent
Chief Truck	1	2018	Chevy Tahoe	Excellent
Rescue Boat	2	2006	Zodiac	Good
Mass Casualty Trailer	1	2006		Good
Rehab Trailer	1	2007		Good

Source: Tallassee Fire Department

*Fire Department Future Plans and Needs*

Tallassee’s firefighters have worked diligently to improve the City’s fire protection services and to reduce the City’s ISO rating to ISO 3 and they are committed to providing the highest standard of fire safety to their citizens. To that end, it is recommended that communication systems, for both the fire and police departments, be regularly monitored to ensure equipment meets most current standards necessary.

Other issues that affected the department’s ability to perform their duties efficiently include locations of fire stations, staging of equipment that is most convenient to fire fighters, and availability of volunteers.

The Fire Department recommends that the City continue to install new fire hydrants in various locations and continue to upgrade the water system piping throughout the City while working with the Utility Department to increase pressure in needed areas. Also, the Fire Department encourages the City to update and enforce building codes and subdivision regulations to ensure new developments meet or exceed local fire codes.



*A City fire truck during one of the community’s many events.*

Image Source |  
Google.com



# Recommendations

Continue to upgrade communications hardware and software to serve the police, fire, and EMS.

*(Public Safety)*

Upgrade body armor and safety equipment as the Police Department works to replace aging and deficient equipment.

*(Police Future Needs)*

Continue to install new fire hydrants throughout the City in conjunction with Utility Department to increase needed water pressure and hydrant reliability.

*(Fire Department Future Needs)*

Continue to recruit additional volunteer fire fighters to reduce the number of calls for mutual aid.

*(Fire Department)*



# RECREATION + SENIOR SERVICES

08



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*"Nature gives to every time and season some beauties of its own."*

*- Charles Dickens*

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# 08 | RECREATION + SENIOR SERVICES

BACKGROUND + VISION  
ENVIRONMENT

ECONOMIC DEVELOPMENT  
LAND USE

TRANSPORTATION

PUBLIC UTILITIES

PUBLIC SAFETY

**RECREATION + SENIOR SERVICES**

EDUCATION

QUALITY OF LIFE

## INTRODUCTION

Parks and Recreation services play a vital role in enhancing the quality of life for a city's residents. These services increase a community's economic value; enrich health and environmental benefits; and enhance an area's social importance. Notable benefits of a strong parks and recreation program include:

- An improved local tax base and increased property values.
- Quality parks and recreation are cited as one of the top three reasons that businesses cite in relocation decisions in a number of studies.
- Parks and recreation programs and services contribute to the health of children, youth, adults, and seniors.
- Parks are a tangible reflection of the quality of life in a community. They provide identity for citizens and are a major factor in the perception of the quality of life in a given community. <sup>1</sup>

The City of Tallassee currently maintains approximately --46 acres of parks and recreational facilities within the city limits. Residents also have nearby access to State, National, and privately maintained park land and multi-use trail facilities such as the Wind Creek State Park and the Yates Lake Forever Wild Wildlife Refuge. City recreational facilities include a river walk, nature trails, ball fields, a municipal swimming pool, and tennis courts. Citizens view these recreational activities as vital to quality of life in the city. Tallassee's largest crowd-drawing activities are rooted in sports and opportunities to engage with local natural resources. Equipped with this knowledge, City officials began to explore ways to enhance the role parks play in a healthy, livable and balanced city while recognizing that preserving land for future generations should be a priority.

## EXISTING CONDITIONS

### *City-Managed Properties*

**Veterans Park:** This 0.5-acre park is within short distance of Tallassee City Hall, Tallassee Community Library, and East Tallassee United Methodist Church. It features a memorial dedicated to eight Army soldiers and Marines who died in the Vietnam War.



*Veterans Park Memorial*

Image Source |

Central Alabama Regional Planning and  
Development Commission

**Bell Park:** Bell Park has been a benchmark in the Tallassee community for many years. The city-owned 1.60 park is located at the intersection of Friendship Road and Gilmer Avenue. Within the last decade, it has become a popular venue for several local events.

**Lake Talisi Natural Area:** The riverwalk trailhead begins on Lake Tallassee Drive; it stretches through adjacent forestry, culminating at a boardwalk along the river. The trail was designed to accommodate persons of all ages and physical levels. It is also connected to pedestrian/bike paths that extend out toward Knox Street and Gilmer Avenue.

### *Parks + Recreation Managed Properties*

**Tallassee Parks & Recreation Softball Complex:** The Softball Complex is Tallassee's largest and most popular recreational facility. It features four softball fields, on approximately 25.9 acres, and hosts a significant number of families every baseball and softball season.

**Municipal Swimming Pool & Dixie Youth Baseball Field:** The Tallassee Public Swimming Pool and Dixie Youth Baseball Fields sit on 6.35 acres of land along 7th Street and Riverside Avenue. The pool was opened in the 1950s and since then, it has been maintained by the City's Parks and Recreation Department as a treasured amenity of the community.

**Tallassee Housing Authority Playground:** A community park of approximately 0.8 acres adjacent to the Tallassee Housing Authority.

**Funtastic Fort:** This 4.07-acre park is located within close proximity to the Tallassee Senior and Community Center. It features a wooden fort-like playground, a pavilion, and a gazebo.

**Tallassee Recreation Center:** This facility houses the offices of the parks and recreation staff. It also provides members of the community center access to a weight room and a multipurpose room.

**City Tennis Courts:** Tallassee's tennis courts, located on Riverside Ave, rest on 0.53 acres of land nestled in a quiet east Tallassee neighborhood. They are within walking distance of the Municipal Swimming Pool and Dixie Youth Fields.



*Mayor Johnny Hammock throws the first pitch on Baseball Opening Day at the Dixie Youth Fields. (2017)*



*Funtastic Fort in Carrville*

Image Source |  
Tallasseetimes.com  
CARPDC



**Babe Ruth Fields:** Located near the Tallassee Municipal Airport is a 5-acre recreational facility that is used for baseball, softball, kickball, and soccer. It was once the city’s predominately used sports venue until the Softball Complex was completed.

**C.W. Mullins Park:** This memorial park was established to honor beloved community member Carl Wayne Mullins. The lot in which the park sits is the former site of the East Tallassee Recreation Center and Theatre.



*C.W. Mullins park was created to honor a treasured member of the Tallassee community.*

The Tallassee Parks and Recreation Department currently employs 5 full time and 1 part-time personnel and approximately 20 to 25 seasonal personnel. Unfortunately, this department is very understaffed, even more so during the busiest seasons of the year. This results in current full-time personnel taking on multiple roles to ensure that the needs of the community are being met. The following table shows a breakdown of these positions.

Table 18 Parks & Recreation and Senior Services Department Personnel Data	
Position	Quantity
P + R Director	1
P + R Office Manager	1
Recreation Programs Coordinator	1
Maintenance Staff Full Time	2
Support Staff P/T - Year Round	1
Part Time Seasonal	20-25

*Source: Tallassee Police Department*

### *Privately Managed Properties*

**McKenzie’s Gameroom:** Tallassee’s natural wildlife museum that features over 25 different species of animals.

**Monster Mountain MX Park:** A privately owned 200-acre motocross park located off of Burt Mill Road, just outside the city limits.

**Yates & Thurlow Fishing:** An Alabama Power supported project with river access located just off of Lower Tuskegee Road.

## Board of Education Managed Properties

**Southside Middle School Fields:** Tallassee’s Middle School has two fields on its campus – one baseball field and one softball field. E.B. Payne Sr. Drive is the main access road for these facilities.

**J.E. “Hot” O’Brien Stadium:** The J.E. O’Brien Stadium is next to the Tallassee Career Center off of Gilmer Avenue. It is the hub for both fall and spring sports for the high school as well as select major events for the community.

Together, these facilities provide an abundance of opportunities for the community to stay active. In addition to contributing to the maintenance of Tallassee’s facilities, the Parks and Recreation Department sponsors a variety of youth and adult sports programs. It also hosts low impact activities for Tallassee’s senior citizens such as aerobics. The Municipal Softball Complex, the city’s largest and most used recreational venue, draws in significant crowds during youth baseball and softball tournaments.

In order to keep all of the city’s facilities in top working order, the Parks and Recreation Department has a variety of vehicles and equipment as shown in the following table.



*O’Brien Stadium is one of the most popular venues during the City’s homecoming celebration.*

Vehicle/Equipment	#	Year	Make/Model	Condition
Truck	1	1996	Dodge Dakota	Poor
Truck	1	1999	F350	Poor
Truck	1	2000	Ford Ranger XLT	Poor
Tractor	1		CC Tractor 7195	Poor
Tractor	1	2015	Kubota HSD B2301	Good
Loader	1	2015	Kubota Loader LA 434	Good
Mower	1		Husqvarna P-ZT60	Good
Mower	2		Cub Cadet 7195	Fair

Source: Parks & Recreation Department

Half of the parks and recreation department’s vehicles are in fair to poor condition. The City should consider creating a plan to address updating the city’s vehicles and equipment as these tools are instrumental in maintaining the community’s recreational assets.

Image Source |  
Central Alabama Regional Planning  
and Development Commission



*Dixie Youth Baseball Jamboree. (2018)*

Image Source |  
Tallasseetimes.com

*"It is the goal of the Senior Services Department to provide services so that older persons can live lives of dignity and independence through information on community services, cost effective preservation practices and activities that will improve health and the quality of life – to provide innovative, affordable options of care and support that will provide an array of choices about how and where to live."*

**Mission Statement,  
Department of  
Senior Services**

## ATHLETIC PROGRAMS

Tallassee Parks and Recreation currently offers several youth athletic programs including baseball, softball, basketball, swimming, soccer, and archery on a seasonal basis. There is also adult basketball, coed softball and coed volleyball. Department officials believe that the membership of these leagues is projected to grow with the community over the next few years. Additionally, the city's facilities will have to accommodate this growth as well as new recreation programs that the department introduces. Studies have found that diversity in available recreational opportunities ranks high in a family's choice locate in a community.

In order to meet the demand for these services, Tallassee should begin developing more adult and youth recreation programs that balance athletics, fitness, and culture. There are many great examples of these types of programs being developed across the State. Communities in the Central Alabama region have created recreation initiatives centered on technology, cognitive activities such as playing chess, cooking classes, and kayaking/canoeing. Incorporating more diverse low and high impact recreational opportunities for the community will become a demand and, over time, efforts should be made to integrate the activities into the parks and recreation program.

## SENIOR SERVICES PROGRAMS

Tallassee Parks and Recreation currently offers several youth athletic programs including baseball, softball, basketball, swimming, soccer, and archery on a seasonal basis. There is also adult basketball, coed softball and coed volleyball. Department officials believe that the membership of these leagues is projected to grow with the community over the next few years. Additionally, the city's facilities will have to accommodate this growth as well as new recreation programs that the department introduces. Studies have found that diversity in available recreational opportunities ranks high in a family's choice locate in a community.

The American Community Survey, conducted by the U.S. Census Bureau, estimates that the 65-year-old and above age group represents approximately 15% of Tallahassee’s total population. This is a trend that is mirrored at the state and national levels. This figure is expected to increase substantially over the next two decades as baby boomers and their children grow older. Providing different types of services for these individuals will be a high priority. The need is more significant for disabled senior citizens and veterans as they often require additional accommodations to maintain day-to-day activities. Keeping this in mind, local officials and the parks and recreation department will have to work diligently to make sure that the senior citizen population is given special attention in future planning for the city.

## Did You Know...

Approximately 70% of senior center participants are women; half of them live alone.

Senior centers serve as a gateway to the nation’s aging network – connecting older adults to vital community services that can help them stay healthy and independent.

Research shows that older adults who participate in senior center programs can learn to manage and delay the onset of chronic disease and experience measurable improvements in their physical, social, spiritual, emotional, mental, and economic well-being.

Table 20 Senior Citizen Population (2012 - 2016)			
Age Range	United States	Alabama	Tallahassee
Total Population	318,558,162	4,841,164	5,657
65-69	15,290,792	251,741	289
70-74	11,149,536	183,964	238
75-79	7,963,954	130,711	124
80-84	5,734,047	91,982	141
85+	6,052,605	82,300	34
<b>Total</b>	<b>46,190,933</b>	<b>740,698</b>	<b>826</b>

Source : Elderly Population Statistics (ACS | 2012-2016)

Table 21 Disabled Population - 65 Years and Older (2012-2016)			
	US	AL	Tallahassee
Pop. 65+	16,042,261	300,808	826
Difficulty			
Hearing	6,660,465	119,840	184
Vision	2,965,048	58,259	85
Cognitive	4,074,743	81,767	80
Ambulatory	10,264,735	203,142	197
Self-Care	3,758,584	73,464	29
Independent Living	6,806,720	130,551	65

Source : Disabled Population Statistics (ACS | 2012-2016)

Table 22 Veteran Population - 65 Years and Older (2012-2016)			
Age Range	US	AL	Tallassee
Veterans Over 18 Yrs. Old	19,535,341	351,461	226
65 - 74	4,869,962	84,986	62
75+	4,499,708	71,471	39

*Source : Veteran Population Statistics (ACS | 2012-2016)*

The Tallassee Senior Center is located on the corner of Main Street and Washington Street in the eastern portion Tallassee. It is the core of recreation for local card and domino players, crafters, and social clubs. Patrons of the Center often engage in opportunities to increase awareness of key health issues such as glaucoma, heart disease, and diabetes. The Center also provides daily meals both on site and for homebound seniors, pharmacist/health services, shopping and day trips, and a bus for transporting seniors to the center.

Table 23 Senior Services Department Personnel Data	
Position	Quantity
Senior Center Manager	1
Senior Center Activities Coordinator	1
Senior Center Van Driver	1
Senior Center Aide	2
Firefighter / Driver	20
Firefighter	4

*Source: Tallassee Parks & Recreation and Tallassee Senior Center*

Transporting older adults can be challenging, especially those that have certain disabilities. However, when given the proper equipment, a senior citizens program is able to function efficiently. In order to provide transportation for patrons and to support certain activities, the Center operates the following vehicles:

## Senior Services & Resources

[\*Disaster Recovery Information\*](#)

[\*Farmers Market Nutrition Program Vouchers\*](#)

[\*Home Delivered Meals\*](#)

[\*Healthy Meals at the Senior Center\*](#)

[\*Legal Assistance Information\*](#)

[\*The Alabama Elder Law Helpline\*](#)

[\*Yellow Dot Program\*](#)

[\*Senior Wellness Program\*](#)

[\*Medicare Fraud Prevention\*](#)

[\*Insurance Counseling through the State Health Insurance Assistance Program\*](#)

[\*Senior Services Employment Information\*](#)





*Two of Senior Services Department vehicles*



*Tai Chi is one of a variety of exercise that are recommended for older active adults.*

Image Sources |  
 CARPDC  
 Ncoa.org  
 Google.com

Table 24 Senior Services Vehicles and Equipment				
Vehicle/Equipment	#	Year	Make/Model	Condition
9 Passenger Lift Van	1	2012	Ford - Econoline E350	Fair
12 Passenger Van	1	2016	Ford - Transit Wagon	Excellent
5 Passenger Car	1	1999	Ford - Crown Victoria	Poor

*Source: Parks & Recreation Department and Senior Services Department*

The Tallassee Senior Center provides basic facilities and programs for seniors including meeting space, hot lunches, chair aerobics, line dancing, table games, and planned trips to nearby venues. The center’s overall structure, however, needs both interior and exterior repairs. Along with ensuring basic safety and wellbeing of patrons, any renovations to the building will also need to follow ADA (Americans with Disabilities Act) Accessibility Guidelines. As noted in the disabled population table, the community’s senior citizen population has a significant number of persons with ambulatory difficulties. This means items such as entrances, water fountains, sitting and tables, and restrooms will require special attention in future plans for the Center.

Additionally, the Center will need to expand to accommodate today’s more active senior adults. According to the Centers for Disease Control and Prevention (CDC), generally fit older adults that do not have limiting health conditions need at least two hours and thirty minutes a week of moderate-intensity aerobic activity.<sup>3</sup> When considering the impending growth of elderly populations across the nation, the needs of the senior services program are paramount. Thus, the City should make the senior center an integral component of plans related to future growth.

Exercise of all types benefits people with arthritis, heart disease, diabetes, or high blood pressure. Some options that might be considered for inclusion in Tallassee’s Recreation programming for seniors include: walking, jogging, swimming, aqua aerobics, cycling, yoga, Tai Chi, Pilates, strength training, square dancing, ballroom dancing, horse shoes, golf, and volunteerism. Again, as with adult activities, there are examples of many cities in Alabama providing a variety of recreational and cultural activities for seniors. These activities should be explored and considered for inclusion in future recreation plans.



## NON-CITY MANAGED FACILITIES

When developing an inventory of recreation facilities, it is important to include facilities that are not owned or managed by the City. Existing public and private facilities assist in determining appropriate locations for new public recreation areas.

Areas of recreational interest that are not managed by the City of Tallassee include, but are not limited to:

**Yates Lake West Preserve** – Yates Lake West, an Alabama Forever Wild Property in Elmore County consists of 5,493 acres of pine-hardwood hills and creek valleys on the western shore of Yates Lake. Habitat components include longleaf pine stands and mature hardwood creek bottoms, as well as the protection of 7 miles of shoreline along the Tallapoosa River. The tract is managed for a broad assortment of public recreational opportunities, such as hunting and fishing, as a nature preserve and an environmental education study area. In 2010, the tract was designated as a Community Hunting Area by the Alabama Department of Conservation and Natural Resources. Currently a land use plan is being developed for further property development.

**Tallapoosa River, Lake Martin** - Located in the Northeastern quadrant of Elmore County, Lake Martin is a 39,180-acre impoundment on the Tallapoosa River with approximately 700 miles of shoreline. Lake Martin is one of the most popular recreational reservoirs in Alabama attracting hundreds of thousands of visitors annually. The lake was constructed primarily for flood control and to supply hydroelectric power to Alabama residents, but it also provides ample recreational opportunities to anglers and boaters.

## CULTURAL ORGANIZATIONS + FACILITIES

**Friends of Tuckabatchee** – A non-profit group formed to promote Native American Arts and Heritage in Central Alabama.

**Talisi Historical Preservation Society** – The Talisi Historical Preservation Society was created with the purpose of preserving the heritage of Tallassee and Tallapoosa and Elmore Counties.



*Yates Lake (above) and Lake Martin are two of Elmore County's most popular recreation destinations.*



*Community members participating in an event held at the Talisi Historical Society.*

Image Sources |  
[Alabamaforeverwild.com](http://Alabamaforeverwild.com)  
[Arcrealtyco.com](http://Arcrealtyco.com)  
CARPDC

**The Tallassee Library** – Along with being the community’s primary learning resource, the Tallassee Public Library facilitates after school and summer programs for children. It is currently in the planning stages of establishing additional programs for adults.



**Tallassee Falls Museum** – The Tallassee Falls Museum is a hidden jewel in historic downtown Tallassee. Curated by Mr. Bill Goss, the museum is a historic snapshot of various eras in the history of the City and surrounding areas.

**Mount Vernon Theatre** – Established in 1935, The Mt. Vernon Theatre recently completed a major renovation which retains the Theatre’s historic integrity and also includes many beautiful updates. This dramatically restored theater now serves as a cultural arts center for Tallassee and the surrounding River Region area.



**Seven Gables** – Designed by George P. Turner, this 1939 structure acts an example of architecture in Alabama between the World Wars. It was home to prominent Alabama entrepreneurs Roberts and Mildred Blount and Alabama Supreme Court Chief Justice Sonny Hornsby.

**The Guest House** – Built in 1941 by Tallassee Mill carpenters on a secluded point facing Lake Talisi at Graveyard Creek, this home was used for hosting guests from the Baltimore Mills.

*The Tallassee Falls Museum and Mount Vernon Theatre are two of the City’s most unique cultural assets.*

### *Cultural venues near Tallassee include:*

#### **Horseshoe Bend National Military Park - Tallapoosa County**

<https://www.nps.gov/hobe/index.htm>

Horseshoe Bend National Military Park is a U.S. national military park managed by the National Park Service that is the site of the last battle of the Creek War on March 27, 1814.

#### **Tuskegee Institute National Historic Site**

<https://www.nps.gov/tuin/index.htm>

The Tuskegee Institute National Historic Site, a unit of the National Park System and a National Historic Landmark is located in Tuskegee Institute, AL. It is open daily to the public and includes buildings such as the Carver Museum, The Oaks, Grey Columns and Tuskegee University.

Image Source |

Central Alabama Regional Planning and  
Development Commission

## Moton Training Airfield – Tuskegee, AL

<http://goldeneagleaviation.com/>

Moton Field Municipal Airport is a public-use airport located three nautical miles north of the central business district of Tuskegee. Golden Eagle Aviation provides flight training for visitors through the Legacy Flight Academy. The airfield is open to the public two days a week.

## Jasmine Hill Gardens and Outdoor Museum

<http://www.jasminehill.org/>

Located in the southern portion of Wetumpka, Jasmine Hill Gardens and Outdoor Museum, features over 20 acres of year-round floral beauty and classical sculpture, including statuary honoring Olympic heroes and mythical gods.

## Fort Toulouse / Jackson State Park

<https://fttoulousejackson.org/>

This attraction, located in the city of Wetumpka, is the recreated site of Fort Toulouse and the American Fort Jackson. It is also the sight a 1,000-year-old Indian mound and one of the William Bartram Nature Trails. The site hosts a variety of 'living history weekends' as well as reenactments of key battles in American history.

## PARK STANDARDS

Many communities have adopted standards based on the National Recreation and Park Association's (NRPA) guidelines. The NRPA recommends a total of 6.25 to 10.5 acres of open space per 1,000 people. It also suggests a classification system for parks. These range from mini-parks to regional and national parks. In addition to NRPA criteria, Park and Recreation standards should be based on the following:

- **Relevance.** They should reflect the needs and lifestyles of today's residents.
- **People Orientation.** They should reflect the unique needs and preferences of people in the area being served.
- **Performance Standards.** They should provide a basis for measuring achievement of community objectives. They should measure the quality of recreation service rather than simply the quantity.



*Jasmine Hill Gardens is also called "Alabama's Little Corner of Greece."*

Image Source |  
Google.com





*The NRPA is the leading non-profit organization dedicated to the advancement of public parks, recreation and conservation.*

- **Feasibility.** They should be attainable within a reasonable timeframe and with available funding sources.
- **Practicality.** They should be simple to understand and apply. They should be based on sound planning principles, information and a credible development process. They should also be flexible enough to handle unanticipated situations and rapidly changing needs.

The following table shows the classification and standards per NRPA. These should be considered guidelines until such time as City Officials determines if they fit the City’s needs or should be modified.

Table 25 NRPA Park Classifications and Standards			
Park Type	Acres/1000 Population	Minimum Size	Service Area Radius
Mini	0.25 - 0.50	1 Ac. or Less	< 0.25 mile / 5 Min. Walk
Neighborhood	1.0 - 2.0	15 Acres	0.50 mile / 12 Min. Walk
Community	5.0 - 8.0	25 Acres	1 - 2 Miles / 5 Minute Drive
Regional	Variable	Variable	30 Miles / 1 Hour Drive

Source: [www.nrpa.org](http://www.nrpa.org)

## LAND ACQUISITION

As Tallassee continues to grow, land acquisition will be very important for future park construction. While it is impossible to tell with certainty where growth is going to occur, the Future Land Use Plan can help direct growth and provide guidance regarding where future development will occur.

Future park locations can be divided into three categories:

- **Planned Future Parks:** where the City already owns the property and plans a park at that location.
- **Possible Future Parks:** where the City already owns the property in question, but has not committed to a park at that location.
- **Identified Needs:** where there is the need for a future park based on projected growth in the area.



*NRPA Park Metrics were created to provide a source of data standards for park and creation agencies.*

## FUNDING / INCORPORATION OPEN SPACE INTO NEW DEVELOPMENT

With the implementation of the Future Land Use Plan, it will be easier for the City to justify land purchases in certain areas established by this plan. The City can also acquire land to expand existing facilities through: development agreements, donation or by first right-of-refusal agreements with surrounding property owners.

One way to help fund open space programs is the Federal Land and Water Conservation Fund. In 2016 this program handed out \$95 million across the United States and its territories to support conservation and recreation projects in local communities; Alabama received approximately \$1.5 million of this funding.<sup>2</sup> Funding for this program is funneled through the State government, and is quite limited. "To be eligible for grants, every State must prepare and regularly update a statewide recreation plan (sometimes called a SCORP, for Statewide Comprehensive Outdoor Recreation Plan). Most SCORPs address the demand for and supply of recreation resources (local, state and federal) within a state, identify needs and new opportunities for recreation improvements and set forth an implementation program to meet the goals identified by its citizens and elected leaders." While this program would require cooperation with the state, it is still an attractive option for additional funding.

## FUNDING SOURCES

In order to maintain a high level of service for an increasing population, funding will need to increase as new parks are developed and/or new programs instituted. A well-maintained park system can be an economic development tool in the form of higher property values and through hosting of regional tournaments for soccer, baseball, and softball. These sports are becoming a large industry and local tournaments bring in significant revenue in the form of entry fees, hotels, and support of local businesses.

There are a number of ways to acquire funding for park and recreation maintenance and development. Funding sources may include tax revenue, user fees, fund raisers, and donations. Additionally, grant funding is available from the Alabama Department of Economic and Community Affairs (ADECA) Recreation Division, through Land and Water Conservation Funds (LWCF), and the Recreational Trails Fund.

## MAINTENANCE OF FACILITIES

Maintenance is important for aesthetic value and for the health of those using the facilities. While the general consensus of the community is that parks and facilities are well maintained, it is very easy for these facilities to rapidly decline if this is not kept up. As the footprints of parks and facilities stretch farther away from the City center, it may become necessary to prioritize maintenance of grounds, structures, or equipment if staff and budget resources are stretched.



# Recommendations

Give consideration to enhancements at the Municipal Softball Complex.

*(Existing Conditions)*

Update the maintenance department's vehicle fleet.

*(Existing Conditions)*

Develop additional adult and youth recreation programs.

*(Athletic Programs)*

Expand Senior Center programs to include today's more active senior adults.

*(Senior Citizen Programs)*

Address interior and exterior improvements at the Senior Center.

*(Senior Citizen Programs)*



## Section Data Sources |

<sup>1</sup>Why Parks and Recreation are Essential Public Services. . . National Recreation and Park Association

<sup>2</sup>ADECA Land and Water Conservation Funding 2016



# 2040 COMPREHENSIVE PLAN

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## EDUCATION

09



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*"Education is the passport to the future, for tomorrow belongs to those who prepare for it today."*

*- Malcolm X*

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# 09 | EDUCATION

- BACKGROUND + VISION
- ENVIRONMENT
- ECONOMIC DEVELOPMENT
- LAND USE
- TRANSPORTATION
- PUBLIC UTILITIES
- PUBLIC SAFETY
- RECREATION + SENIOR SERVICES
- EDUCATION**
- QUALITY OF LIFE



*The Tallassee School District Logo is proudly displayed throughout the city's schools.*



## INTRODUCTION

Quality schools make Tallassee a desirable place to live, work, and raise a family. An accredited public school system along with career technical schools, multiple community colleges, and major universities nearby put the emphasis on education. The offerings for academics and workforce development training are all within a few minutes' drive.

## TALLASSEE CITY SCHOOL SYSTEM

The Tallassee Board of Education operates the Tallassee City School System. Within the School System is one elementary school, one middle school, and one high school.

Tallassee Elementary School serves students in pre-kindergarten through fourth grade. Southside Middle School serves students in fifth through eighth grade. Tallassee High School serves students in grades nine through twelve.

The Tallassee City School District encompasses the corporate limits of the City of Tallassee, as well as an attendance zone in southeastern Elmore County and southwestern Tallapoosa County. More than half of students enrolled in the System reside outside the corporate limits of the City. This arrangement, which has been in place in various forms since the inception of the System, presents logistical issues since those within the attendance zone, but outside the city limits, are unable to participate in funding referendums or Board of Education elections.

Built in 1928, **Tallassee High School** is the system's oldest educational structure. Located on approximately 12 acres on Barnett Boulevard, the High School is only two blocks from downtown Tallassee. Over the past ninety years, THS has gone through many minor, and several major, renovations and expansions. The High School houses grades 9-12 and consists of 45 classrooms to accommodate its approximately 537 students. The school employs 39 certified teachers and has a student/teacher ratio of 14:1.



### *Tallassee High School*

Tallassee High School has an extensive amount of technology available for student learning. The School participates in the 1-to-1 iPad program, in which each student is provided an iPad to do school work in the classroom and at home. Additionally, there are smart classrooms throughout the school.

In addition to technology, Tallassee High School offers advanced coursework through a variety of on and off campus, as well as online programs. THS currently offers eight (8) Advanced Placement (AP) courses to 11th and 12th graders. The school also offers Dual Enrollment and co-op programs through partnerships with the *Career Center*, *Central Alabama Community College (CACC)*, *Trenholm State Community College*, and local industries.

The School Board or the City currently owns 35 additional acres, adjacent to the High School, which will allow for future expansion of the facilities. There are also other potential properties in the area that could provide future opportunities for land acquisition.

The Tallassee School Board has extensive plans to build a new high school within the next ten years, on the same location as the existing high school. In April, 2018, the School Board presented a \$30 million capital improvements proposal to the public in which the school would add several buildings to the existing high school campus to meet the needs of current and future students. The plan is a multi-phase project that includes a 700 seat performing arts center, career technical facilities, administrative facilities, and new classroom facilities.

**Southside Middle School (SMS)** sits on 16 acres of land on E.B. Payne Sr. Drive in Tallassee. The school was constructed in 1953, and has undergone a number of renovations, the latest of which occurred in 1999. Southside Middle School houses grade 5 through 8 and has 27 classrooms to accommodate its approximately 563 students. Thirty-five (35) certified teachers are employed at this school and there is a student/teacher ratio of 16:1. Like the high school, SMS also participates in the 1 to 1 iPad program.



*Southside Middle School*

**Tallassee Elementary School** is located on a 20-acre site on Friendship Road in west Tallassee. The Tallassee School Board owns approximately 110 additional acres of wooded forest land surrounding the elementary school. The school was constructed in 1993, and houses grades K-4 with 50 classrooms to accommodate its approximately 695 students. The school employs 55 certified teachers and has a student/teacher ratio of 13:1.





*Tallassee Elementary School*

## CAREER TECHNICAL AND ALTERNATIVE EDUCATION

Tallassee has a number of career technical and alternative education options for students. The Tallassee Career Center is a partnership between Tallassee City Schools and local community college, including: Faulkner University, Trenholm State Community College, and Central Alabama Community College. The career center offers coursework not typically offered in traditional schools, including: microcomputers, machining, blueprint reading, and industrial maintenance. Tallassee High School also has a First Community Bank branch located in the school. The bank branch employs high school students and teaches young adults financial literacy by allowing them access to banking services and professionals. Free adult education, computer classes, and GED classes are offered by local charities and ministries in Tallassee, including Campfire Ministries.



*The Tallassee Career Center is one of many steps the district is taking in the expansion of its educational resources.*

## COLLEGES + UNIVERSITIES

Studies show that cities and states with a well-educated workforce outperform in terms of median wages and economy. Economically secure individuals are better able to purchase goods and services within their local communities. Higher wages translate into stronger property values, more tax revenue, better infrastructure, and more opportunities for investment. Areas that lack access to quality education resources are less likely to flourish economically.<sup>1</sup>



Tallassee is strategically located to allow their citizens to take advantage of numerous opportunities in higher education. There are more than fifteen colleges, universities, and technical schools located within 50 miles of Tallassee, including:

**Tuskegee University** – located approximately 15 miles from Tallassee in Tuskegee, is a private, historically black university established by Booker T. Washington in 1881. Tuskegee enrolls approximately 3,200 students across a wide variety of programs and degrees including Architecture, Engineering, Business, Agriculture and Veterinary Medicine. Tuskegee University is ranked one of the top schools in the country.

**Auburn University Montgomery (AUM)** – located approximately 26 miles from Tallassee on Taylor Road in Montgomery, is a public university governed by the Auburn University Board of Trustees. AUM enrolls approximately 5,000 students and offers bachelor, master, and specialist degree programs. AUM offers a joint doctorate program with Auburn University in Public Administration. AUM also has a continuing education program that enrolls over 10,000 students annually. AUM's College of Business ranks in the top 5% of business schools in the world, and approximately 25% of AUM students graduate with business degrees.

**Auburn University** – located approximately 27 miles from Tallassee in Auburn, Auburn University is a public land-grant university, originally chartered in 1856. Auburn University enrolls more than 23,000 undergraduate students and an additional 6,000 throughout multiple graduate programs and professional schools, including the College of Veterinary Medicine and Harrison School of Pharmacy.

**Fortis College – Montgomery Location** – located approximately 28 miles from Tallassee with two campuses in Montgomery, Atlanta Highway and Eastdale Circle, is a for-profit institution established in 1969. Fortis offers career-based certificate, diploma, and associate degree programs. The Montgomery campuses offer programs in dental assisting, medical assisting, HVAC, and medical office administration. Fortis College also offers online degree programs for adults and members of the military community.

**Central Alabama Community College (CACC)** – located approximately 30 miles from Tallassee in Alexander City, CACC is a two-year institution that enrolls approximately 2,200 students across three campuses. CACC offers a variety of traditional, adult education, and workforce education programs including cosmetology, medical assistants and technicians, drafting and design, welding, truck driver training, GED programs, and others. Their mission is to promote student success in comprehensive and diverse academic and career learning environments to advance quality of life through economic, community and workforce development.

**Trenholm State Community College (TSCC)** – located approximately 36 miles from Tallassee in Montgomery, is a community college that offers associates degrees and career technical training and certification programs. TSCC currently enrolls approximately 1,800 students. They offer programs in health, dental and medical assisting, EMS certification, sonography, radiology, massage therapy, and nursing. Trenholm also offers coursework in technical fields such as automotive technology & transportation, business & services, and engineering technologies, as well as, workforce development programs to include adult education, continuing education, and training for existing business and industry. Trenholm State Community College partners with Tallassee City Schools to offer dual enrollment programs.

Additional colleges and universities within approximately 50 miles of Tallassee include: Alabama State University, Amridge University, Community College of the Air Force, Edward Via College of Osteopathic Medicine, Faulkner University, Huntingdon College, Lomax Hannon Bible College, South University Montgomery, Southern Union State Community College, Troy University, and Troy University Montgomery.

These institutions provide Tallassee’s citizens and businesses with the resources necessary to further their education and have access to skilled, productive employees.

Section Data Sources |

<sup>1</sup>Cumberland Valley, PA Economic Development Corporation

## 2040 COMPREHENSIVE PLAN

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# QUALITY OF LIFE

# 10



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*"If we wish to rebuild our cities, we must first rebuild our neighborhoods. And to do that, we must understand that the quality of life is more important than the standard of living."*

*- Harvey Milk*

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# 10 | QUALITY OF LIFE

- BACKGROUND + VISION
- ENVIRONMENT
- ECONOMIC DEVELOPMENT
- LAND USE
- TRANSPORTATION
- PUBLIC UTILITIES
- PUBLIC SAFETY
- RECREATION + SENIOR SERVICES
- EDUCATION**
- QUALITY OF LIFE

## INTRODUCTION

The term “quality of life” is used to indicate the general well-being of people and societies; while often associated with the term “standard of living”, the two do not necessarily mean the same thing. A standard of living merely is the evaluation of the wealth and employment status of a person in a society. Though both are factors to determine quality of life, these are not its sole indicator. A person’s environment, physical and mental health, education, recreation, social well-being, freedom, human rights, and happiness also are significant factors.<sup>1</sup>

## HEALTHCARE

Providing good quality healthcare is a challenge for most small communities in Alabama but from the standpoint of service providers, Tallassee is more fortunate than many Alabama communities of its size. Tallassee is fortunate to have the campus of Community Hospital located in the City providing a wide range of services including Cardiopulmonary, Home Care, Hospice Care, Skilled Care & Rehab, GI Lab, Intensive Care Unit, Surgical, Senior Care, Occupational Therapy, Physical Therapy Radiology, Speech Therapy and an Emergency Room. Within the City limits there are also approximately 20 physician/medical offices providing a range of services including internal & family medicine, orthopedics, gastrology, etc.; as well as an urgent care and skilled nursing facility.

## HEALTHY LIFESTYLES<sup>2</sup>

*Children:* Alabama has “the 6th highest rate of overweight and obese children” in the nation, as a result it has been recognized that the current generation of children is the first in American history to have a shorter lifespan than their parents. In order to prepare children for good jobs, they must first have a good foundation: healthy food, a healthy living environment, regular exercise, and a good education.



It is well known that healthy children are better equipped to succeed in school and that translates into the fact that better educated persons tend to be healthier. It is also easier to teach children healthy habits than it is to change unhealthy habits already developed in adults. The first step to a healthier Tallassee lies in educating children to make healthy choices.

**Senior Citizens:** According to a 2016 report by The Federal Interagency Forum on Aging-Related Statistics people who reach age 65 will live another 19.3 years, nearly 15 years longer than in 1960.

- From 2012 to 2014, 78% of those 65 and older reported being in good to excellent health, and levels of health reported by older women and older men were similar.
- The percentage of older Americans meeting the 2008 Federal physical activity guidelines increased over time. In 1998, about 6 percent of people age 65 and over met the guidelines, compared with 12 percent in 2014.<sup>3</sup>

Today's senior citizens, while healthier and more active overall than those of several decades ago, need to have access to activities and resources to support and encourage healthy lifestyles. Because older adults make up the highest percentage of persons with chronic health conditions it makes sense to begin by creating healthy lifestyle programs with them in mind.

Tallassee's Senior Center provides an array of activities for the City's senior citizens including games, quilt making, daily morning dance, daily meals both on site and for homebound seniors, shopping and day trips for entertainment, and other activities. The Senior Center has two vans for delivering meals, transporting seniors to the center and for providing day trip transportation. The Senior Center partners with a number of organizations to provide services to their clients. Ivy Creek Urgent Care provides blood pressure and stress testing to help seniors in monitoring their healthcare needs, the Tallassee Police Department provides safety workshops and Trustmark Bank educates seniors on identifying and avoiding fraud.



*Providing options for citizens to remain active is a very important aspect of a community's quality of life.*



*Ivy Urgent Care of Tallassee.*

Image Sources |  
Diggo.com  
Google.com

Overall, Tallassee provides an array of senior services, however there is definitely room for improvement in the areas of importance such as physical and social activities as well as lifelong learning opportunities for the City's senior population.

**Recreation:** Parks and Recreation services play a vital role in enhancing the quality of life for a city's residents. Among the benefits of a strong parks and recreation program are:

- Improved quality of life through recreation programming, leisure activities, and resource conservation.
- Parks, recreation and leisure activities provide our youth with opportunities to develop healthy lifestyle habits and grow into strong community participants.
- Parks, recreation and leisure activities create lifelines and ongoing life experiences for older members of our community and generate opportunities for citizens to come together around common activities.
- Public parks and recreation facilities create enormous economic value through increased partnerships, which improves the job base and the economic viability of the local economy, including business relocation and expansion in the community, generation of new jobs, increasing home values and increased tourism. <sup>4</sup>

A healthy lifestyle begins with physical activity. Tallassee currently provides a wide range of athletic programs for youth in the form of organized sports and there are a few adult programs however this area needs to be expanded upon. Additionally, the Parks and Recreation Department should work with Senior Center staff to provide additional programming for senior adults and to interact with youth. The City should strive to offer programs and facilities for those children not interested or able to participate in the currently offered activities.

Likewise, more adult and senior adult activities should be added to Tallassee's recreation program in order to provide a more well-rounded and inclusive curriculum for citizens to select from. There are a number of cities in Alabama from which to draw inspiration for additional programs and activities for all ages, a few of which include Auburn, Cullman and Decatur.

**Walkability<sup>5</sup>:** Recent studies show that in addition to the physical benefits associated with healthy communities, walkable communities can also provide economic and environmental benefits.

Economically, a town or city can benefit from having a more walkable environment. The presence of sidewalks and other walking facilities is shown to increase property value and promote tourism. Sidewalks and connected, well-maintained pedestrian networks allow citizens the ability to safely and conveniently patronize local shops, businesses and restaurants.

Environmentally, increasing walkability can also have positive impacts on the community. Walking or biking can decrease car travel and thereby decrease harmful auto emissions.

In addition to economic and environmental benefits, walkable communities also provide advantages for residents. Safe, walkable, environments can provide opportunities for people of all ages and abilities to stay socially connected and engaged. Walking is an easy and inexpensive way to stay fit.

**Community Gardens and Farmers' Markets:** Access to fresh food is an important element of achieving a healthy lifestyle. Community gardens are places where children and adults alike can have fun, while exercising and learning about farming, nutrition, self-reliance and how to become entrepreneurs through firsthand experience. These gardens also provide additional social opportunities, and a point of unity for local residents as well as a potential point of income to the community. There are numerous examples of community gardens across the state that may be drawn from should Tallassee wish to explore establishing a program of its own.

**Walkability** is a measure of how friendly an area is to walking. Walkability has health, environmental, and economic benefits. It is an important concept in sustainable urban design.

-Victoria Transport  
Policy Institute



*Tallassee's farmers' market is a seasonal draw for the community. Finding ways to expand the market would be a significant benefit for the City.*

For the past 10 years Tallassee has had an established Farmers' Market which allows citizens to purchase fresh fruits and vegetables as well as other home grown/homemade items. At the time of this writing it was understood that the market would not be active in 2018, but may be reestablished at a later date. A market of this kind not only provides fresh produce to a community; it also helps keep local dollars in the community and supports local farmers and small business. While the past location of Tallassee's market east of the river on Highway 14 provided high visibility it did not necessarily contribute to patronage of other local businesses. A location in historic downtown would not only provide availability to fresh produce, but also allows downtown businesses to showcase their products to market patrons.

As with community gardens, mentioned above, there are a large number of farmers' markets across the State from which the organizers of the Tallassee's Farmers' Market can get new ideas and keep informed regarding the secrets to a successful market program. Additionally, the State of Alabama's Farmers' Market Authority can provide advice and assistance on becoming and managing a certified farmers' market, should organizers wish to pursue this certification.

## CULTURAL ENRICHMENT



*The Tallassee Public library is an important resource in the community.*

**Library:** "In a larger sense Americans strongly value the role of public libraries in their communities, both for providing access to materials and resources and, for improving the overall quality of life in their communities. Many library resources are particularly valued by those who are unemployed, retired, or searching for a job, as well as those living with a disability, and internet users who lack home internet access."<sup>6</sup>

The Tallassee Public Library is the destination for area residents looking for a place to work, learn, have fun or just relax. Patrons may choose from the Library's collection of more than 33,000 books in print and an equal number of on-line selections. Additionally, the Library offers a wide selection of DVDs, audio books, and e-Books as well as ten computers available to the public for research, email, school work and job searches.

The Library provides a kids summer program attended, on average by 175 children. This program encourages kids to read throughout the summer and gives them opportunities to participate in special events and activities.

Tallassee's library is almost at capacity and the location of the main branch limits its exposure to the community. It is the desire of library leadership that the library grow along with the City, to do so building maintenance and fiber optic internet service are at the top of their list of priorities. Additionally, a library annex west of the river would be a long range goal for future consideration.

***Festivals, Performing Arts + Museums:*** Tallassee boasts a number of cultural enrichment opportunities. Among them are community celebrations, performing arts activities and a museum, all of which attract both locals and out-of-towners alike. These activities are perfect opportunities to showcase Tallassee's hometown atmosphere and outstanding quality of life. During these activities businesses and restaurants should put on their best face and welcome newcomers to their establishment and the community.

***"Tallassee Now!":*** Tallassee's signature celebration is a two-day festivity of music, art, food, local tours and other family activities. This growing annual festival is sponsored by the Tallassee Community Development Cooperation and has been supported by local businesses, the Tallassee Chamber and many others for the past eight years.

***The McCraney-Cottle Arts Council:*** Today, the Arts Council works to "promote and encourage the development and appreciation of the fine and performing arts in and around Tallassee by presenting appearances of visiting artists and by sponsoring local artistic endeavors." The group has provided members with various opportunities to see professional performances, from theatre to music, as well as given local students an opportunity to be immersed in the arts. Some of their past performances include "Robinson Crusoe" and "Tom Sawyer". Further, the group has sponsored musical performances from the likes of The Southeast Community Band and the Troy University Collegiate Singers. The McCraney-Cottle Arts Council celebrated its 50th anniversary in 2014.



*Logo for the 2018 Tallassee NOW! Celebration.*





*The Mt. Vernon Theatre adds to the nostalgic feel of downtown Tallahassee.*

*Mt. Vernon Theatre:* Established in 1935, The Mt. Vernon Theatre recently completed a major renovation which retains the Theatre's historic integrity and also includes many beautiful updates. This dramatically restored 565 seat theater now serves as a cultural arts center for Tallahassee and the surrounding River Region. Throughout the years, many famous stars, including Hank Williams, have appeared at Mt. Vernon. Today the Theatre hosts not only movies but also live theater, concerts and symphonies as well as conferences, and kids camps, and provides rental space for private events and weddings.

Mt. Vernon Theatre is an essential piece of the fabric of historic downtown Tallahassee. In order for revitalization of this area to be successful anchor uses such as the Theatre, and the Hotel Talisi are crucial to increasing patronage of other downtown restaurants and businesses.



*The Tallahassee Falls Museum is one of many venues that depict Tallahassee's rich history.*

*Tallahassee Falls Museum:* The Tallahassee Falls Museum is a hidden jewel in historic downtown Tallahassee. Curated by Mr. Bill Goss the museum is a historic snapshot of various eras in the history of the City and surrounding areas. From the Native American, Muskogee Tribe, that settled the area from 1686-1836 to the Mill Villages of the early 1900's, the museum documents Tallahassee's history through the display of artifacts, historic documents, photographs and artwork. The museum provides citizens and visitors alike a wealth of information on the history of Tallahassee and a unique opportunity to learn more about how the community has grown and changed over time.

## POTENTIAL QUALITY OF LIFE CONCEPT

Tallahassee has a unique opportunity, in the form of its historic commercial nodes, to create special places in the City. There are four distinctive communities within Tallahassee defined primarily by a historic identity: Carrville, East Tallahassee, Tallahassee (or west Tallahassee) and Jordanville. Within each of these communities is some form of commercial or "downtown" area that provides a unique opportunity for economic revitalization/development. This is truly a special aspect of Tallahassee not seen in many communities of its size.



There is huge community and economic potential in the existence of these four communities, but it is important to also recognize their existence has created perceived separations in the Tallassee community as a whole. This perceived separation has hindered the City when it comes to community cohesion and economic vibrancy. Concerted efforts should be made to unite all the citizens of Tallassee as one community with a rich and varied “shared” history.

The City should develop an economic development plan that includes plans for all four of these commercial nodes. Within each node plans should be made to celebrate that community’s history as well as inject each community with economic growth. Each of these “special public spaces” could become a spoke in the wheel of Tallassee’s economic revitalization while still preserving the history that created their unique identities.

As a part of this proposed economic development plan a new look should be taken at the overall zoning of the City to ensure that planned future development reflects the location and needs of not only these four nodes, but also that of the remaining areas of the City.

The American Planning Association describes a “public space” as a gathering spot or part of a neighborhood, downtown, special district, waterfront, or other area within the public realm that helps promote social interaction and a sense of community. Examples include spaces such as plazas, town squares, parks, marketplaces, public commons and malls, public greens, piers, special areas within convention centers or grounds, sites within public buildings, lobbies, concourses or public spaces within private buildings.<sup>7</sup>

They go further by identifying what sets a great space apart from other spaces by providing the following characteristics of a Great Public Space:

- Promotes community involvement.
- Reflects the local culture or history.
- Relates well to bordering uses.
- Is well maintained.
- Has a unique or special character.
- Promotes human contact and social activities.
- Is safe, welcoming, and accommodating for all users.
- Has design and architectural features that are visually interesting.

#### Section Data Sources |

<sup>1</sup>[www.wisegeek.org](http://www.wisegeek.org)

<sup>2</sup>Trust for America’s Health – [healthyamericans.org](http://healthyamericans.org)

<sup>3</sup>[www.seniorliving.org/lifestyles/active-senior](http://www.seniorliving.org/lifestyles/active-senior)

<sup>4</sup>Recognizing the importance of Parks and Recreation facilities. . . .111th Congress H.RES 288 March 26, 2009

<sup>5</sup>Institute for public administration, <http://www.ipa.udel.edu/healthyDEtoolkit/docs/WalkabilityAssessmentTool.pdf>

<sup>6</sup>[webjunction.org](http://webjunction.org) – Pew Report: Public Libraries’ Importance and Impact

<sup>7</sup>American Planning Association, [www.planning.org/greatplaces/spaces/characteristic.htm](http://www.planning.org/greatplaces/spaces/characteristic.htm)



# Recommendations

Encourage the education of children on making healthy food and lifestyle choices.

*(Healthy Lifestyles)*

Create healthy lifestyle programs for senior citizens.

*(Healthy Lifestyles)*

Strive to provide programs/facilities for children unable to participate in currently offered activities.

*(Healthy Lifestyles)*

Increase number of adult and senior adult activities offered.

*(Healthy Lifestyles)*

Explore the possibility of establishing community garden(s) in Tallassee.

*(Community Gardens and Farmers' Markets)*

Work to reestablish the Tallassee Farmers' Market possibly in a new location that will benefit other local businesses.

*(Community Gardens and Farmers' Markets)*

Continue to support and promote the cultural and community activities, festivals, and organizations that showcase Tallassee.

*(Festivals, Performing Arts and Museums)*

Work to grow the library along with the City through:

Continued building maintenance

Provision of fiber optic internet service

A possible library annex west of the river

*(Cultural Enrichment)*

Make efforts to unite all Tallassee citizens as one community with a rich and varied "shared" history.

*(Potential Quality of Life Concept)*

Develop an economic development plan that includes plans for the four unique commercial nodes.

*(Potential Quality of Life Concept)*

As a part of proposed economic development plan conduct an overall review of the City's zoning standards.

*(Potential Quality of Life Concept)*



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## 2040 COMPREHENSIVE PLAN

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# COMP PLAN GLOSSARY



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*"People are under the impression that dictionaries legislate language. What a dictionary does is keep track of usages over time."*

*- Steven Pinker*

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## HOUSING

**Family** - A family includes a householder and one or more people living in the same household who are related to the householder by birth, marriage, or adoption. All people in a household who are related to the householder are regarded as members of his or her family.

**Family Household** - A family household may contain people not related to the householder, but those people are not included as part of the householder's family in census tabulations. A household can contain only one family for purposes of census tabulations. Not all households contain families since a household may comprise a group of unrelated people or one person living alone.

**Household** - A household includes all the people who occupy a housing unit (such as a house or apartment) as their usual place of residence.

A household includes the related family members and all the unrelated people, if any, such as lodgers, foster children, wards, or employees who share the housing unit. A person living alone in a housing unit, or a group of unrelated people sharing a housing unit such as partners or roomers, is also counted as a household. There are two major categories of households, "family" and "nonfamily."

**Household Type** - Households are classified by type according to the sex of the householder and the presence of relatives. Examples include: married couple family; male householder, no wife present; female householder, no husband present.

**House** - A house, an apartment, a mobile home or trailer, a group of rooms, or a single room occupied as separate living quarters, or if vacant, intended for occupancy as separate living quarters. Separate living quarters are those in which the occupants live separately from any other individuals in the building and which have direct access from outside the building or through a common hall. For vacant units, the criteria of separateness and direct access are applied to the intended occupants whenever possible.

**Owner Occupied** - A housing unit is owner occupied if the owner or co-owner lives in the unit even if it is mortgaged or not fully paid for.

**Renter Occupied** - All occupied units which are not owner occupied, whether they are rented for cash rent or occupied without payment of cash rent, are classified as renter-occupied.

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## 2040 COMPREHENSIVE PLAN

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# GOALS + OBJECTIVES



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*"What you get by achieving your goals is not as important as what you become by achieving your goals."*

*- Zig Ziglar*

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## | GOALS + OBJECTIVES



### Environmental Goals

#### **EN GOAL #1: PRESERVE AND ENHANCE THE CITY'S NATURAL ENVIRONMENT**

***Policy:** Developmental regulations will provide options to protect wetlands, streams, water frontage and other environmentally sensitive areas.*

**Objectives:**

Require that developers identify environmentally sensitive areas on site plans and subdivision plats as part of review process.

Carry out a regular review of developmental regulations for compatibility, implementation, and effectiveness.

Amend the Zoning Ordinance and/or Subdivision Regulations to include standards for protection of environmentally sensitive areas.

#### **EN GOAL #2: INCREASE ACCESSIBILITY TO THE CITY'S NATURAL ENVIRONMENT**

***Policy:** Expand the amount of open spaces, trails, walkways and passive recreation activities*

**Objectives:**

Expand walking trail systems and sidewalks to connect schools, historic areas and commercial centers.

Work with private developers to promote public open spaces within their developments, trails throughout the development, and/or access to waterfronts.

#### **EN GOAL #3: ENCOURAGE DEVELOPMENT THAT IS COMPATIBLE WITH THE NATURAL ENVIRONMENT.**

***Policy:** Improve the quality and compatibility of land uses and development.*

**Objectives:**

Review existing developmental regulations for compatibility of land uses within the same zoning districts.

Require that new development implements Storm Water Management techniques, erosion control measures and other environmental protection best practices.

***Policy:** Promote development that is sensitive to the natural environment.*

**Objectives:**

Work with developers or private property owners through the site planning and subdivision processes to take advantage of, and work with, the natural terrain and the property's environmental features when planning developments.



**EN GOAL #4: IMPROVE THE VISUAL APPEARANCE OF THE CITY**

***Policy:*** *New development and redevelopment will provide landscaping and maintenance as a part of the project.*

**Objectives:**

Actively enforce streetscape and parking lot landscaping standards in the zoning ordinance as part of new development or redevelopment projects.

***Policy:*** *Work to enhance City gateways and public facilities through landscaping and maintenance.*

**Objectives:**

Implement landscaping improvement demonstration projects at City gateways and other appropriate locations including signage.

Provide proper maintenance of City landscaping projects and gateways and/or work with other entities on whose property these landscape projects reside, or who are otherwise responsible for landscaping, to ensure they are maintained.

Prepare and implement landscape plans for City facilities and development projects.

***Policy:*** *Continue to promote and expand proper private property maintenance and upkeep.*

**Objectives:**

Fully enforce current nuisance and property maintenance ordinances including:

- clearance and removal of dilapidated/unsafe structures
- lot maintenance, i.e. cutting of grass, removal of dead trees, clearance of abandoned/junk vehicles and equipment, etc.

***Policy:*** *Promote community environmental awareness programs.*

**Objectives:**

Encourage the participation of neighborhoods, civic organizations, businesses and individuals on annual clean-up days.

Provide educational material regarding the importance of litter free environments

Establish a City E-Cycle program

Continue to support and participate in Arbor Day activities

Re-energize Tree City USA activities through the development of a tree committee

Introduce Green Initiatives

- Develop a water run-off program
- Establish standards for proper disposal of oils, grease, paint and other hazardous materials
- Expand the Recycling Program and promote it to Tallassee residences and businesses



## | GOALS + OBJECTIVES



### Economic Development Goals

#### *ED GOAL #1: EXPANDING THE TAX BASE*

*Policy: Work to attract new business to the City*

**Objectives:**

Facilitate new business recruitment with all economic coordinating agencies to promote Tallassee to business prospects.

- Elmore County Economic Development Authority
- Elmore County IDB
- Tallapoosa County IDB
- Tallassee Chamber of Commerce
- Tallassee Redevelopment Authority
- Tallassee Community Development Organization
- Tallassee IDB
- Alabama Power
- Alabama Department of Commerce

Conduct a market analysis of Tallassee and surrounding hinterland

Develop educational marketing materials to aid in business recruitment

Participate in regional business recruitment forums such as International Council of Shopping Centers (retail only) and trade shows to identify and make contact with businesses seeking to expand in the southeast.

#### *ED GOAL #2: ATTRACT NEW BUSINESS AND INDUSTRY TO THE CITY*

*Policy: Facilitate new industrial recruitment with all economic coordinating agencies to promote Tallassee.*

**Objectives:**

- Elmore County Economic Development Authority
- Elmore County IDB
- Tallapoosa County IDB
- Tallassee Chamber of Commerce
- Tallassee Redevelopment Authority
- Tallassee Community Development Organization
- Tallassee IDB
- Alabama Power

*Policy: Develop educational marketing materials to aid in industrial recruitment.*

*Policy: Work to extend fiber optics throughout City.*

*Policy: Participate in efforts by the Regional Workforce Development Council to recruit and train employees to address skills needed by existing and prospective employers.*





**ED GOAL #2: ATTRACT NEW BUSINESS AND INDUSTRY TO THE CITY (CONTINUED)**

***Policy:** Coordinate efforts to align Tallassee Career Center and post-secondary educational training programs with local and regional workforce demands.*

**ED GOAL #3: RETAIN EXISTING BUSINESS**

***Policy:** Promote local business expansion opportunities to Tallassee’s existing industry and businesses*

**Objectives:**

Provide information on state and federal programs available for local business expansion

Be a conduit of information sharing between businesses

Build productive and collaborative relationships with existing businesses

Improve interactions with businesses

Annually (or more frequently) recognize an existing business for its positive impact on the community.

**ED GOAL #4: PROMOTE TOURISM**

***Policy:** Expand the amount of open spaces, trails, walkways and passive recreation activities.*

**Objectives:**

Enhance and expand the trail system to connect schools with parks, residential and commercial centers, public buildings, historic downtown and open spaces.

Develop educational marketing materials on Tallassee’s activities, special events and facilities.

***Policy:** Provide an effective and attractive system of city-wide signage and lighting to safely convey and direct visitors and residents to a full-range of destinations.*

***Policy:** Evaluate the existing street light system to determine if improvements are needed.*

***Policy:** Require that street lighting and sidewalks be provided as part of new development.*

***Policy:** Expand recreational opportunities offered by City*



## | GOALS + OBJECTIVES



### Economic Development Goals

**ED GOAL #5: MAINTAIN AND REVITALIZE HISTORIC DOWNTOWN TALLASSEE AS A HUB FOR CIVIC, FESTIVE AND COMMERCIAL ACTIVITY.**

*Policy: Promote and market special events (annual/periodically) in the downtown area.*

*Policy: Prepare a historic district plan to guide the future development of Downtown. (This plan should evaluate and make recommendations in the following areas: market strategy, land use, traffic circulation, building location and obsolescence, architecture, landscaping, on-site circulation, signage and entry treatments.)*

*Policy: Develop marketing tools to promote activities.*

**ED GOAL #6: CELEBRATE THE CITY'S HERITAGE AND PRESERVE AND PROTECT ITS HISTORIC RESOURCES AS ESSENTIAL ELEMENTS OF THE CITY'S ECONOMIC HEALTH, AESTHETIC CHARACTER, AND SENSE OF PLACE.**

*Policy: Encourage reinvestment and revitalization of the City's four historic commercial nodes (Carrville, East Tallassee, Historic Downtown Tallassee and Jordanville) while at the same time respecting and preserving each area's unique character and sense of place.*

*Policy: Develop facade guidelines, and architectural standards for infill development as part of zoning standards.*

*Policy: Encourage appropriate infill development within each of the historic commercial nodes that enhances and articulates the culture and history of the area.*



**TR GOAL #1: DEVELOP A MASTER STREET PLAN TO REFLECT LAND USES PROPOSED IN THE FUTURE LAND USE PLAN.**

*Policy: Maintain long-range and short-range transportation plans administered by the Street Department.*

*Policy: Consider developing access management standards, including the standards for driveway spacing and cross access.*

*Policy: Improve/Eliminate current congestion & unsafe road conditions*

**Objectives:**

Provide improved street connectivity to reduce distance traveled, reduce congestion, reduce maintenance costs, improve walkability, and improve emergency services response times.

Discourage the use of dead-end streets and cul-de-sacs in new subdivisions.

Include an option for alternative routes and new roadway connections in the Master Street Plan.

**TR GOAL #2: SUPPORT ALTERNATE FORMS OF TRANSPORTATION TO AUGMENT VEHICULAR TRANSPORTATION.**

*Policy: Provide a well-balanced range of transportation choices and opportunities.*

*Policy: Consider the use of Complete Street Guidelines when improving existing streets or building new ones. (See Appendix D)*

**Objectives:**

Adopt Complete Street Guidelines for Small and Rural Communities

*Policy: Improve City's walkability and connectivity.*

**Objectives:**

Develop a Sidewalk/Pedestrian Master Plan.

Assess existing sidewalks, trails and paths to ensure pedestrian safety and develop a schedule for regular inspection and maintenance of such infrastructure.

Require construction of new sidewalks or pedestrian trails as development occurs along new and existing streets.

Work to ensure, where possible, that new sidewalks and pedestrian trails provide connections to existing pedestrian ways.

Provide a system of on- and off-street walking/biking and/or multi-use paths that connect the places people live, work, learn and play.

Develop and execute a "Share the Road" Program for cyclists.



## | GOALS + OBJECTIVES



### Transportation Goals

#### **TR GOAL #3: DEVELOP A TRANSPORTATION MAINTENANCE AND IMPROVEMENT PLAN.**

*Policy: Conduct a regular inventory of street maintenance issues and pavement needs.*

*Policy: Develop a rotating schedule for inspection and maintenance/paving of city streets.*

*Policy: Include plans for annual funds for on-going street maintenance/paving in City's Capital Outlay Budget.*

*Policy: Seek to improve existing roadways to meet minimum engineering standards where possible.*

#### **TR GOAL #4: DEVELOP STANDARDS TO IMPROVE STREETSAPES AND COMMUNITY CHARACTER.**

*Policy: Develop a streetscape beautification plan for the City's arterial and collector roadways.*

*Policy: Complete a wayfinding plan for the City.*

#### **Objectives:**

Provide an effective and attractive system of city-wide signage and lighting to safely convey and direct visitors and residents to a full-range of destinations.

#### **TR GOAL #5: IMPROVE/ELIMINATE CURRENT CONGESTION & UNSAFE ROAD CONDITIONS.**

*Policy: Provide improved street connectivity to reduce distance traveled, congestion, and maintenance costs as well as to improve walkability, and emergency services response times.*

*Policy: Discourage the use of dead-end streets and cul-de-sacs in new subdivisions.*

*Policy: Require developers to provide traffic studies for high intensity or other developments with the potential to negatively impact roadway infrastructure.*

*Policy: Require cross access between uses along commercial thoroughfares to reduce unnecessary turning movements.*



**TR GOAL #5: IMPROVE/ELIMINATE CURRENT CONGESTION & UNSAFE ROAD CONDITIONS. (CONTINUED)**

***Policy:** Improve safety in areas where mixed forms of transportation occur (i.e. vehicular/pedestrian/cyclists).*

**Objectives:**

Perform a safety assessment of areas where mixed forms of transportation occur (i.e. schools, parks, downtown and shopping areas)

Institute appropriate safety measures where transportation conflicts occur, such as reducing vehicle speeds, installing additional crosswalks, signal installation, etc.

Evaluate sight distances at school intersections and approaches and make appropriate adjustments to correct potential safety issues.

**TR GOAL #6: IMPROVE ACCESS ACROSS TALLAPOOSA RIVER**

***Policy:** Work with ALDOT to make needed improvements and to increase frequency of scheduled maintenance to existing Fitzpatrick Bridge*

***Policy:** Renew discussions with ALDOT regarding installation of a second bridge across the Tallapoosa River*

***Policy:** Improve safety in areas where mixed forms of transportation occur (i.e. vehicular/pedestrian/cyclists).*



## | GOALS + OBJECTIVES



### Public Utilities Goals

**UT GOAL #1: CONTINUE TO PROVIDE SAFE AND ABUNDANT WATER FOR DRINKING AND FOR FIRE PROTECTION FOR THE COMMUNITY.**

***Policy:*** Upgrade all cast iron water lines with PVC or other appropriate materials in next 3-5 years.

**Objectives:**

Create a line-item in city budget specifically for replacement of cast iron utility lines.

Establish a schedule for replacement of water lines to coincide with available funding budgeted for this project.

Create a map of all cast iron lines and prioritize replacement schedule by areas of greatest need.

***Policy:*** Make necessary upgrades to water filtration plant and establish a regular schedule for maintenance of overall water system.

***Policy:*** Include annual funds for on-going water system maintenance and repair in City's Capital Improvements Plan.

***Policy:*** Require that new growth be consistent with the developmental standards of City ordinances, regulations and policies.

**Objectives:**

Work with developers to ensure that all new development or redevelopment complies with minimum developmental requirements as they apply to pipe sizing, flush valve placement, etc.

Ensure that the City maintains the best practical fire protection rating by consistently enforcing water pressure standards.

Establish waterline mapping for all new mains and if resources are available, for all existing mains, valves, and pertinent infrastructure.

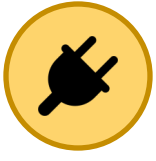
**UT GOAL #2: DEVELOP SANITARY SEWER IMPROVEMENT PLAN TO ADDRESS EXISTING AND FUTURE SYSTEM NEEDS.**

***Policy:*** Establish a schedule for inspection of City sanitary sewer system and documentation of needed improvements.

***Policy:*** Include annual funds for on-going sanitary sewer system maintenance and repair in City's Capital Improvements Plan.

***Policy:*** Incorporate needed upgrades to, and/or replacement of, aging sewer lines in Sanitary Sewer Improvement Plan.





Public Utilities Goals

**UT GOAL #2: DEVELOP SANITARY SEWER IMPROVEMENT PLAN TO ADDRESS EXISTING AND FUTURE SYSTEM NEEDS. (CONTINUED)**

*Policy: Develop educational information advising property owners of their responsibility for sewer and water lines on private property and the risks of clay piping, etc.*

**UT GOAL #3: CONTINUE TO PROVIDE CITIZENS WITH SAFE AND AFFORDABLE SUPPLY OF NATURAL GAS.**

*Policy: Upgrade all cast iron gas lines with PVC or other appropriate materials in next 3-5 years.*

**Objectives:**

Create a line-item in city budget specifically for replacement of cast iron utility lines.

Establish a schedule for replacement of gas lines to coincide with available funding budgeted for this project.

Create a map of all cast iron lines and prioritize replacement schedule by areas of greatest need.

**UT GOAL #4: EXAMINE POTENTIAL RESOLUTION TO STORM DRAINAGE ISSUES.**

*Policy: Work with County on possible improvements to storm drainage systems in county right-of-way.*

*Policy: Ensure that current development regulations include requirements for on-site and downstream handling of stormwater runoff.*

**Objectives:**

Institute consistent enforcement of stormwater management standards for both residential and commercial development

*Policy: Develop a schedule for replacement of aging storm pipes and inlets and include annual funding in the City's Capital Improvement Plan.*

*Policy: Include provisions for alternative forms of handling stormwater (i.e. rain gardens, bio-swales, open flow structures, etc.)*



## | GOALS + OBJECTIVES



### Public Utilities Goals

**UT GOAL #5: EXPLORE OPPORTUNITIES TO IMPROVE AND PROVIDE INTERNET, CABLE AND FIBER OPTIC SERVICES.**

*Policy: Create a technology committee to work on wireless internet and cable service issues.*

*Policy: Work with internet providers to increase quality of residential and commercial internet service.*

**Objectives:**

Provide industries and businesses with possible service options.

Explore options for transitioning to Fiber Optic services.

Work to attract additional commercial cable and internet providers to Tallassee.

*Policy: Research alternative forms of internet and phone service.*

*Policy: Work with cable providers to improve cable TV service city-wide.*



**PS GOAL #1: PROVIDE ADEQUATE WATER PRESSURE NEEDED FOR COMMUNITY FIRE PROTECTION.**

*Policy: Require that new growth comply with City developmental standards including but not limited to zoning and subdivision regulations and engineering standards.*

*Policy: Work with Utility Department to upgrade and maintain water delivery system.*

**PS GOAL #2: UPGRADE OR REPLACE POLICE AND FIRE EQUIPMENT AS NEEDED.**

*Policy: Establish comprehensive vehicle replacement programs for all public safety vehicles (Fire and Police).*

*Policy: Expand fire stations and police presence as needed to accommodate City growth.*

*Policy: Continue to install new fire hydrants and replace deficient hydrants in various locations throughout the City as needed.*

*Policy: Continue to update and acquire additional equipment and software for dispatch and other communications, hazardous-materials response, rescue and EMS.*

*Policy: Partner with schools and other public and private entities to increase the number of storm shelters throughout the City.*

**PS GOAL #3: WORK TO IMPROVE RELATIONSHIP BETWEEN EMERGENCY SERVICE PERSONNEL, CITY OFFICIALS AND CITIZENS.**

*Policy: Establish a joint public safety appreciation day during which police, fire, city officials and citizens come together.*

*Policy: Create a City sponsored, joint "mock" emergency response training for Police and Fire.*



## | GOALS + OBJECTIVES



### Recreation + Senior Services Goals

#### *RS GOAL #1: ADDRESS LEVEL OF SERVICE ISSUES*

*Policy: Work to improve maintenance schedules, upgrade facilities where needed and complete unfinished "future build-out" areas.*

**Objectives:**

Identify building maintenance issues and develop a course of action for resolving.

Identify facilities (i.e. playing fields, courts, swimming facilities etc.) problems and develop a course of action for resolving.

Identify site issues and develop a course of actions for resolving.

*Policy: Encourage the offering of more diverse cultural programs throughout the City, including adult level athletic programs and programs for active senior adults.*

*Policy: Develop additional athletic facilities, as needed, to meet the demands of local users.*

**Objectives:**

Explore feasibility of providing a soccer field and/or a community/multi-use facility.

*Policy: Develop a public relations program to inform and invite citizens to participate in Parks and Recreation activities.*

**Objectives:**

Utilize City website, social media and printed information to highlight recreation facilities and activities.

Create a system of wayfinding signage to guide citizens and visitors to venues and recreational events as well as community points of interest.

Provide regular articles of interest to local outlets and the Chamber of Commerce regarding parks and recreation improvements, additions, and activities.

Consider holding annual Public Input meetings to acquire feedback on needed Parks and Recreation activities.

- Form a Patrons Steering Committee
- Develop a Park Patrons' Survey to solicit feedback on park services and programs



**RS GOAL #2: CAPITALIZE ON CITY'S GEOGRAPHIC ASSETS TO ENCOURAGE RECREATIONAL TOURISM.**

*Policy: Market the City's location between two major metropolitan areas as a prime destination for recreational activities.*

*Policy: Promote the Tallassee portion of the Alabama Scenic River Trail.*

*Policy: Host and Promote fishing events to expand upon Tallassee's water related venues.*

**RS GOAL #3: DEVELOP PARTNERSHIPS WITHIN THE COMMUNITY AND REGION TO MAKE BETTER USE OF AVAILABLE RESOURCES AND INCREASE FUNDING SOURCES THROUGH SPONSORSHIPS FOR RECREATION FACILITIES, SPECIAL EVENTS, ATHLETIC TOURNAMENTS, AND OTHER EXHIBITIONS.**

*Policy: Market the Tallassee Parks and Recreation system as an economic development strategy tool for the City.*

*Policy: Work with the Chamber of Commerce to promote youth and amateur sporting events, which are one of the fastest growing segments of leisure travel.*

*Policy: Identify and promote revenue generating activities, programs, and facilities to help offset costs associated with providing excellent public recreation services.*

**RS GOAL #4: ENSURE THAT A FACILITY MAINTENANCE PROGRAM IS MAINTAINED AND FUNDED FOR ALL CITY PARKS, RECREATIONAL FACILITIES, ATHLETIC FIELDS, VEHICLES, AND MAINTENANCE EQUIPMENT.**

*Policy: Maintain existing facilities at an established high level-of service.*

*Policy: Ensure that recreation facilities are safe for patrons by providing adequate and well maintained lighting, regular police patrols and other security monitoring devices.*

*Policy: Maintain a current list of maintenance priorities, updated annually.*



## | GOALS + OBJECTIVES



### Recreation + Senior Services Goals

#### **RS GOAL #5: CONTINUE TO IMPROVE SENIOR SERVICES**

*Policy: Create a regular maintenance schedule for the Senior Center and appropriate an annual budget line item for this purpose.*

*Policy: Look into grant opportunities or other means of acquiring additional vehicles to provide day trips, and homebound meal delivery.*

*Policy: Expand Homebound Meal Program to include assisting clients with daily activities.*

*Policy: Provide opportunities for seniors to interact with youth "intergenerational activities".*

*Policy: Continue to work with other agencies to provide continuing education opportunities for topics such as healthcare, finances, estate planning, etc. Include options for Lunch and Learns, Educational Lectures and Support Groups.*





Education Goals

**EDU GOAL #1: EXPLORE OPPORTUNITIES FOR NEW FUNDING SOURCES FOR EDUCATION**

**Objectives:**

Inquire into ARC and Rural Development Grants.

Determine what resources are available through Workforce Development.

**EDU GOAL #2: WORK TO STRENGTHEN RELATIONSHIPS WITH BUSINESS, INDUSTRY AND CITY GOVERNMENT FOR STUDENT PLACEMENTS AND LEARNING OPPORTUNITIES.**

**Objectives:**

Co-op Opportunities

Scholarships

Shadowing/Mentoring positions with area business & industry

Career Readiness Programs

Fire Science Class and other similar opportunities

**EDU GOAL #3: IMPLEMENT WIFI UPGRADES COMMUNITY WIDE AND DEVELOP "HOT SPOTS"**

**EDU GOAL 4: CAPITALIZE ON TALLASSEE CITY SCHOOLS AS AN ECONOMIC DEVELOPMENT ASSET.**

**EDU GOAL 5: MARKET QUALITY SCHOOLS AS AN ASSET FOR BUSINESS, INDUSTRY AND RESIDENTS CONSIDERING LOCATING TO TALLASSEE**

**EDU GOAL 6: ENHANCE FACILITY SAFETY AND INSTITUTE SECURITY UPGRADES**

**Objectives:**

Work with School Board to reduce access points on school properties

Work with School Board and Police Department on hiring additional resource officers and school security

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