



PHENIX CITY COMPREHENSIVE COMMUNITY MASTER PLAN

December 2014



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INTRODUCTION AND PLAN SUMMARY

INTRODUCTION AND PURPOSE

Located along the west bank of the Chattahoochee River, Phenix City serves as the regional hub and gateway to East Central Alabama. The strategic location of the City along the Chattahoochee River has allowed them to grow and prosper along with neighboring Columbus, Georgia. Over the past decade, Phenix City has grown from a population of 28,200 to over 37,000, according to 2013 estimates. Projections continue to reflect opportunities for continued growth and improvement in the city.

As the region continues to grow, City leaders understood the importance of preparing the City for future growth by updating the *Phenix City Comprehensive Plan*, initially completed in 2002. This Comprehensive Plan update, initiated in 2010, entailed collecting updated information and performing a new assessment of the community so that a vision and framework for growth, development and redevelopment could be representative of the current state of City and provide impetus to the plans recommendations.

PLANNING PROCESS

The planning process for the *Phenix City Comprehensive Community Master Plan* started with the collection and review of information, previous plans and studies and field surveys of the City, in order to provide an assessment of the community relative to the plan. Individual meetings or discussions were conducted to better understand future needs. Following the assessment, an Open House was held at the Central Activity Center for the community to come and provide input on their vision as well as aid the planning team in identifying strong place and weak places within the community. Using the assessment for base information, a master plan concept was drafted, utilizing the vision and goals expressed during the planning process. This concept, and subsequent recommendations, was reviewed by city staff along with the Planning Commission and City Council, including additional public hearing and comment.

[Section to be completed as the approval process is initiated.]

Upon approval of the plan by the Planning Commission and City Council, the Planning Commission will assist the Mayor, City Manager, Council, City Departments and others in the implementation of the plan. The Planning Commission should review the plan annually and update the plan as needed.

RELATIONSHIP TO THE RUSSELL COUNTY COMPREHENSIVE MASTER PLAN

The *Phenix City Comprehensive Community Master Plan* was coordinated with the recently adopted *Russell County Comprehensive County Master Plan*. The Phenix City plan addresses the area within the municipal limits as well as within the police jurisdiction of the city. The *Russell County Comprehensive County Master Plan* addresses areas which are outside of the municipal limits within Russell County, such as Phenix City. The overlap within the two plans, the area of the police jurisdiction, is the place where the most coordination is required between the city and the county.

REGIONAL CONTEXT AND RELATED PLANS

Phenix City is part of the Lee-Russell Council of Governments and is affected by plans for development of the Lee-Russell region. A major component of the engagement with the LRCOG, in which the City regularly participates, is the development of the Lee-Russell CEDS and subsequent updates. As part of the Columbus-Phenix City MPO, Phenix City is included in all transportation planning efforts which includes the city in the Long Range Transportation Plan and Transportation Improvement Plan for the C-PCMPO.

Because of the input Phenix City has contributed to these other important planning initiatives, they were used as reference material in the community assessment and development of community recommendations.

GOALS AND VISION FOR THE FUTURE

The residents of Phenix City envision ***the city as a place where all residents can enjoy an excellent quality of life and have a strong sense of local pride and identity.*** As a continuing step to achieve this vision the following set of goals provides direction to the Comprehensive Plan update and serves as a guide to public investments, partnerships and regulations. These goals establish a clear vision for the city and master plan and framework for growth, development and redevelopment of the city and its neighborhoods.

Goal: Preserve and create a sense of place in neighborhoods and business opportunities, and where:

- Downtown is the core of the Phenix City community.
- Phenix City's history is a valuable resource that contributes significantly to our unique identity as a place.
- Historic areas and individual landmarks are preserved and protected.
- The gateways to Phenix City and major highway corridors are very important, and the community should take charge of and invest in their image and character.

Goal: A transportation system where moving around safely and efficiently is an essential part of the community's welfare; and where:

- The main corridors are safe and attractive with multiple connections to the local street network.
- The US Highway-280, US Highway-431 and US Highway-80 Corridors are managed and future development and redevelopment along the Corridors be carefully planned.
- Sidewalks are a critical part of the urban environment, especially in and around the Downtown Core, Traditional Residential Neighborhoods Districts and other identified Centers within the community.
- There is a choice of neighborhoods that are more walkable, with sidewalks, pedestrian amenities and traffic calming (especially in planned districts) that are linked to each other neighborhoods as well as to schools, libraries, parks and shopping. In other neighborhoods, sidewalks and other similar amenities should be subject to overall development goals.

Goal: A City where the economy is the lifeblood of our community; and where:

- The Downtown Core of Phenix City is a small-business friendly environment and a citywide activity center that includes opportunities related to the Troy Riverfront Campus, riverfront attractions such as the urban whitewater rafting course and other downtown specialty services.
- A signature urban boulevard, Broad Street, provides expanded opportunities for mixed-use businesses near the downtown core.
- There are new retail opportunities along the US Highway-431 Corridor south from growth in the city.
- Redevelopment of existing structures and infrastructure is an important step to revitalization.
- Special mixed-use corridors, centers and districts provide new investment opportunities for business and residential development.

Goal: A City in which our neighborhoods are a source of community pride, and where:

- Mature neighborhoods are valuable resources that should be protected, enhanced and revitalized.
- New neighborhood development will complement overall community development and improvement.

Goal: A City which provides for excellence community facilities, amenities and cost effective infrastructure, where:

- Schools, parks and community facilities are available to everyone and continuously improved.
- Infrastructure is provided on a cost effective and sustainable basis in support of overall community development.

Goal: A City where the environment is protected and preserved for all, and where:

- The Chattahoochee River is a valuable resource that is accessible and enjoyable by all citizens.
- Recognize the need to guide the development in the city, particularly the sensitive areas, in a manner appropriate for the community at large.
- Existing parks are enhanced and better connected to neighborhoods, for example the new park on 5th Street South.
- A citywide greenway system along Mill and Holland Creek links adjacent neighborhoods to each other and to the Downtown Core.

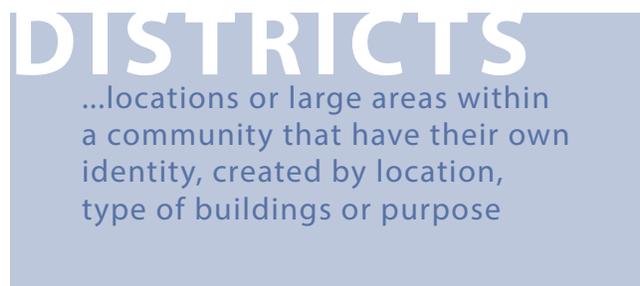
MASTER PLAN CONCEPT AND FRAMEWORK FOR GROWTH

The Master Plan Concept for Phenix City is the heart of the *Phenix City Comprehensive Community Master Plan* and is meant for directing growth, development and redevelopment within the City. This concept has been organized around important aspects of the community as they were identified in the previous Comprehensive Plan and reinforced throughout the assessment and community input. Each of those aspects is outlined below along with how they are related to the City and what principles the city should aspire to within those aspects of the community.

As part of ongoing implementation of the *Phenix City Comprehensive Community Master Plan*, the City is encouraged to utilize the Master Plan Concept a guideline prior to any development plan approval and/or other planning and budgetary considerations by the Planning Commission, City Council, City Departments and others.

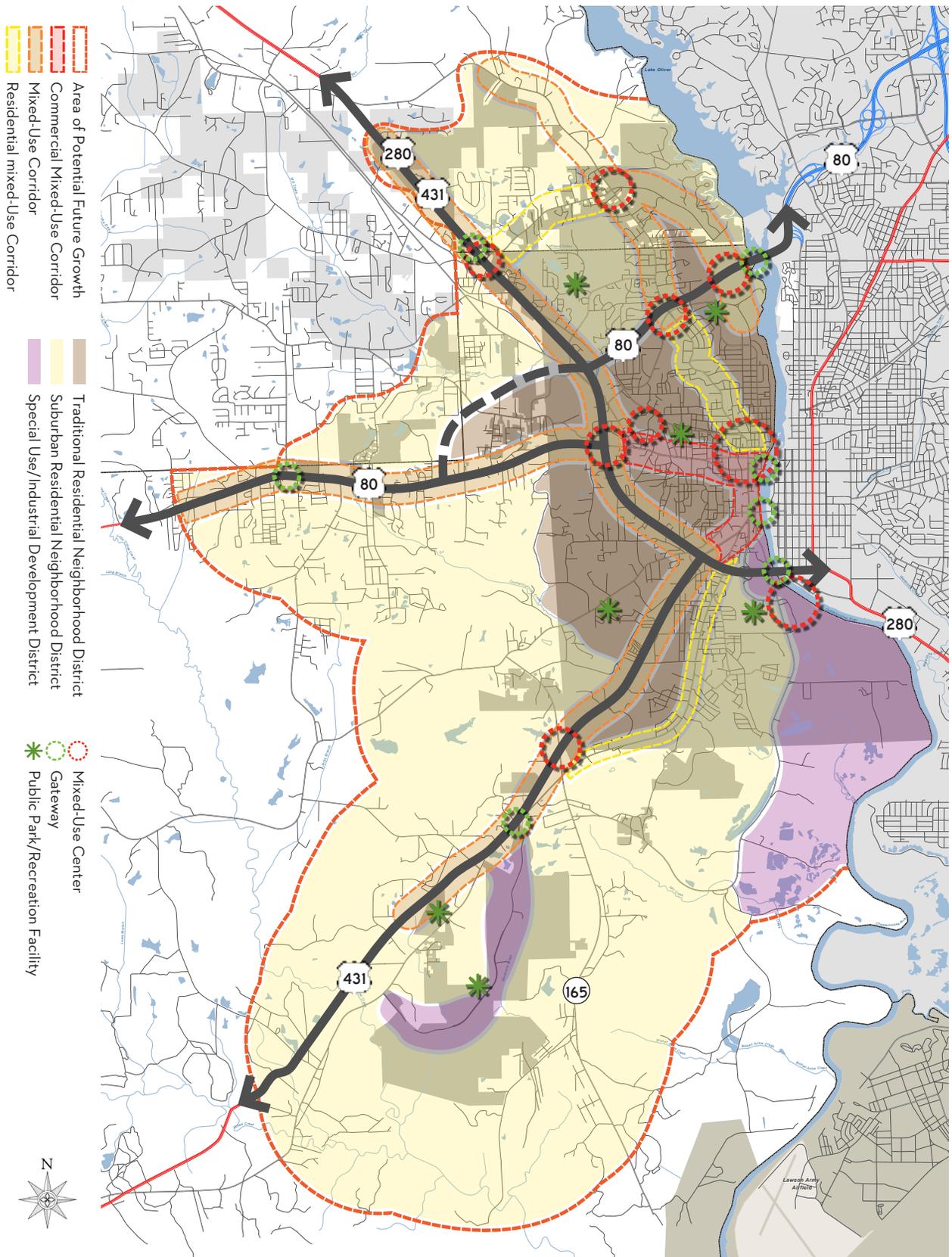
DISTRICTS

Districts are locations or large areas within a community that have their own identity, created by location, type of buildings or purpose. Within the *Phenix City Comprehensive Plan* districts are outlined as being larger areas than centers and more centrally clustered than the linear corridors. As a result, with Phenix City districts are based on three predominate land use patterns.



Traditional Residential Neighborhoods are districts within Phenix City that are currently historic neighborhoods, early development neighborhoods, or higher-density subdivisions. As the name implies, traditional neighborhoods have attributes such as sidewalks, street lights and a well connected street network. Within this district, housing is constructed on smaller lots and in closer proximity to each other. These neighborhood districts are mostly reflected within the core of the community, and illustrate how Phenix City was initially developed grew out and away from downtown.

FIGURE 1 - MASTER PLAN CONCEPT AND FRAMEWORK FOR GROWTH



Suburban Residential Neighborhoods are districts that have been developed over the past twenty-to-thirty years in the form of suburban subdivisions and neighborhoods. These developments are typically more separated with undeveloped areas between them and have an internal street network. Within this district, housing is constructed on larger lots and typically the further away from downtown the neighborhood is located the larger the lot becomes.

The third kind of district land use pattern in the *Phenix City Comprehensive Community Master Plan* is the **Special Use or Industrial Development District**. These districts should be planned as more single purpose land uses and include major industrial sites, large recreational districts, or other special large scale developments. These districts might even include large planned redevelopments. Much of this land use is concentrated in two areas of the City, the first is along Brickyard Road with various existing industry and available land and buildings for new industry; the other location is the Phenix City Industrial Park along US Highway-431 southwest of downtown. Each of these two districts has distinctive features as industrial areas. The industrial district along Brickyard Yard has large parcel development potential as well as good access to the State Docks and water from the Chattahoochee River. The Phenix City Industrial Park is situated along a major arterial within the community that provides good access to the larger transportation network of the region. This district could also provide unique development opportunities based on geographic conditions or other site related issues. Locations along the Chattahoochee River could be potentially developed for recreational use or there could be large scale development of other uses such as business complexes or large office facilities.

District Policies and Guidelines

The following are general policies and guidelines for development of these districts in the *Phenix City Comprehensive Plan*.

Preserve and revitalize traditional and core area neighborhoods

- Encourage residential in-fill development within the existing neighborhoods with housing of similar style and size.
- Improve pedestrian connections within neighborhoods by in-filling missing sidewalk connections and repairing sidewalks where needed.
- Encourage the use of redevelopment and rehabilitation of the creation of community or housing development corporations to improve housing services and conditions within existing neighborhoods.

- Maintain and upgrade community facilities, infrastructure and streetscapes as needed within districts.

Strengthen and maintain urban and suburban neighborhoods

- Encourage a variety of residential lot sizes from more urban to more suburban neighborhoods.
- Encourage connections between future and planned residential developments.
- Consider infrastructure improvements with certain locations to create future residential opportunities.
- Provide for community facilities, parks and recreation, schools and serves to support new development.
- Establish design guidelines to encourage a consistent and interesting character of older historic neighborhoods and redevelopment areas.

Support quality special use or industrial development opportunities

- Encourage major planned developments that reinforce best quality possible for single purpose or mixed-use.
- Ensure quality water and sewer infrastructure within the Special Use or Industrial Districts of the community.
- Work with the economic development authorities and organizations to promote available buildings and sites for industrial development.
- Encourage unique development and/or redevelopment opportunities within these districts that allows for other uses such as office, business complexes or recreation.
- Establish environmental and aesthetic standards and expectations in these districts to ensure compatibility with existing residential neighborhoods, natural resources and mitigate issues such as flooding, noise and other environmental factors.

CENTERS

Centers should be planned as areas that tend to draw people because of some activity or simply because of some unique quality of the place. Within the city, centers are important because they generate interaction between people. Centers of activity should be linked and accessible by pedestrians, bicyclists, automobiles , transit or other paths. These

CENTERS
 ...areas that tend to draw people because of some activity or simply because of some unique quality of the place

centers are also critical in their potential to generate commercial activity, especially retail economic development such as convenient services for surrounding districts. There are several centers of activity in Phenix City; one of the essential centers is the downtown area. Plans for the continued revitalization of the downtown center should be a priority as an economic and cultural heart of the city.

The geographic location of Downtown is intuitive along the Chattahoochee River and in close proximity to downtown Columbus. Recently, several major initiatives have been underway in downtown Phenix City to improve the economic atmosphere and encourage more future growth. Improvements began with a Broad Street streetscape program from 13th Street to Holland Creek that improved pedestrian access along Broad Street and provided on-street parking facilities. The Russell County Commission has also been involved with improvements downtown through the relocation of county administrative offices to the vacant Mead Building at the intersection of Broad Street and Dillingham Street. In that same process, the County also made significant improvements to the existing County Courthouse along 14th Street for judicial services. Troy University announced in late 2011 the construction of a new downtown campus along 3rd Avenue which will bring significant investment and employment to downtown, along with the City's participation and development of a new hotel, conference center parking deck, etc.

Two important centers of activity should be supported along the northern corridor of Summerville Road, one along the intersection of US-Highway 80 and the other at the intersection with Riverchase Drive. Phenix City should partner in the development and redevelopment of these areas. This should include consolidation of existing driveways and encourage that access for new development within the center come from adjacent streets, managing access onto the main and secondary corridors. Infrastructure improvements within these centers should reflect the increased intensity of activity.

The recent construction of the Riverchase Drive interchange along the limited access portion of US-Highway 80 has presented Phenix City with a new center of activity within the community. The opportunity from this center could lead to capturing increased revenue from traffic generated within the community and those passing through the community. Phenix City should be on the forefront of any future development within this center by developing proactive standards for future development that reflect the surrounding neighborhoods. Access along Riverchase Drive should be limited and shared access between adjoin property encouraged.

As the result of growth within southern Phenix City and unincorporated areas within northern Russell County, the intersection of US Highway-431 and Alabama Highway-165 has the potential to become a very important center of activity within the community. This center is very similar to the previously noted center in north Phenix City. The city should be on the forefront of any future development within this center. Because of the close proximity to educational facilities and the recent construction of nearby housing, there is the potential for increased retail opportunities with this center. Infrastructure improvements within this center should be reflective of the increased intensity of activity.

Center Policies and Guidelines

The following are general policies and guidelines for development of these centers in the *Phenix City Comprehensive Plan*.

- There should be an emphasis in these centers for a mix of commercial, residential and related land uses.
- Pedestrian improvements should be encouraged within Centers to connect to surrounding residential neighborhoods and developments.
- Opportunities to improve streetscape conditions, such as sidewalks, street lighting, street planting and buried utilities should be considered in conjunction with infrastructure improvements.
- Implement complete street policies in Phenix City within centers to improve pedestrian, bicycle and transit opportunities.
- Housing options within centers should be considered at a higher density than surrounding neighborhoods, multi-family and single-family attached residential options would also be appropriately located within centers.
- Infrastructure in these centers should be provided to support development and/or redevelopment as needed.
- Provide wayfinding signage in centers that provide direction to important local destinations within the community.
- Community facilities and services should be concentrated in these centers, whenever possible.
- Revitalization of older commercial areas should be a priority in order to improve vitality and provide convenient locations of services and greatly enhance economic development.

GATEWAYS

Gateways are the recognizable entry points to the city, a neighborhood or a center.

Gateways also establish strong edges to cities and districts and help foster a sense of pride of place and sense of arrival. This feeling can be created with appropriate signs and landmarks, plantings, burying of utility lines, protecting important view, and using distinctive pavement and architectural elements at intersection. Each gateway to the City or its neighborhoods should reflect the particular characteristics of its setting and provide a welcoming transition from one area to another.

GATEWAYS

...recognizable entries into a city, a neighborhood, centers or districts...they establish strong edges to those places and foster a sense of pride in place as well as sense of arrival

At present, given the number of highways, as well as major streets, that cross Phenix City, there are many opportunities to establish or reinforce gateways. In addition, there are several opportunities to develop internal gateways, where passing from one district to another within the city. These gateways should be planned at the major river crossings, major street entrances from US Highway-280/431 and US Highway-80.

Gateway Policies and Guidelines

The following are general policies and guidelines for development of gateways in the *Phenix City Comprehensive Plan*.

- Improve the visual appearance of the entrances to the community.
- Major gateways in downtown along 13th Street and Dillingham Street should be enhanced with directional signage indicating major tourism, historical, educational and other destinations.
- Gateways at major intersections of street and roadway corridors entering the city should be enhanced with a mixed of uses, including structures, landscaping and signage as appropriate.



Recently completed gateway sign along US Highway-280/431.

CORRIDORS

Corridors are those places that should be planned for along major channels which people use to move throughout the community. This includes not only the streets in which automobiles travel, but also the sidewalks and trails that accommodate pedestrians and bicyclists.

CORRIDORS

...channels which people use to move throughout the community...they are not only the streets for automobile travel, but also for transit, sidewalks and trails that accommodate pedestrians and bicyclists

Corridors offer development opportunities and therefore economic value. Corridors in Phenix City that create greatest potential development opportunity occur along major highways and principal arterials. By their nature, these streets carry the greatest traffic volumes and thereby provide exposure to adjacent properties.

The greatest economic development opportunity exists at (or near) the intersections of the major highways and arterials. The plan should then be to maximize the value created by such intersections, and how to capture that value for the benefit of both the landowners and the community as a whole. Where these corridors provide high access to services and commercial development, the excessive traffic moves, confusing signage and wayfinding can have adverse economic and aesthetic effects.

In order to develop successful corridors in Phenix City the public and private sector must share a vision that can minimize the potential adverse effects and increase the likelihood of high quality, compatible development. Development of these corridors will provide important impressions and levels of service for citizens and visitors.

As part of the Comprehensive Plan, three main types of corridors were identified in Phenix City. The **Commercial Mixed-Use Corridors**, along Crawford Road, 13th Street, 14th Street and Broad Street are critical corridors within the city. Land uses should include commercial, higher density residential and institutional uses. Transportation within this corridor should be designed to accommodate automobiles, transit, pedestrians and potentially bicyclist. Substantial revitalization and redevelopment of these corridors is critical in that the corridors combine with the downtown center and form the commercial core of the city.

Mixed-use Corridors in the community, such as US-80, US-280/431 and Riverchase Drive, are based on higher traffic counts and larger development patterns that support regional

commercial activity and uses. Land use along these corridors is composed of large and multi-parcel developments such as retail centers and strip commercial centers. In some locations, there still might be a single-family residential component from when the corridor was not as heavily developed. Future residential uses along the corridor should be multi-family developments and smaller lot, higher density, single-family residential subdivisions located on collector roads off of the main corridor arterial road. An important transportation related activity that should occur within these corridors is access management. The US Highway-280/431 corridor is primary corridor within Phenix City and provides major economic opportunities. This corridor should be revitalized with more compatibility of land uses, improved signage, landscaping, lights, etc. Access management should be a high priority along this corridor to improve the function and flow of major intersections along the corridor.



A good example of a mixed-use parcel within Phenix City of attached residential and office uses. This type of development could happen within Mixed-Use Corridors or Residential Mixed-Use Corridors.

Residential Mixed-Use Corridors within Phenix City are transitional corridors, primarily along collector roads, that serve surrounding residential neighborhoods and developments. Along these corridors, land uses should include of a mix of commercial, office and residential uses oriented toward adjacent districts, neighborhoods and centers. These corridors should include sidewalks, streetscapes, lighting, and wayfinding signage along with provisions for transit.

Corridor Policies and Guidelines

The following are general policies and guidelines for development of corridors in the *Phenix City Comprehensive Plan*.

Develop quality commercial mixed-use corridors that connect districts and centers within the community.

- Ensure complete street designs, including sidewalks and crosswalks to encourage pedestrian activity between adjacent land uses and surrounding residential neighborhoods and developments.
- Provide for the possibility of future transit along corridors.

- Provide streetscape improvements and wayfinding within corridors that provides direction to important local destinations within the community and improve aesthetic contributions of these corridors to adjacent districts.
- Implement complete street policies in Phenix City along the commercial mixed-use corridor and surrounding local streets to improve pedestrian, bicycle and transit opportunities.
- Encourage residential development where appropriate along the corridors and encourage local street connections with the corridors.

Generally improve circulation, access and economic development opportunities within mixed-use corridors consistent with local and regional transportation.

- Implement access management principles along the corridors for improved traffic flow and access.
- Provide wayfinding signage in locations where needed along the corridors that provides direction to important local destinations within the community.
- Encourage redevelopment of older retail centers along the mixed-use corridors, reduce paved surfaces and increase tree canopies when possible.
- Establish gateways at location of corridors entering the city, they should be enhanced with a variety of environmental cues, including structures, landscaping and signage as appropriate.

Plan for and improve residential mixed-use corridors to serve adjacent residential neighborhoods and centers.

- Implement access management principles along these collector type corridors including, limiting driveways along corridor and encourage shared access easements between adjoining property owners.
- Implement complete street policies in Phenix City along the Residential Mixed-Use Corridors and surrounding local streets to improve pedestrian, bicycle and transit opportunities.
- Implement complete street designs including, sidewalks as needed and crosswalks.
- Provide for transit along the corridor as appropriate.
- Implement streetscape, lighting and wayfinding signage along these more residential orientated corridors.

PLAN RECOMMENDATIONS

LAND USE AND COMMUNITY DESIGN

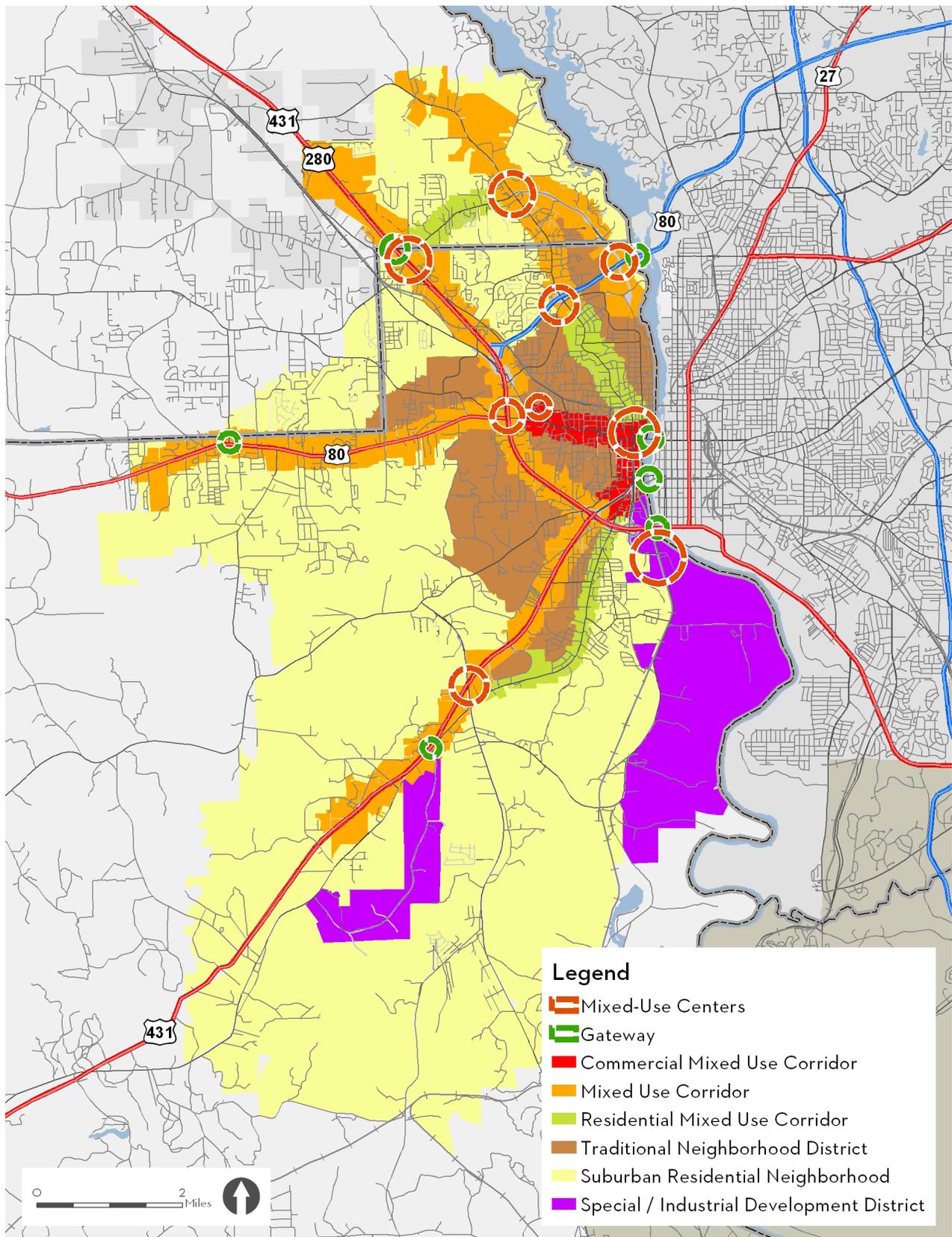
On-going

- Adopt Land Use Plan and update the Zoning Ordinance and Subdivision Regulations as needed for consistency with the *Comprehensive Plan*.
- Implement on-going streetscape and wayfinding program.
- Visual clutter should be removed, like obsolete signage, derelict buildings, and overgrown lots, from the main corridors into Phenix City. These corridors should reflect the image of the community for residents, tourist and others who travel within Phenix City.
- Considering access points for the Chattahoochee River whitewater course will be located in Phenix City, consider unique opportunities for camping, such as along Holland Creek, and outfitter and supply services.
- Along US Highway-280/431 through Phenix City, underutilized properties should be infilled with planned commercial developments. Improvements along this corridor should strive to improve circulation issues in conjunction with access management.
- Implement design guidelines and current façade guidelines or standards in conjunction with Downtown Redevelopment Authority and the Planning Commission.

Short-Term (0-5 years)

- Support planned commercial and residential developments along Riverchase Drive, employing access management practices in initial design, and linking new residential roads to the existing street network at multiple locations.
- Develop a mixed-use center in conjunction with the new Military Trail Park at Crawford Road. This center could support commercial and retail opportunities related to the civic services provided downtown.
- Encourage infill development downtown in both vacant structures and underutilized property. Work with the Chamber of Commerce and Economic Development Department to identify and prioritize those available structures and property which could the most impact downtown.

FIGURE 2 - FUTURE LAND USE



- The infill of development along the Seale Road Corridor should be reflective of a residential mixed-use corridor only removing residential uses in key locations where parcels can be consolidated to create neighborhood commercial districts.
- Continue to develop industrial parks and related sites.
- Implement design/façade guidelines, zero lot lines, and minimum two story construction in the historic core area of downtown. (See Figure 7 - Downtown Center)
- Identify additional locations for cemeteries.

Mid-Term (5-10 years)

- The City should adopt and implement guidelines for neighborhood and commercial revitalization, including guidelines for historic areas, where appropriate.
- Identify additional location for C&D landfill.

Long-Term (10 or more years)

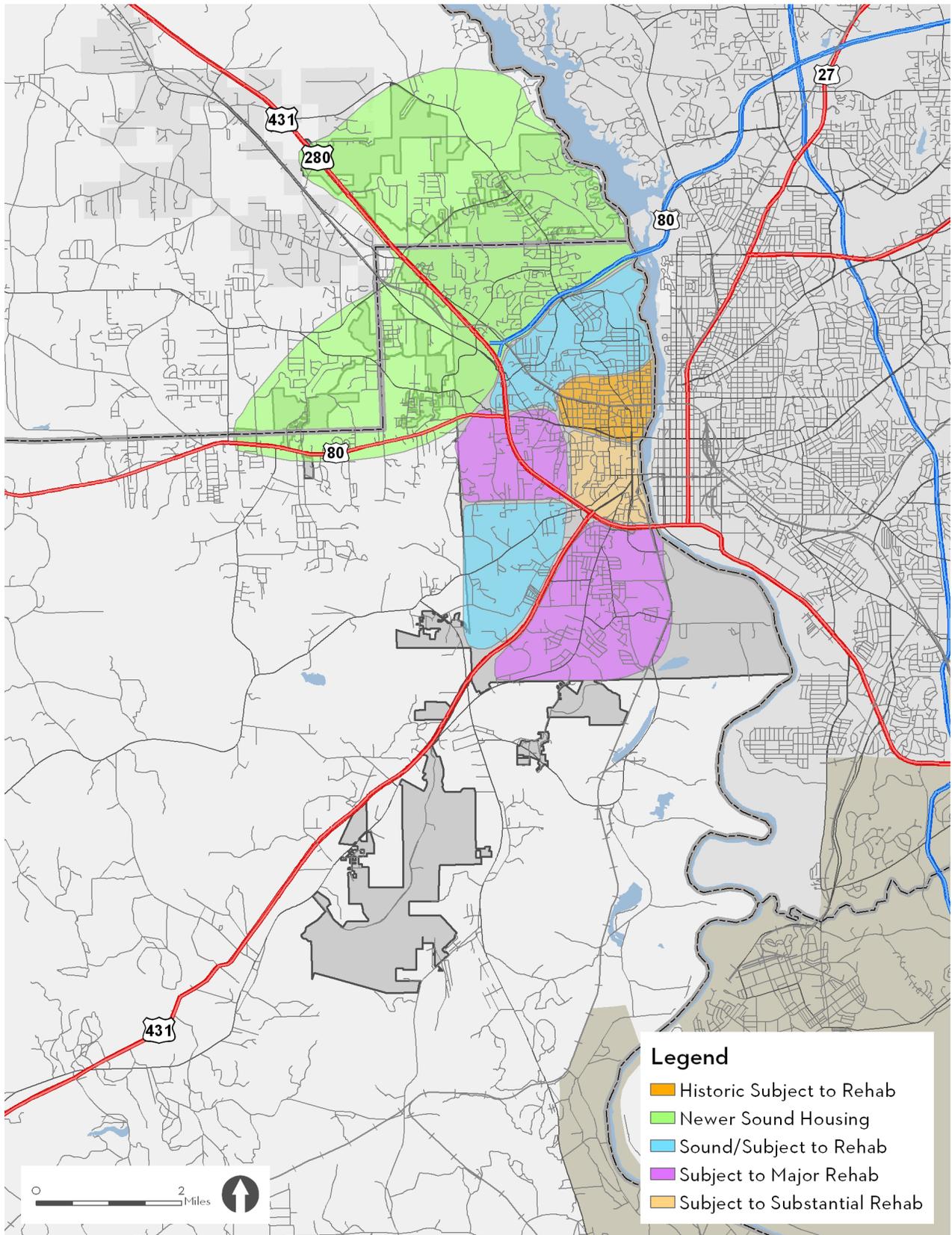
- Identify additional locations within the community for future industrial opportunities. These locations should have good transportation access and available infrastructure. Development of new industrial opportunities could coincide with the construction of the extension of US Highway-80.
- Develop a long-term plan for the redevelopment and revitalization of the area along Brickyard Road into a mixed-use, special-use district.

HOUSING AND NEIGHBORHOODS

On-going

- Work with the Phenix City Housing Authority and others to encourage the creation of Community Development Corporation(s) to further provide programs, offer services and engage in other activities that promote and support community development with low-income residents and neighborhoods.
- Enforce updated zoning and other regulations to support on-going housing maintenance; consider an incentive based program for assistance in home maintenance or repair.
- Consider ongoing “area” and “in-fill” renewal of housing areas where dilapidated housing can be replaced with new housing or major renovations.

FIGURE 3 - HOUSING AND NEIGHBORHOOD CONDITIONS



Short-Term (0-5 years)

- The City should adopt a comprehensive neighborhood and commercial district revitalization program to, over time, ensure housing, businesses and service opportunities throughout the city.
- Consider the use of traffic calming to support neighborhood and commercial revitalization. Traffic calming should be implemented when interior neighborhood local streets become or intersect with collectors for the surrounding neighborhoods and attractions.

Mid-Term (5-10 years)

- Work with the Phenix City Housing Authority and consider the redevelopment of a portion of the Riverview Apartments as a potential mixed-income development in conjunction with the Troy University Campus.

Long-Term (10 or more years)

- Continue to implement comprehensive neighborhood and commercial district revitalization programs, as needed.

ECONOMIC DEVELOPMENT

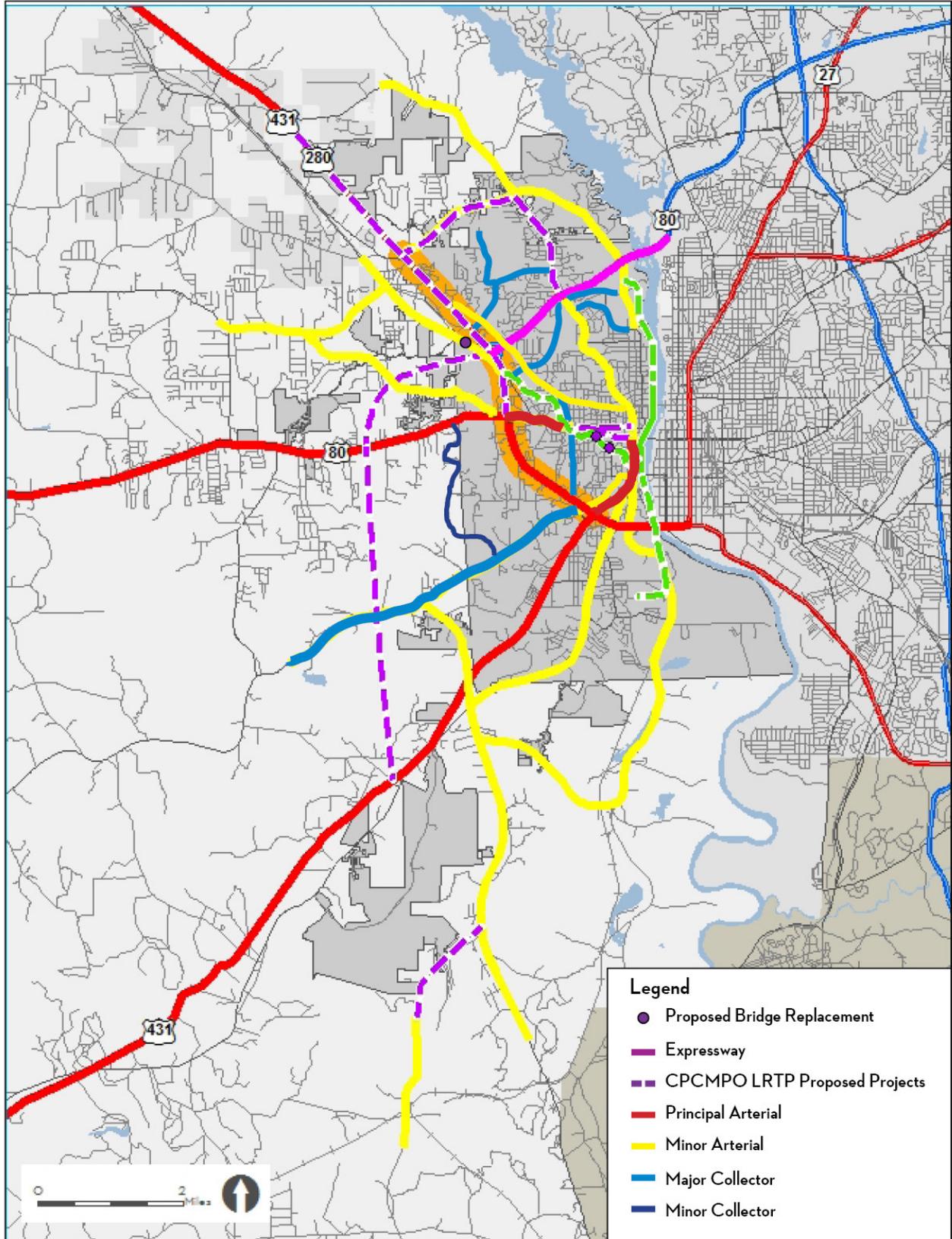
On-going

- Work with the Downtown Redevelopment Authority to implement plans and projects to see that downtown is developed into a vibrant district with retail, commercial, office, and residential uses, anchored by a hotel and conference center and well-defined centers of government.
- A small-business initiative should be created to support neighborhood business district revitalization that attracts unique stores and provides services convenient to neighborhoods adjacent to downtown.
- Continue to market Phenix City for whitewater rafting related opportunities. As the access points for the Chattahoochee River will be located in Phenix City, consider unique opportunities for camping, such as along Holland Creek, and outfitter and supply services.

Short-Term (0-5 years)

- Professional and medical offices should be concentrated in the vicinity of Jack Houston Memorial Hospital.

FIGURE 4 - TRANSPORTATION AND ACCESS



- Encourage infill development downtown in both vacant structures and underutilized property. Work with the Chamber and Economic Development Department to indentify available structures and property.
- The east side of Broad between 13th and Holland Creek should be redeveloped to more intensive commercial and office uses in buildings that enhance the image of Broad Street and add activity and vitality to Downtown.
- Major corridors should be landscaped to create a more positive image for the entire city by adding color, shade, and visual interest.
- Encourage the redevelopment of Phenix Plaza along 13th Street and 3rd Avenue. This is an important location as a visual gateway entrance to the community from Columbus, Georgia as well as a potential redevelopment site in conjunction with the Troy University Campus and the Hotel and Conference Center.

Mid-Term (5-10 years)

- Implement a neighborhood and business district revitalization program near the new Military Trail Park and along the corridor from Broad Street. Include school board property and other institutional uses.
- Identify and market locations within the community for special developments of office complexes or business parks. These locations should take advantage of unique development opportunities in Phenix City such as natural features and accessibility.

Long-Term (10 or more years)

- Identify additional locations within the community for future industrial opportunities. These locations should have good transportation access and available infrastructure. Development of new industrial opportunities could coincide with the construction of the extension of US Highway-80.

TRANSPORTATION

On-going

- Adopt and implement a complete streets policy and program city-wide.
- Sidewalks should be built and repaired where needed within the identified centers of the community. These sidewalks should connect neighborhoods to the downtown core, to schools, parks, and other commercial districts.

Short-Term (0-5 years)

- Access management principles and driveway consolidation should be enacted along the US Highway-280/431 corridor. The city is currently in the process of developing access management principles and recommendations.
- East and west access in South Phenix City should be improved to better connect isolated parts of the neighborhood and to remove some local traffic from US Highway-280.
- Extend Broad Street streetscape improvements from 13th Street north to 17th Street.
- Streetscape improvements should be made along 13th Street from the 14th Street intersection to the bridge. These improvements should include improved lighting, similar to Broad Street, improved pedestrian crosswalks and appropriate street tree planting.
- Work with ALDOT to improve lighting along US Highway-431 and Martin Luther King Jr. Boulevard.
- Implement complete street policies in Phenix City along local streets and collector streets to improve pedestrian, bicycle and transit opportunities.
- Work with the Phenix City School Board to improve traffic circulation around Lakewood Elementary and Lakewood Primary Schools, through future residential developments.



Recent improvements to Stadium Drive illustrate how future street improvements should be considered with appropriate storm drainage and sidewalks facilities.

Mid-Term (5-10 years)

- Extend Broad Street streetscape improvements from Holland Creek south to the Dillingham Street, including intersection improvements.
- Improvements along Crawford Road from 14th Street to US Highway-280/431 should include and improved median and needed sidewalk repairs. Stripped crosswalks should be included along Crawford Road at intersections with local roads and across Crawford Road and major intersections.
- Replace bridges along 10th Avenue and 12th Avenue at Holland Creek.
- The US Highway-80 By-Pass should be extended to the west of US Highway-280/431 in order to connect US Highway-80 West and the By-Pass while removing traffic from US Highway-280/431. This highway extension should be a limited access freeway and alleviate significant traffic issues caused by the connection of US Highway-80. Intersection improvements at the By-Pass and US Highway-280/431 could also improve traffic flow in the area.

Long-Term (10 or more years)

- Continue US Highway-80 By-Pass extension south to intersect with US Highway-431 near the Phenix City Industrial Park. This extension will aid in alleviating significant traffic issues along the US Highway-280/431 corridor through Phenix City.
- Work with ALDOT to widen US Highway-280/431 from a four-lane profile to a six-lane profile along the northern segment within the community. This widening would occur between Summerville Road and Crawford Road to improve flow and circulation.

INFRASTRUCTURE AND SERVICES

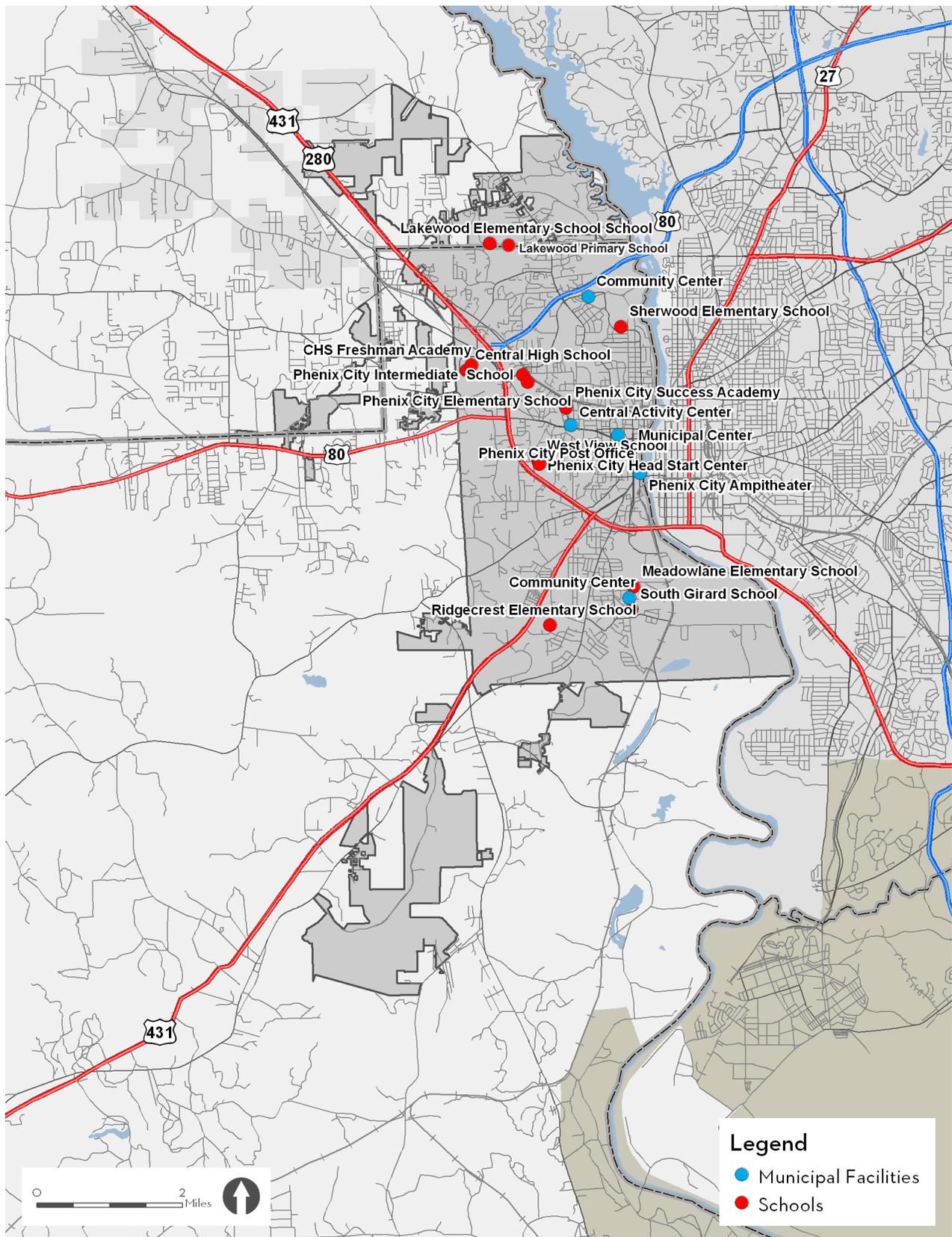
On-going

- Continue to support on-going upgrades to water and sewer system in current neighborhoods where improvements and repairs are needed.
- The Holland Creek Lift Station realized a significant upgrade in 2011. The existing pumps had exceeded their life span, and the City completed a project to improve the lift station by replacing the pumps and electrical configuration. There is also a solids screening system in place that needs to be serviced and upgraded/repared in order to protect the life cycle of the existing pumps.
- Strive to provide water and sewer service to all annexed areas within the city and extend water and sewer improvements to new development areas as needed and subject to the availability of funds and cost-benefit factors.

Short-Term (0-5 years)

- Phenix City is currently in the design phase of an improvements project to its water filtration plant in an effort to prepare for the upcoming Stage II DBP regulations. Improvements will be made at the head of the plant to install a new chlorine dioxide generator and feed system. Improvements will also be made to the flow path through the clear wells, improving chlorine contact times.
- The water system improvements from the plant to Broad Street include a new transmission main to transfer water directly to the central portion of the system.
- Improvements from Broad Street to US Highway-431 south transfer flow to the Knowles Road water tank and also improve the ability to send water to the southern portion of the system.
- Complete necessary upgrades to the wastewater treatment plant including the repair of existing digesters and replacement of mixing systems with improved systems for better

FIGURE 5 - COMMUNITY FACILITIES



sludge mixing. Replacement pumps in the recirculation pump station, installation of a new headworks system, repairs to the chlorine contact basin, and install a main to bypass the existing grit chambers during periods of peak flow.

Mid-Term (5-10 years)

- Sewer upgrades and installation in the southern portion of the City (in the city limits and the water and sewer district), along US Highway-431 and Alabama Highway-165 to encourage future commercial and residential development.
- Continue to implement flood mitigation and stormwater upgrades city wide, especially along Holland Creek, Mill Creek and Cochacoleechee Creek.

EDUCATION, COMMUNITY FACILITIES AND SERVICES

On-going

- Continue to support maintenance and operations of excellent schools facilities and programs.
- Continue to support fire and public safety services to neighborhoods and business districts.

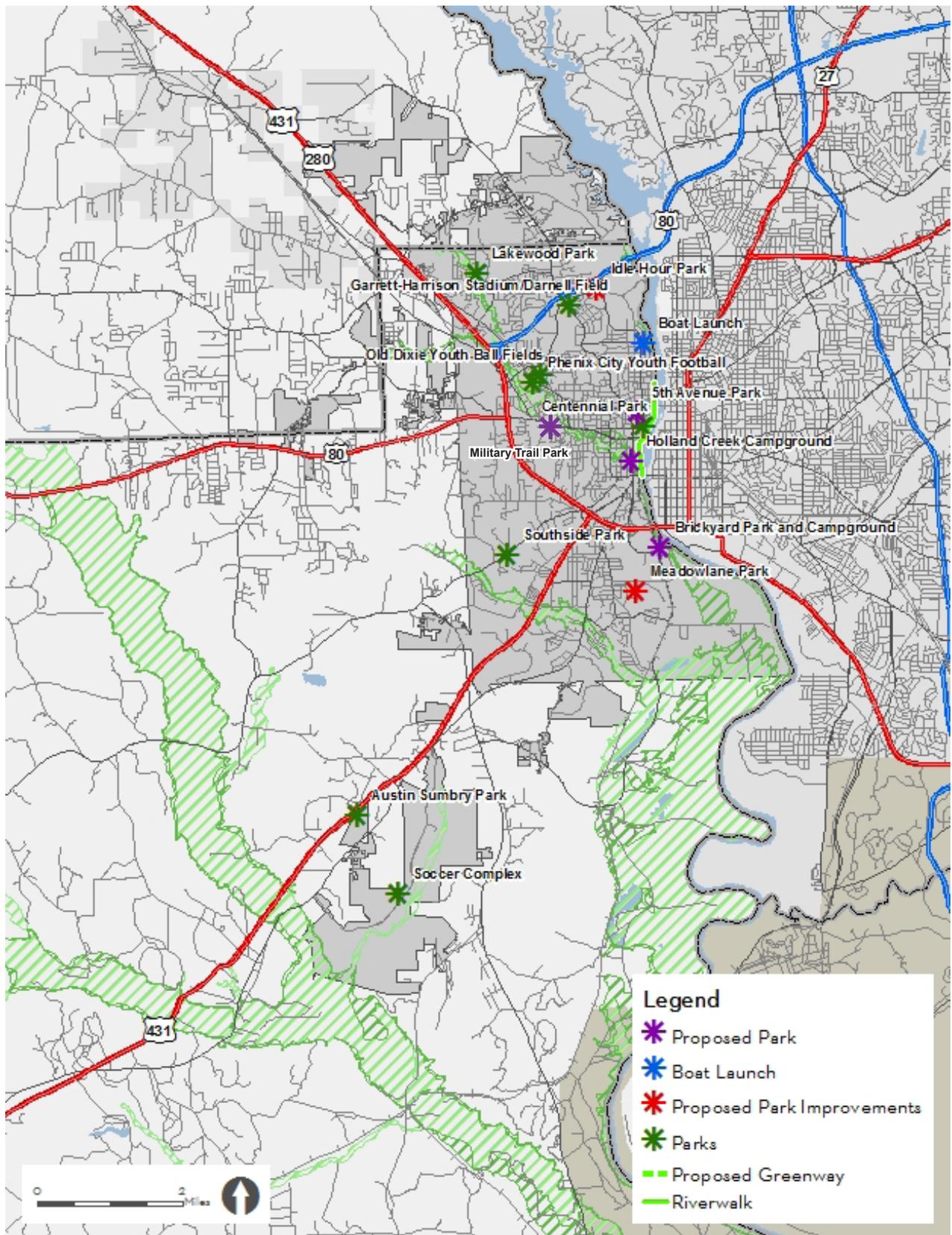
Short-Term (0-5 years)

- Improvements to pools at Southside Park and Spencer Recreation Center.
- Complete the renovation and expansion the South Sports Complex, including the Youth Center, Tennis Courts, Swimming and other amenities.
- Work with the Phenix City School Board to identify and plan locations for future school facilities.
- Development of a new Community Center to be located in Idle Hour Park.
- Construction of a parking garage downtown in conjunction with Troy University and Hotel and Conference Center developments.
- Work with the Phenix City School Board to improve traffic circulation around Lakewood Elementary and Lakewood Primary Schools, through future residential developments.
- Consider curbside recycling program and recycling sites to improve community support of recycling and reduce waste management and disposal costs.



Recent renovations were completed at the Youth Center at the South Sports Complex.

FIGURE 6 - OPEN SPACE, PARKS AND NATURAL RESOURCES



Mid-Term (5-10 years)

- As the community continues to grow, consideration should be given to an additional fire station and capacity in the southern segment and western segment of the City.

Long-Term (10 or more years)

- Work with Phenix City Schools to identify a location in the southern portion of the community to construct a new Elementary School as needed with population growth. The new school location should be within a residential district and have good pedestrian and vehicular access to surrounding residential neighborhoods and developments.

NATURAL AND CULTURAL RESOURCES

On-going

- Continue marking the Phenix City Riverwalk as an important recreational opportunity within the community.
- Continue working with Uptown Columbus on marketing and providing access to the Chattahoochee River for whitewater rafting.
- Continue to participate in river, watershed and stormwater management.
- Continue to enforce floodplain management and improvements as assets.

Short-Term (0-5 years)

- Creation of a Community Park, or formal square, in the historic area along 5th Avenue in Downtown.
- Improve pedestrian connections within Idle Hour Park through additional sidewalk connections and crosswalks.
- Extend the Phenix City Riverwalk from the current City Mills Dam to location to 33rd Connector.
- Develop Military Trail Park to include facilities for the American Legion and memorials.
- Provide a new Phenix City Museum in the downtown area celebrating the rich history of Phenix City. This project shall be comprised of a combination of two re-purposed historically significant



The Phenix City Riverwalk was recently expanded to the City Mills Dam. Future expansions could follow the River and connect to Idle Hour Park.

buildings and a new modern structure to connect the past with the future both physically and metaphorically.

Mid-Term (5-10 years)

- A network of urban green spaces should be created, by developing Holland and Mill Creeks, as part of a citywide greenway system.
- Extend the Riverwalk from the current Amphitheater location south to connect with Meadowlane Park. As a phased extension, the first phase could terminate at the proposed park and campground facility proposed along Brickyard Road.
- Development of a park and primitive camp location along Holland Creek at Broad Street.
- Continue the Riverwalk from the 33rd Avenue Boat Launch to connect with Idle Hour Park.
- Improvements to Meadowlane Park, including additional tree plantings for a larger tree canopy and expansion to the existing trail system. Other facilities that might be considered is an additional splash pad within the community and a dog park.

Long-Term (10 or more years)

- Consider the development of a park and campground facility along Brickyard Road with access to the Chattahoochee River. This facility could include capacity for primitive camping and RV hook-ups.

SPECIAL PLANNING AREAS

Downtown Center (See Figure 7)

- Infill development should be encouraged downtown with vacant lots and underutilized structures.
- Opportunities to improve streetscape conditions should be considered with necessary infrastructure improvements.
- Downtown should have a consistent signage plan to provide for wayfinding to important destinations within the community.
- Sidewalks should be repaired as needed and crosswalk be striped where appropriate to provide pedestrian connections.
- Housing opportunities should include unique loft and apartment choices, along with single-family attached and detached. Encourage the redevelopment of any substandard housing; consider the development of a Community Development Corporation that can assist with residential improvements in the downtown area.
- On street parking should be encouraged to provide access to surrounding businesses.
- Construction of a parking garage in conjunction with the Troy University campus and Hotel and Conference Center.
- Implement design/façade guidelines, zero lot lines, and minimum two story construction in the historic core area of downtown.

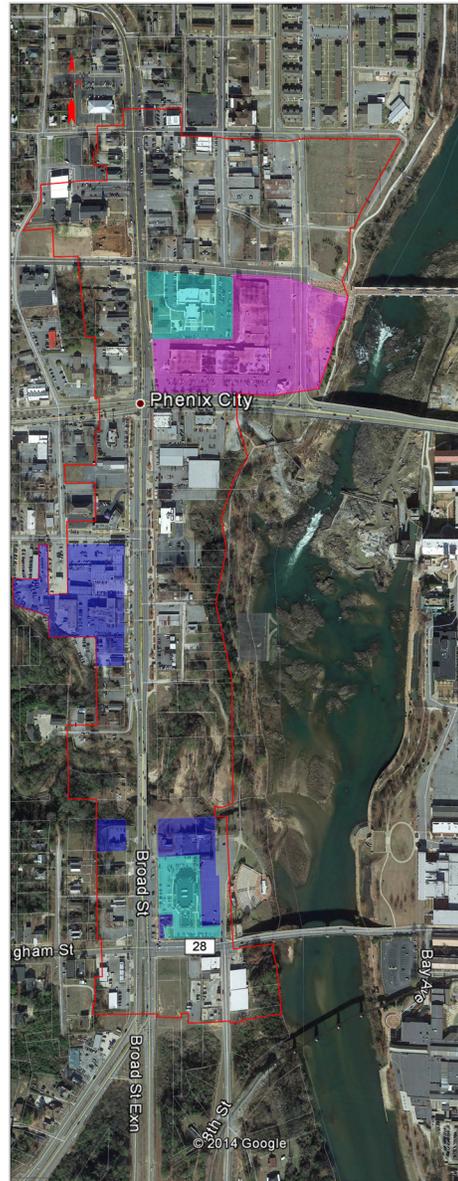


FIGURE 7 - DOWNTOWN CENTER

Military Park Center (See Figure 8)

- Redevelop the former Cobb Hospital site into a multifunctional civic area. This area will include a new home for the Fletcher- McCollister American Legion Post 135, a military trail honoring all branches of the service, a grand lawn with reflection pool for formal ceremonies, a public park and playground area and associated parking and supports structures.
- As part of the development of the new Military Trail Park, the city should make improvements to the surrounding street network.



FIGURE 8 - MILITARY TRAIL PARK CENTER

This includes street lighting, appropriate street trees and sidewalk connections.

- Encourage the development of compatible land uses around the Park; these could service businesses related such as restaurants or other office and business uses.
- Implement a signage plan within this center to direct people, citizens, and others as needed to municipal services and other important destinations within the community.
- Encourage the redevelopment of any substandard housing; consider the development of a Community Development Corporation that can assist with residential improvements in the area around the Park.

Riverchase Drive and US Highway-80 Center (See Figure 9)

- Development of a high-quality mixed-use district should be promoted along Riverchase Drive at the US Highway-80 interchange to take advantage of and intercept traffic that currently drives travels along Riverchase Drive and US Highway-80.
- Encourage development to take advantage of the unique views and green space near the Chattahoochee River.
- Professional offices and other compatible uses should be concentrated in the vicinity of the regional hospital.

- Existing and future driveways in the Riverchase Drive center should be consolidated for access to developments along the corridor, access from adjacent streets should be encouraged.
- As a major entrance and gateway into the community, implement a signage plan that provides wayfinding to important destinations within the community.
- Residential uses should be of quality similar to the surrounding neighborhoods with a mix of densities.
- Improve connections to Idle Hour Park and potential Riverwalk extension.



FIGURE 9 - RIVERCHASE DRIVE AND US HIGHWAY-80 CENTER

US Highway-431 and Highway-165 Center (See Figure 10)

- Development of a high-quality mixed-use district near US Highway-431 and Alabama Highway-165 should be promoted to take advantage of and intercept traffic that currently travels along those major corridors.
- Future developments access along Alabama Highway-165



FIGURE 10 - US HIGHWAY-431 AND HIGHWAY-165 CENTER

- As an important intersection and gateway into Phenix City along US Highway-280/431 from the north, implement a signage plan that provides wayfinding to important destinations within the community.

Brickyard Road Center (See Figure 13)

- Encourage the redevelopment of the existing underutilized properties along Brickyard Road and General Colin Powell Parkway; including commercial, residential, industrial, transportation or recreation as part of a mixed-use development.
- Extend the Riverwalk from the current Amphitheater location south to connect with Meadowlane Park. As a phased extension, the first phase could terminate at a proposed park and campground facility proposed along Brickyard Road.
- Consider expanding river related recreational opportunities, including a marina, fishing, or camping facilities.



FIGURE 12 - US HIGHWAY-280/431 AND PIERCE ROAD CENTER



FIGURE 13 - BRICKYARD ROAD CENTER

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PLAN IMPLEMENTATION

RECOMMENDATION ACTION ITEMS

For each of the *Comprehensive Plan* objectives and recommendations, there are action steps that should be considered in order to implement the policies or recommendations. These action items may change, over time, however it is important to identify some of these. Previous and current plans should be continuously updated and implemented to ensure results and take advantage of momentum. An implementation and action items guide is provided as Appendix A to the *Comprehensive Plan* so that it may routinely be adjusted and updated.

PRIORITIES AND TIME FRAME

Priorities may be considered short-term, mid-term and long-term. These designations take into account the importance of a recommendation as well as a sense of time sensitivity or urgency. Such priorities are reflected in the plan and should be included and updated as part of the implementation guide.

FINANCING AND FUNDING AND PUBLIC/PRIVATE INVESTMENTS

It should not be presumed that the *Comprehensive Plan* is implemented by city resources alone. Most of the Plan recommendations will be implemented by the private sector. The city's goal is leveraging and supporting private sector resources to accomplish the desired results. Plan implementation should also be seen as an investment strategy and not just spending public funds.

Financing and funding of city initiatives should include the use of city funds, grants, loans, other incentives and special funding generated through related development authorities such as a Commercial Development Authority, Downtown Redevelopment Authority, Chamber of Commerce, Industrial Development Board, Economic Development Authority (county or regional), a Land Trust and other public-private develop organizations in addition to more common development authorities such as the utility board, school board, park board, etc. Cooperation with other agencies, organizations or non-profits is critical to plan implementation.

REGULATORY TOOLS

Certain regulatory tools are important to the implementation of the *Comprehensive Plan*. These tools include zoning ordinances, subdivision regulations, historic districts, design review and others. These tools should be seen as consistent with the Master Plan and amended, as needed, to further the implementation of the Plan.

ONGOING AND PROJECT PLANNING

Continuous review and updating of the *Comprehensive Plan* is important to responsible implementation of the Plan. Such updating should be done as needed, and, at least every five years. Annual reports should be made by the Planning Commission, to the Mayor, to the City Manager and the City Council on the status of the Plan.

APPENDIX B: CURRENT COMMUNITY CONDITIONS

ORGANIZATION AND LEGAL ANALYSIS

Phenix City operates under a City Manager-Council form of government. In 1977, following a legislative act, Phenix City transitioned to their current form of government in which much of the administrative authority is assigned to the City Manager. One Council Member and Mayor are elected at-large within the community and the remaining three Council Members are elected in single-member districts.

Planning Legislation

The legislation governing Phenix City in regards to planning allows for Phenix City to maintain and enforce a Zoning Ordinance and Subdivision Regulations. Phenix City is in a unique location, with the municipal limits crossing into two different counties. As a result of this, planning legislation in each county is slightly different. Within Lee and Russell Counties, Phenix City maintains a 1.5 mile Planning Jurisdiction in which the City enforces their Subdivision Regulations. As with other municipalities in the state, Phenix City is only allowed to enforce their zoning ordinance within the municipal limits.

Development Authorities

Phenix City has a Downtown Redevelopment Authority that has jurisdiction with in much of the core of the City. The following map outlines the jurisdiction which the Authority covers.

POPULATION

The population of Phenix City, according to the 2010 U.S. Census, is 32,822, a 16% percent increase from its Census 2000 population of 28,265.

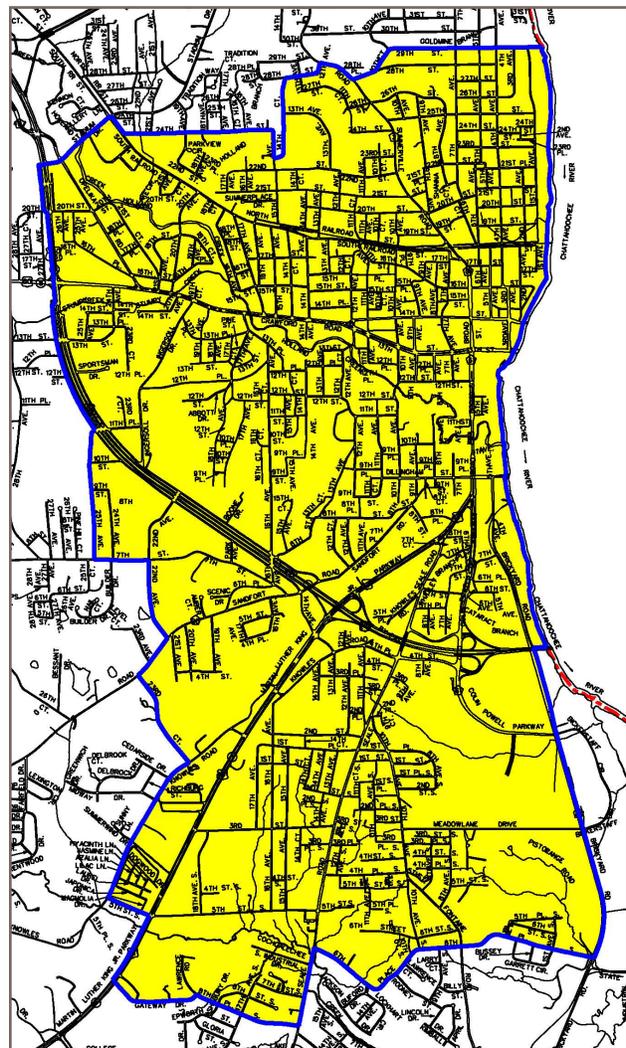
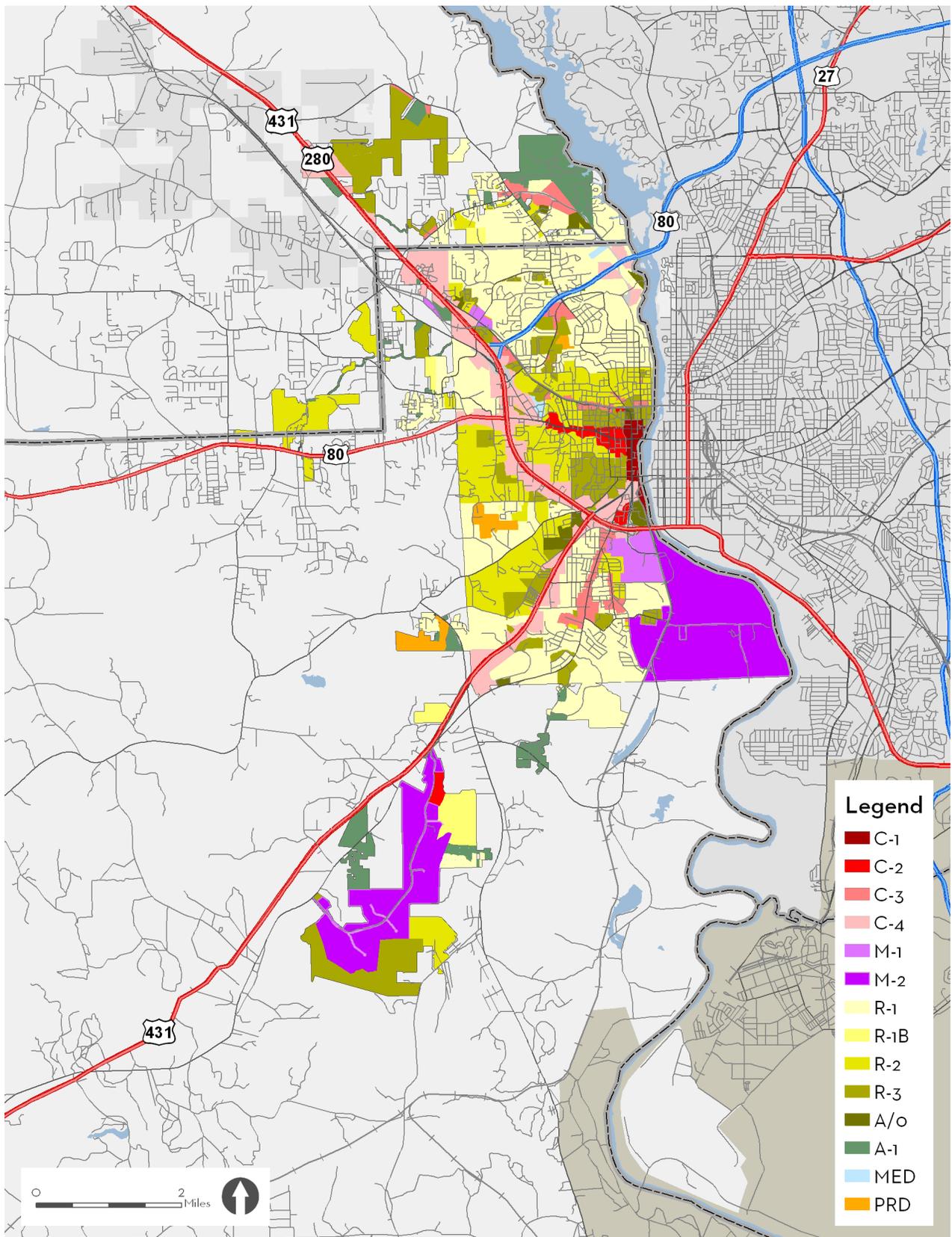


FIGURE 14 - PHENIX CITY
DOWNTOWN REDEVELOPMENT
AUTHORITY AREA

FIGURE 15 - PHENIX CITY CURRENT ZONING MAP



Currently Alabama’s 15th largest city, Phenix City has experience significant growth over the past two decades. Much of this growth can be attributed to newly annexed areas of northeast Russell County and southeast Lee County, which is absorbing most of the county’s growing population.

Phenix City Historical Population Growth	Total Population	Population Change	Percent Change
2010	32,822	+4,557	+16.12 %
2000	28,265	+2,953	+11.67 %
1990	25,312	-	-

As shown in the map and following tables, the region as a whole, the Columbus, GA - Phenix City Metropolitan Statistical Area, has also grown significantly in recent years, although at a slightly slower rate over the past decade. Compared to the State of Alabama as a whole, Phenix City’s growth rate over the past decade is more than double, 16.12% compared to 7.48% respectively.

Columbus, GA-Phenix City MSA Population	Total Population	Population Change	Percent Change
2010	294,865	+20,241	+7.37 %
2000	274,624	+31,552	+11.49 %
1990	243,072	-	-

Alabama Historical Population Growth	Total Population	Population Change	Percent Change
2010	4,779,736	+332,636	+7.48 %
2000	4,447,100	+406,513	+10.06 %
1990	4,040,587	-	-

When compared to larger regions, Phenix City’s population trends are put into perspective and its significance to the region and the state is emphasized. It is an engine for population growth in the county, the region, and the state, and future population projections indicate that it will continue to be such.

One of the most significant contributors to the city’s and region’s recent, and future, population growth is the Base Realignment and Closure (BRAC) of 2005, which relocated a United States Army Armor Center and School to Fort Benning, located southeast of Phenix City in Georgia.

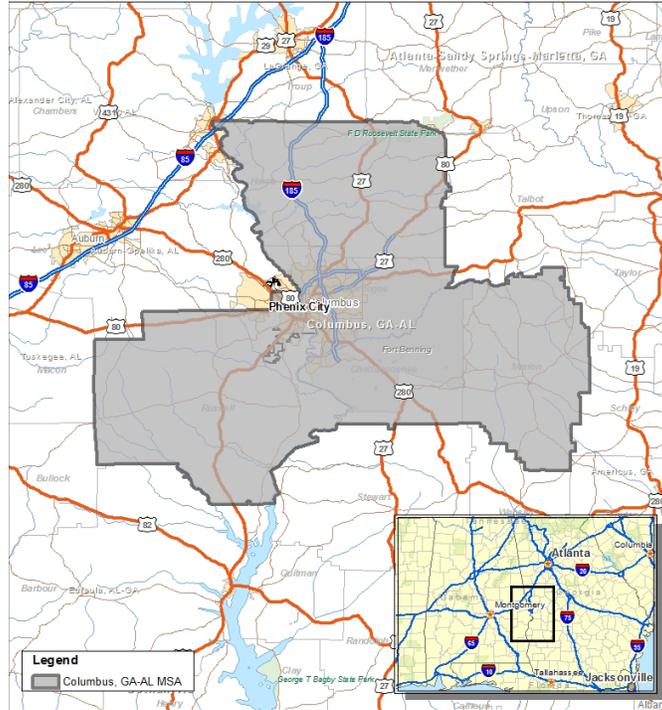


FIGURE 16 - COLUMBUS, GA – PHENIX CITY METROPOLITAN STATISTICAL AREA

Population projections conducted both for the Fort Benning Regional Growth Management Plan and by the Columbus-Phenix City Metropolitan Planning Organization indicate the region and Phenix City will grow at a significantly higher rate compared to historical trends. For Russell County, the growth rates will increase by roughly double over the next thirty years, with most of the growth occurring in the northeast portion of the county, within Phenix City and the surrounding area.

With most of the new population growth occurring on the fringe of the city limits or in currently unincorporated parts of the county, neighborhood revitalization efforts are important to sustain economic development within the central parts of the city, especially in historically significant neighborhoods.

HOUSING

The City is served by many different types of neighborhoods, from inner neighborhoods that were developed early in the city’s history, to newer large lot rural residential type neighborhoods. Surrounding the downtown core of Phenix City are the inner, mature, neighborhoods many

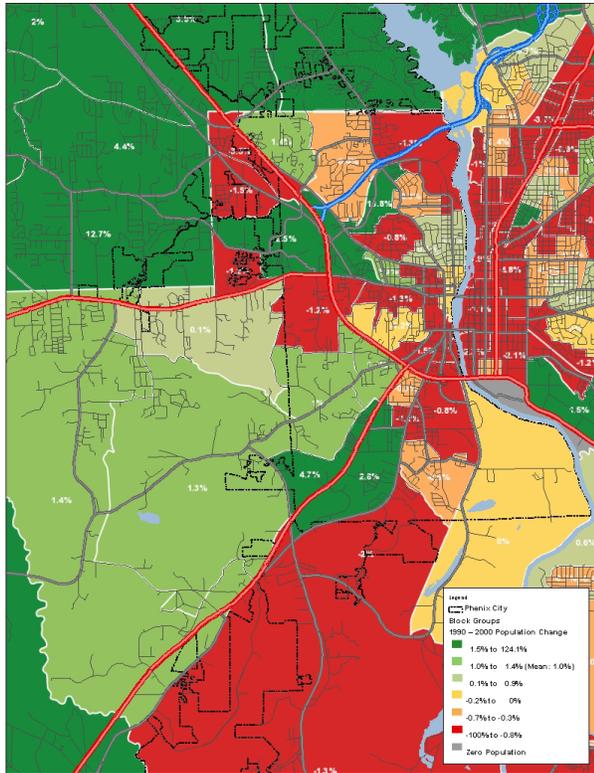


FIGURE 17 - POPULATION CHANGE FROM 1990-2000

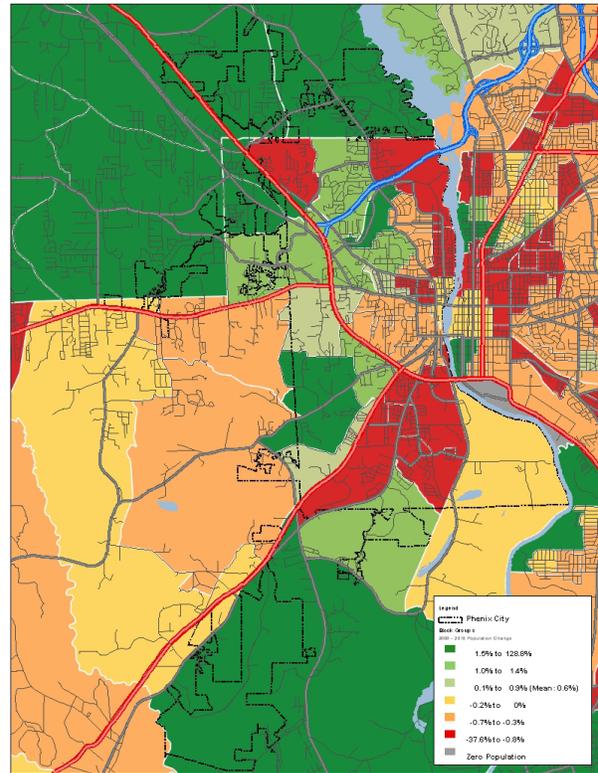


FIGURE 18 - POPULATION CHANGE FROM 2000-2010

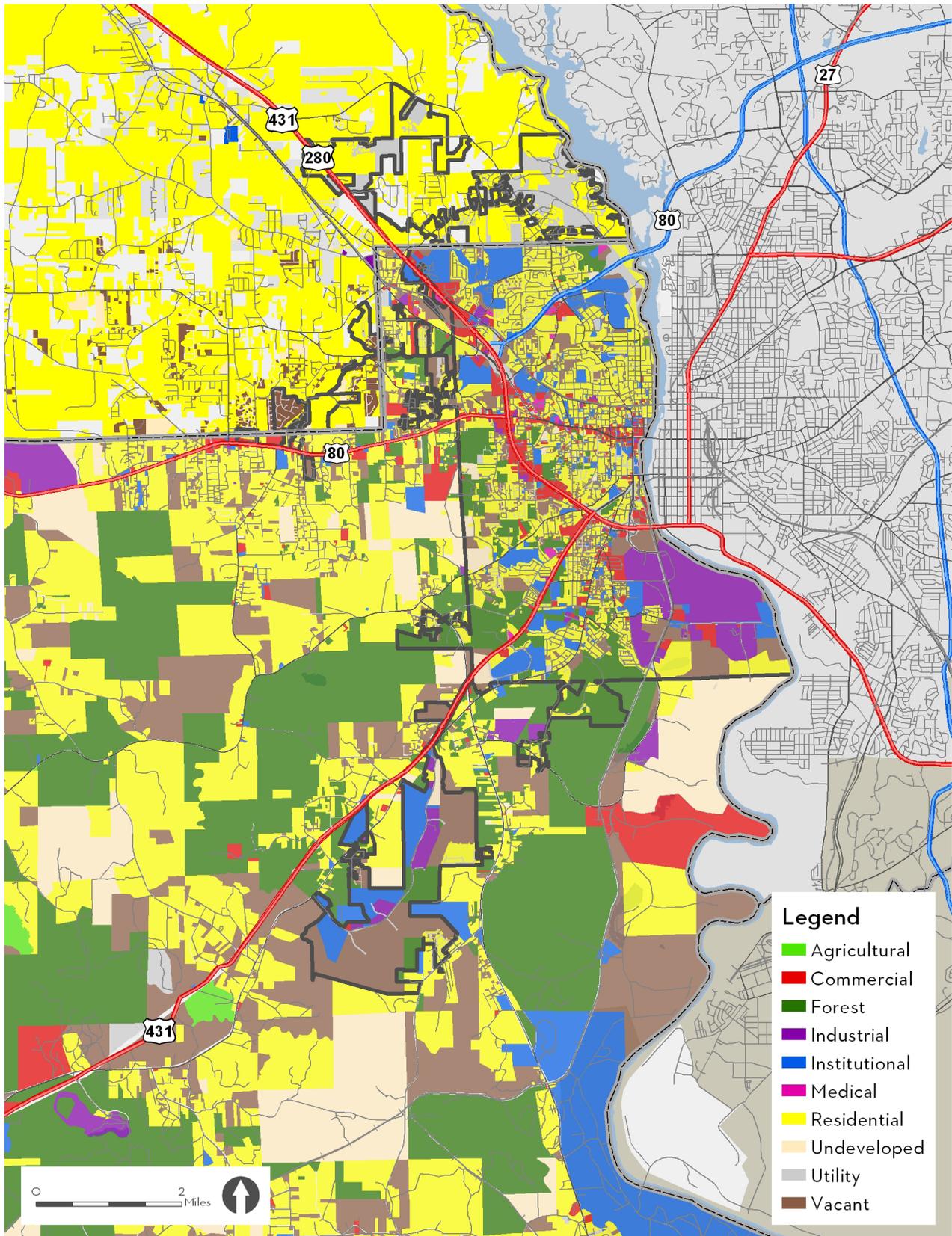
of which contain historically significant structures that have been designated by the Alabama Historical Commission. These neighborhoods are composed of typically modest homes that are shaded by mature trees.

The major corridors leading away from downtown contain a progression of neighborhoods based on when they were developed. Summerville Road is an example of that transition from the inner mature neighborhoods near downtown, to neighborhoods built during the 1980s near the intersection of US Highway-80 to neighborhoods currently under development near the intersection of Riverchase Drive and Pierce Road.

TRANSPORTATION

Phenix City is well served throughout the region through a system of federal, state, county and local roads. All of Phenix City is within the boundary of the Columbus-Phenix City Metropolitan Planning Organization which serves to fund improvements along federal and state highways.

FIGURE 19 - PHENIX CITY CURRENT LAND USE



US Highways

The major arterials serving the region are US Highway-80, US Highway-280, and US Highway-431. US Highway-80 is a dominate east-west route through the region, and also serves as one of the four river crossings into Columbus. The entirety of US Highway-80 within Phenix City is four lane, with one segment being limited access from the river to the intersection with US Highway-280 and US Highway-431. Coming from the north, US Highway-280 and US Highway-431 share the same road, after entering the city and serving as part of the outer loop road, the two US Highways diverge with US Highway-280 turning east into Columbus and US Highway-431 continuing south.

State Highways

Southwest of downtown Phenix City, along US Highway-431, is the northern terminus of AL Highway-165. Within the region, AL Highway-165 is very important because of the access that is provided at the West Gate to Fort Benning.

County Highways and Local Roads

South of downtown Phenix City, Brickyard Road (County Road 61) serves as an industrial area along the Chattahoochee River. Segments of County Road 81 weave between segments of land that are either in Phenix City Municipal limits or are in Russell County.

Pedestrian Facilities

Over recent years, a national trend in improving pedestrian facilities and implementation of recreational facilities related to pedestrians has had an impact within Phenix City. This is evidence by the creation of the Phenix City Riverwalk

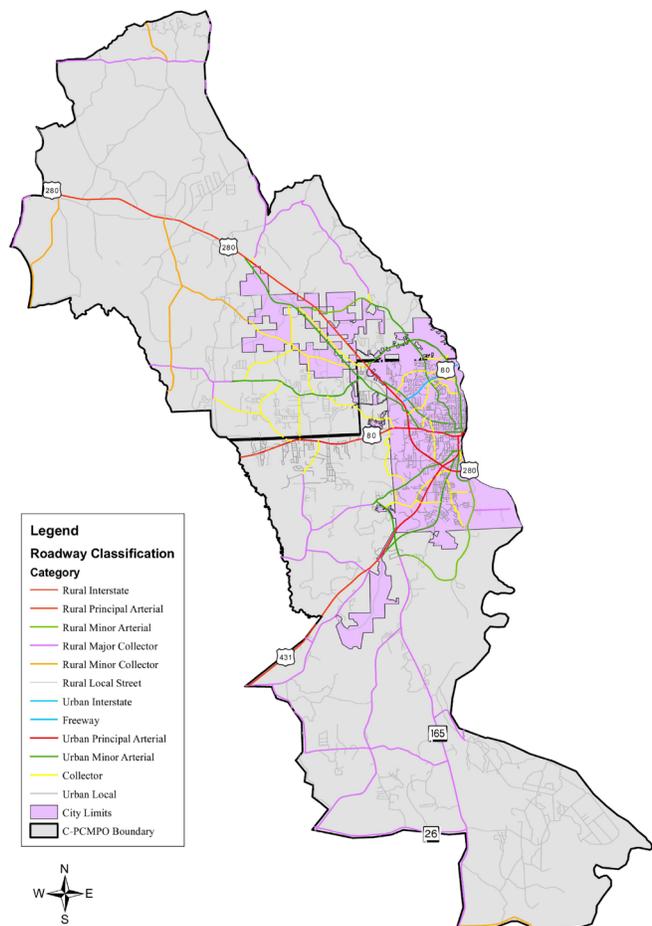


FIGURE 20 - C-PCMPO BOUNDARY AND ROADWAY CLASSIFICATION

along the Chattahoochee River which meanders along the west bank of the river. Currently the Phenix City Riverwalk extends from 14th Street on the northern end to Dillingham Street on the southern end, with access at 13th Street as well. A connection to the Columbus Riverwalk is provided along the 14th Street Bridge which is closed to automobile traffic and is only accessible to pedestrians and bicycles. Construction is underway to extend the Riverwalk from 14th Street north to the City Mills Dam.

Within the central historic core of Phenix City, much of the existing transportation network already has a sidewalk network. As residential development occurred and growth moved away from the historic core, sidewalks become more infrequent. Also, the current Subdivision Regulations that the City is operating with do not require sidewalks within new residential development.

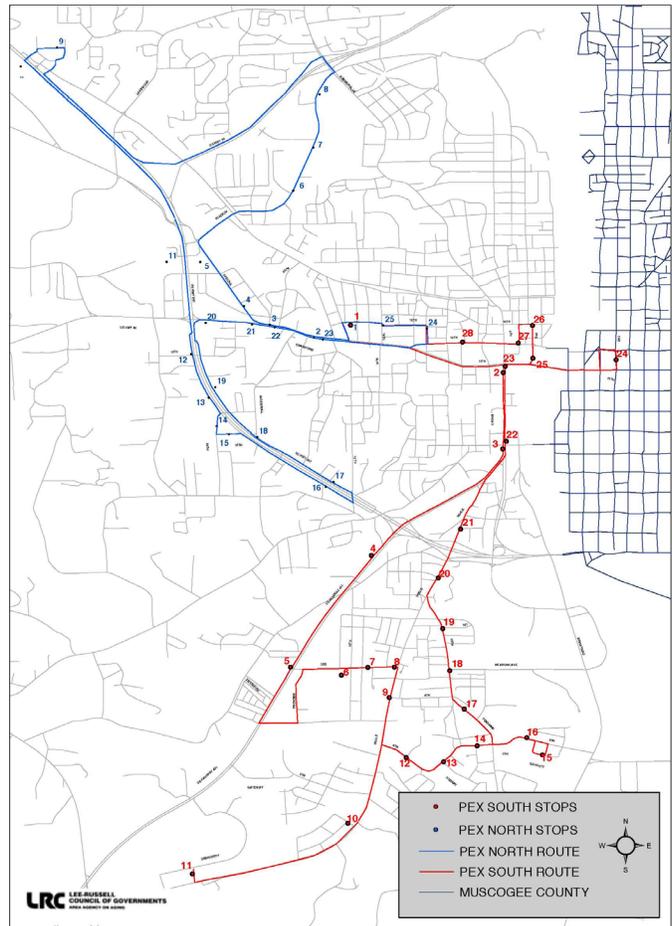


FIGURE 21 - PHENIX CITY PUBLIC TRANSPORTATION ROUTES

Planned Facility Improvements

The following list of projects was taken from the C-PCMPO Long Range Transportation Plan. These are projects within Phenix City, or the immediate area, that will have an impact on the transportation system within Phenix City.

Priority	PI #	Name of Project	Begin	End	Project Description
1	#100051840	SR 1(US 431) @ SR 8(US 80) in Phenix City			Intersection Realignment
2	#100053173	Resurface SR 1 (US 431)	SR 8 (US 80)	North City Limits	Resurfacing
3	#100053676	SR 1 (US 431) Replace Roadway Lighting	North SR 165	SR 38 (US 280)	Replace roadway lighting
4	#100053675	SR 1 (US 431) Replace Roadway Lighting	SR 8 (US 80)	Lee County Line	Replace roadway lighting
5	#100048324	CR - 22 (Opelika Road) to 22nd Avenue			Widen and Resurface
6	#100053781	Resurface CR 28 (Sandfort Road)	West City Limits - Phenix City	Dillingham Street	Resurfacing
7	#100053779	Opelika Road (Various locations)			Resurfacing
8	#100053783	CR - 427 (Opelika Road)	CR 296 (Cutrate Road)	South of CR 296 (Stafford Road)	Resurfacing
9	#100053785	CR 427 (Pierce Road)	SR 1 (US 431/280) in Russell County	CR 248 (Summerville Road) in Lee County	Resurfacing
10	#100042179	CR 385 (College Drive)	Infantry Drive	3900' from Infantry	Resurfacing
11	#100041410	Little Uchee Creek			Bridge Replacement
12	#100054136	14th Street	CR 418 (Crawford Road)	Georgia State line	Resurfacing
13	#100054130	CR 61 (Summerville Road) in Phenix City	CR 418 (Crawford Road)	Stadium Drive	Resurfacing
14	#100054132	Lakewood Drive	CR 22 (South Railroad Street)	CR 61 (Summerville Road)	Resurfacing
15	#100054134	4th Avenue & 5th Avenue (Various Locations)			Resurfacing
17	#100053849	Various county roads			Traffic striping

FIGURE 22 - PHENIX CITY PROJECTS – 2010-2015 PROJECTS

Priority	PI #	Name of Project	Begin	End	Project Description
1	#100051840	SR 1(US 431) @ SR 8(US 80) in Phenix City			Intersection Realignment
2	#100053173	Resurface SR 1 (US 431)	SR 8 (US 80)	North City Limits	Resurfacing
3	#100053676	SR 1 (US 431) Replace Roadway Lighting	North SR 165	SR 38 (US 280)	Replace roadway lighting
4	#100053675	SR 1 (US 431) Replace Roadway Lighting	SR 8 (US 80)	Lee County Line	Replace roadway lighting
5	#100048324	CR - 22 (Opelika Road) to 22nd Avenue			Widen and Resurface
6	#100053781	Resurface CR 28 (Sandfort Road)	West City Limits - Phenix City	Dillingham Street	Resurfacing
7	#100053779	Opelika Road (Various locations)			Resurfacing
8	#100053783	CR - 427 (Opelika Road)	CR 296 (Cutrate Road)	South of CR 296 (Stafford Road)	Resurfacing
9	#100053785	CR 427 (Pierce Road)	SR 1 (US 431/280) in Russell County	CR 248 (Summerville Road) in Lee County	Resurfacing
10	#100042179	CR 385 (College Drive)	Infantry Drive	3900' from Infantry	Resurfacing
11	#100041410	Little Uchee Creek			Bridge Replacement
12	#100054136	14th Street	CR 418 (Crawford Road)	Georgia State line	Resurfacing
13	#100054130	CR 61 (Summerville Road) in Phenix City	CR 418 (Crawford Road)	Stadium Drive	Resurfacing
14	#100054132	Lakewood Drive	CR 22 (South Railroad Street)	CR 61 (Summerville Road)	Resurfacing
15	#100054134	4th Avenue & 5th Avenue (Various Locations)			Resurfacing
17	#100053849	Various county roads			Traffic striping

FIGURE 23 - PHENIX CITY SHORT TERM PROJECTS - 2010-2015

Priority		Name of Project	Begin	End	Project Description
	MPO-	Summerville Rd. widening	Carriage Drive	Pierce Rd.	Widening
	MPO-	Summerville Rd. widening at various locations			Widening - Turn Lanes
	MPO-	Pierce Rd. widening			
	MPO-	S. Railroad Street/Stadium Drive			Turn Lane and Signal Modification
	MPO-	13th St. - 14th St. Improvements			Corridor Improvements
	MPO-	US Highway 80 - Reconstruction Ramsey Road	Ramsey Road	County Line	Reconstruction
	MPO-	US Highway 80/US Highway 431 (New Connector)	Ramsey Road	County Route 61	New Construction
	MPO-	US 280 Widening	Lee Road 248	Crawford Road	Widening
18	#100004291	US 80	East of Crawford bypass	Ladonia	Additional lanes
19	#100003946	US 80 Relocation	US 280	US 431	Relocation of roadway and possible interchange
	MPO-	US Highway 80/US Highway 431 (New Connector)	Ramsey Road	County Route 61	New Construction
	MPO-	Fort Benning/Fort Mitchell Gate and Corridor	Alabama 165	Eddy Bridge	New Construction
	MPO	Oswichee Road (CR 18) Widening and Resurfacing	Alabama Route 165		Widening and Resurfacing
	MPO	Nuckols Road	Alabama Route 165		Widening and Resurfacing

FIGURE 24 - PHENIX CITY PROJECTS - 2015-2035 TIER II PROJECTS

**MPO/ATRIP PROJECTS
ONGOING**

No.	PROJECT	DESCRIPTION	TOTAL ESTIMATED COST			STATUS
			CITY COST	FEDERAL COST	TOTAL COST	
1	STPPC-8040 Summerville Rd. Resurfacing	Summerville Rd. from 13th St. to City Limits	\$385,637.00	\$1,542,548.00	\$1,928,185.00	COMPLETE
2	STPPC-8015 (600) S. Railroad St. & Stadium Dr. Improvements	Opelika Rd. to 25th St.	\$163,899.68	\$655,598.72	\$819,498.40	COMPLETE
3	STPPC-001 US Hwy. 280 Access Management Study	Home Depot on US Hwy.280 to US Hwy. 431	\$21,345.60	\$85,382.40	\$106,728.00	COMPLETE
4	U.S. Hwy. 280/431 Lighting Project	U.S. Hwy. 280/431 from Home Depot to Hwy. 165	-	\$2,293,717.30	\$2,293,717.30	COMPLETE
5	STPPC-8015 Stadium Dr. Resurfacing	Stadium Dr. from 25th St. to 37th St.	\$55,540.40	\$222,161.60	\$277,702.00	COMPLETE
6	STTPC-8047 Crawford Rd. Resurfacing	Crawford Rd. from U.S. Hwy 280 to 3rd Ave.	\$481,000.00	\$1,924,000.00	\$2,405,000.00	Design Phase
7	Riverchase Dr. Traffic Study	Riverchase Dr. from Pierce Rd. to Airport Rd.	\$15,000.00	\$60,000.00	\$75,000.00	Design Phase - Sain and Associates are currently working on Phase II of study.
8	Airport Rd. Resurfacing	Airport Rd. from Summerville Rd. to Riverchase Dr.	\$44,900.20	\$179,600.80	\$224,501.00	Construction to begin in April 2014
9	10th Ave. Bridge Replacement	Replace One Lane Bridge over Holland Creek with Sanitary Sewer Relocation	\$160,386.53	\$641,546.11	\$801,932.64	Awarded - Project expected to Let in August
10	12th Ave. Bridge Replacement	Replace One Lane Bridge over Holland Creek	\$99,979.93	\$399,919.71	\$499,899.64	Awarded - Project expected to Let in August
11	Opelika Road Bridge Replacement/Cutrate Road Improvements	Replace Bridge over Mill Creek on Opelika Road. Remove Bridge on Cutrate Road and realign intersection.	\$143,508.40	\$1,291,575.60	\$1,435,084.00	Design Phase - Waiting for consultant approval from ALDOT
12	STPPC - 5713 5th Street South Widening and Resurfacing Project	From Seale Road to US Hwy 431	\$284,000.00	\$1,136,000.00	\$1,420,000.00	Design Phase
13	Auburn Road Resurfacing	From US Hwy 80 to City Limits	\$28,300.00	\$113,120.00	\$141,420.00	Design Phase
Total			\$1,883,497.74	\$10,545,170.24	\$12,428,667.98	

**CAPITAL IMPROVEMENT PROJECTS
ONGOING**

No.	PROJECT	STATUS	BOND AMOUNT	FUNDS EXPENDED TO DATE	REMAINING BALANCE
1	Cobb Hospital Demolition	- Property Purchased - Kersey & Luttrell Architects under contract - Bid awarded to Dore Construction - Estimated Completion Date 01/2013	\$ 1,500,000.00	\$ 1,115,032.14	\$ 384,967.86
2	Idle Hour Park Upgrades	- Demolition of Old Bowling Alley Complete - Kersey & Luttrell Architects under contract - Community Center Construction has been - Bid awarded to The Lisle Company - Estimated Completion Date 06/24/2013	\$ 2,400,000.00	\$ 1,583,305.59	\$ 816,694.41
3	5th Street South Youth Center & Sports Complex	- Property Purchased - Kersey & Luttrell Architects under contract - Boundary Survey and Topo Complete - Renovations to Youth Center Complete - Pool, tennis court, & basketball court under construction - Estimated Completion Date 05/21/2013 (above project) - Bid Date for Soccer Complex 12/13/2012	\$ 4,458,475.00	\$ 3,632,574.49	\$ 825,900.51
4	Library Renovations	- Kersey & Luttrell Architects under contract - Renovations Under Construction (85% complete) - Estimated Completion Date 01/28/2013	\$ 500,000.00	\$ 463,322.27	\$ 36,677.73
5	Golf Course Improvements	- Four Bridges Installed - Cart Path Resurfacing Complete - Kersey & Luttrell Architects under contract - Maintenance Facility under construction - Estimated Completion Date 03/25/2013	\$ 502,363.25	\$ 424,126.83	\$ 78,236.42

CAPITAL IMPROVEMENT PROJECTS
ONGOING
Updated January 5, 2014

No.	PROJECT	STATUS	ESTIMATED COST	FUNDS EXPENDED TO DATE	REMAINING BALANCE
1	800 Mghz Radio System	Ongoing	\$ 1,350,000.00	\$ 18,882.70	\$ 1,331,117.30
2	Idle Hour Park Upgrades	Estimated Completion Date 04/2014	\$ 2,400,000.00	\$ 1,639,730.00	\$ 760,270.00
3	5th Street South Youth Center & Sports Complex	COMPLETE	\$ 4,458,475.00	\$ 3,595,873.28	\$ 862,601.72
4	Library Renovations	COMPLETE	\$ 500,000.00	\$ 493,274.97	\$ 6,725.03
5	Golf Course Improvements	COMPLETE	\$ 502,363.25	\$ 455,049.88	\$ 47,313.37
6	Municipal Parking Garage	Design Phase - Hecht Burdeshaw Architects under contract	\$ 2,500,000.00	\$ -	\$ 2,500,000.00
7	Engineering Annex	Design Phase - Hecht Burdeshaw Architects under contract	\$ 1,300,000.00	\$ 706,072.98	\$ 593,927.02
8	Museum	Design Phase	\$ 500,000.00	\$ 7,077.70	\$ 492,922.30
9	Homage Park	Design Phase (Funding In Progress)	\$ 6,500,000.00	\$ -	\$ 6,500,000.00
10	Seale Road Enhancement	Work In Progress	\$ 170,000.00	\$ 48,959.56	\$ 121,040.44
11	Lakewood Park Improvements	Work In Progress	\$ 250,000.00	\$ 26,121.96	\$ 223,878.04
12	3rd Avenue Enhancements	Design Phase	\$ 1,250,000.00	\$ -	\$ 1,250,000.00
13	Whitewater Takeout Project	Under Construction	\$ 575,000.00	\$ -	\$ 575,000.00

COMMUNITY FACILITIES AND SERVICES

Recycling, Garbage and Waste Disposal

Within Phenix City, curbside garbage service is contracted through Advanced Disposal. Following pick-up Advanced Disposal delivers garbage to the Salem Landfill located in Lee County. The City has a construction and debris landfill located near the Industrial Park off of Old Seale Highway. Recycling service is provided within the City at two drop-off locations, one is located along Airport Road and the other is located behind the Municipal Center downtown.

Public Schools

Residents of Phenix City are served by two different school systems based on their location within the City. Residents of Phenix City that are located within the Russell County portion of the City will receive services from the Phenix City School System and residents of Phenix City within the Lee County portion can either receive services from the Phenix City School System or the Lee County School System.

Phenix City School System Facilities

Phenix City School	Grades
Central High School	10-12
CHS Freshman Academy	9
South Girard School	8
Phenix City Intermediate School	6-7
Lakewood Elementary School	3-5
Lakewood Primary School	K-2
Meadowlane Elementary School	K-5
Phenix City Elementary School	K-5
Ridgecrest Elementary School	K-5
Sherwood Elementary school	K-5
Westview Elementary School	K-5
Phenix City Early Learning Center	Pre K
Phenix City Success Academy	All

Lee County School System Facilities Serving Phenix City

Lee County School System	Grades
East Smiths Station Ele. School	K-6
Smiths Station Freshman Center	9
Smiths Station High School	10-12
Smiths Station Junior High School	7-8
South Smiths Station Ele. School	K-6
West Smiths Station Ele. School	K-6

Higher Education

Within Phenix City there are two state funded higher education facilities; Chattahoochee Valley Community College and Troy University - Phenix City. Both facilities are located within a close proximity to each other along US-Highway 431 south of downtown Phenix City.

Chattahoochee Valley Community College

Chattahoochee Valley Community College is part of the Alabama Community College System which consists of twenty-two community college and technical colleges across the state. Currently, CVCC has an enrollment of approximately 2,000 students at the main campus, Fort Benning and other off-campus sites. The three major programs of study offered at CVCC include, University Parallel Programs as Associates in Arts and Associate in Science degrees, Career Programs through Associate in Applied Sciences and Certificate Programs geared toward career development.

Of major note for Chattahoochee Valley Community College is their influence on the larger region outside of Phenix City. Nearly forty percent of all students attending CVCC are Georgians, where neighboring Georgia county residents can qualify for in-state tuition rates.

Chattahoochee Valley Community College also has an athletics program on the main campus with basketball, baseball and softball that attract athletics from the immediate region and beyond.

Troy University - Phenix City

The Phenix City campus of Troy University is a satellite campus to Troy University located in Troy, Alabama. The campus offers flexible programs for students on campus through night, weekend, live class on tape, and online courses. The main Troy Campus in Phenix City is located south of downtown along US-431. Plans are currently underway, with groundbreaking on April 6, 2012, for the construction of a new campus adjacent to the Chattahoochee River downtown.

Parks and Recreation

The Parks and Recreation Department in Phenix City has several facilities in which they maintain as assets for the community. These facilities range from dedicated athletic fields and park space to recreation centers and a senior center.

Municipal Parks

Within the Parks and Recreation Department, there are five different municipal park facilities for the community. Idle Hour Park and Moon Lake includes access to fishing, a jogging track

and nature trail, a playground and picnic areas with grills. Other facilities associated with Idle House include tennis courts, covered picnic pavilions and outdoor volleyball courts along with a clubhouse that is available for rentals. Lakewood Park, in conjunction with Lakewood Golf Course has access to fishing, playgrounds, picnic areas with grills, and covered picnic pavilion. Southside Park has tennis courts, an outdoor basketball court, playground, picnic areas with grills, softball fields, covered picnic pavilions, and a swimming pool. Austin Sumbry Park includes access to fishing, a playground, picnic areas with grills, softball field, covered picnic pavilions and horse arena. Meadowlane Park is the location of one of the community recreation centers, a jogging track, a playground, picnic areas with grills and covered pavilions, softball fields, football field, and a swimming pool.

The City also has other facilities dedicated to strictly to athletic fields. The soccer complex is located in the southern portion of the City within the industrial park. Also, located in close proximity to Idle Hour Park are Garret-Harrison Stadium and the Idle Hour Park Sports Complex. Garret-Harrison Stadium which serves as a facility for football games, soccer games and other large outdoor events. The Idle Hour Park Sports Complex, on the eastern edge of Idle Hour Park is a concentration of baseball and softball fields for the community.

Riverfront Facilities

The Phenix City Riverwalk is a multi-use path along the Chattahoochee River that extends from 14th Street on the northern end to Dillingham Street on the southern end, with access at 13th Street as well. A connection to the Columbus Riverwalk is provided along the 14th Street Bridge which is closed to automobile traffic and is only accessible to pedestrians and bicycles. Construction is underway to extend the Riverwalk from 14th Street north to the City Mills Dam.

At the southern end of the Riverwalk is the Phenix City Amphitheater. The facility is along the river at the base of the Dillingham Street Bridge and has a dedicated parking lot adjacent. The Amphitheater hosts several events through the year such as a summer concert series and large 4th of July event.

Senior Center

The Phenix City Senior Center is located in the Central Activities Center along Crawford Road near downtown. The building has been converted for use as the Phenix City Senior Center and a similar facility used by the Lee-Russell Agency on Aging. Also, the center of the building is used a multi-purpose community space.

Lakewood Golf Course

The Lakewood Golf Course is located in northern Phenix City along Lakewood Drive between US Highway-280/431 and Summerville Road. The Golf Course is maintained by the City as an open public course with competitive fees to other public courses in the region. The course is an 18-hole golf course with multiple tees, a practice facility with target greens, an area for chipping and pitching as well as bunker play. A separate putting course is also provided for practice. The clubhouse offers a fully stocked golf shop as well as a grill area.

Library

The Phenix City Library is a public library serving Phenix City and Russell County. Via its resources, residents may either access materials directly on the site at its Phenix City location or can have access via the Web to the Alabama Virtual Library. The Phenix City-Russell County Library also provides web access to the HomeworkAlabama service.

There is an active group of Friends of the Library which helps in supporting the facilities.

Public Safety

Fire Protection

Phenix City is served by a full-time career Fire Department operating out of three stations within the City. The current budget allows for 65 personnel: 63 sworn firefighters and two civilian positions. This staff is divided into four different divisions; administrative, suppression personnel, fire prevention division (which includes investigators) and a training division. Phenix City Fire Rescue is part of the East Alabama Regional Fire Training Consortium to educate recruits and provide continuing education for sworn firefighters.

Equipment within Phenix City Fire Rescue includes three first-run pumpers, a quint, platform truck, rescue vehicle, command vehicle, brush truck, three reserve engines, and two emergency medical response vans. Mutual aid agreements with the surrounding departments (Columbus, Fort Benning and Volunteers) allows for additional assistance when needed such as hazardous materials, high angle and water rescues.

As the City grows to the south, consideration should be given to an additional station within the southern portion of the city.

Police Protection

Within Phenix City protection is provided by the Phenix City Police Department with a staff of 89 sworn officers, with 95 sworn officers authorized. There are also 28 civilian personnel, which includes thirteen dispatchers, six record clerks, and other staff. Enforcement within the community for the Police Department occurs within the corporate limits of Phenix City and the police jurisdiction, 1.5 miles from the corporate limit, within Russell County. Because of legislative constraints, the Phenix City Police Department does not have jurisdiction outside of the Phenix City corporate limits in Lee County, if responding to a call within Lee County outside of the jurisdiction, they call is transferred to the primary agency when possible.

The Police Department currently has a fleet of 78 total vehicles, 26 of which have 100,000 miles or more. Based on current budgetary constraints, the department is replacing four vehicles each year; ideally ten replacements would happen each year. Other equipment within the department is on a ten percent replacement cycle.

Radio communications within the Police Department are adequate. A 700mhz radio system for improved audio communication with the addition of data communication is under construction and will be in use by summer 2015. It will serve the entire City for radio communications. Currently, data communication between patrol vehicles and the computer database occurs over Verizon Air Cards, which will continue to be used for mobile data in vehicles.

911 Services

Phenix City's 911 dispatch services are operated by a county-wide 911 authority with a full-time staff of dispatchers that provide service throughout the City. Presently, the Russell County 911 Authority operates under a memorandum-of-agreement (MOA) Phenix City and Russell County utilizing two PSAP's, one at the Phenix City Police Department and one at the Russell County Sherriff's Department. Both PSAP's offer redundancy in case of system failure with Lee county PSAP offering a third redundancy site. The authority is able to respond to current needs and is expect to face minimal challenges responding to future population growth.

Prison and Jail

Within Russell County, there is one prison facility, the Russell County Jail, which is maintained and operated by the County and owned jointly by the City and County. The jail is located within Phenix City on US Highway-431 south of the US Highway-280 interchange. Following an expansion in 1994, the facility was expanded to house 215 inmates. Russell County also added a Trustee Dorm recently, which brought the capacity to 355. The city contracts with the County

for 67 beds in the jail. The City averages 30 to 35 monthly average inmate population. The jail holds individuals awaiting transfer to State facilities, in holding pre-trial, servicing time for violation of county offenses, or serving short prison sentences.

Hospital and Health Care

Hospital

Phenix City is served by a single hospital in with county, the Jack Hughston Memorial Hospital. Located along Riverchase Drive in north Phenix City, the hospital provides 70-beds within the 110,000 square-foot full service facility. Services at the hospital include surgical services, intensive care unit, diagnostic imaging and 24-hour emergency services department. Public Health services are provided through the Russell County Health Department.

Ambulance Service

Within Phenix City, ambulance service is provided by Care Ambulance Service and LifeLine.

Cemeteries

Within Phenix City there are ten cemeteries that are the responsibility of the City. Of those ten, six are cared for by the Parks and Recreation Department and four are cared for by the Public Works Department.

NATURAL RESOURCES AND THE ENVIRONMENT

Floodplains

There is a floodplain that flows through the center of the community along Holland Creek which is also fed from Mill Creek. This floodplain has an outfall into the Chattahoochee River along Broad Street downtown. Holland Creek has step cut banks and signs of urban flooding during heavy rain events.

The Cochacoleechee Creek floodplain is located in the southern portion of the community. The floodplain has had an effect on several of the residential areas located in South Phenix City. Relocations have happened in the past to alleviate some of the structural flooding.

Topography and Soils

Phenix City and Russell County is part of the Southern Coastal Plane and the Alabama, Mississippi and Arkansas Blackland Prairie Major Land Resource Areas. Soils in the Southern

Coastal Plain range from sandy to clayey and from somewhat excessively drained to very poorly drained. The topography is varied, ranging from highly dissected upland areas that have high relief to broad, nearly level stream terraces and flood plains along the Chattahoochee River in southern Phenix City. The fall line crosses Phenix City with Cochgalechee Creek representing approximately where the fall line is located. The steeper slopes are more apparent above the fall line, with the more gentle rolling terrain below the fall line along the coastal plain.

Air Quality

Air quality in a given location is described by the concentration of various pollutants in the atmosphere. Air quality is determined by the type and amount of pollutants emitted into the atmosphere, the size and topography of the air basin and the prevailing meteorological conditions. The measure of air quality in an area is determined by comparing it to federal and state ambient air quality standards. These standards represent the maximum allowable atmospheric concentration that may occur and still protect public health and welfare, with a reasonable margin of safety. The national ambient air quality standards (NAAQS) are established by the Environmental Protection Agency. The EPA has developed numerical standards for air quality under the provisions of the Clean Air Act. Phenix City is part of the Columbus-Phenix City Interstate Air Quality Control Region of the Clean Air Act. The USEPA tracks compliance with the designation of a particular region as “attainment”, “nonattainment”, or “unclassifiable”. Areas meeting or having better air quality than the national standard are said to be in attainment. Phenix City, for the present time is part of an attainment area.

HISTORIC AND CULTURAL RESOURCES

Historic Sites

There are several historic sites in the community including sites that are listed on the National Register of Historic Places and Alabama Register. Many of those historic resources are concentrated in the central core of Phenix City, including the county courthouse, and downtown neighborhoods.

Russell County, and Phenix City, is part of the Historic Chattahoochee Trace Commission,

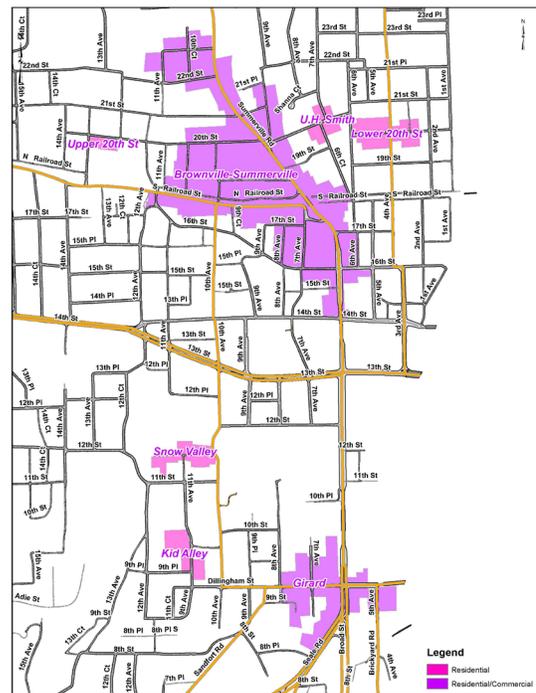


FIGURE 25 - PHENIX CITY HISTORIC DISTRICTS

promoting the preservation and utilization of historic properties in counties and communities along the Chattahoochee for tourism, economic development and recreation.

Properties on the Alabama Register of Landmarks and Heritage within Phenix City

Place	Location	Built
Confederate Breastworks (Ft No. 5)	US-80/ 431, Phenix City	1863-1864
Davis House	401 21st Street, Phenix City	1880-1890
Kearney House	1223 Broad Street, Phenix City	1890
Morgan-Curtis House (Morgan Sanitorium)*	1815 Abbot Dr, Phenix City	1904, 1914
Trinity United Methodist Church	1600 5th Avenue, Phenix City	1872
Williams-Holland House	2000 9th Avenue, Phenix City	1884

Source: Alabama Historical Commission

Properties on the National Register of Places within Phenix City

Place	Location
Brooks-Hughes House	1010 Sandfort Rd, Phenix City
Brownville-Summerville Historic District	Phenix City
Floyd-Newsome House	Phenix City
Fort No. 5	Phenix City
Girard High School	Phenix City
Girard Historic District	Phenix City
Kid Alley Residential Historic District	Phenix City
Lower Twentieth Street Residential Historic District	Phenix City
Morgan-Curtis House	Phenix City
Shapre-Monte House	Phenix City
Smith Residential Historic District	Phenix City
Snow Valley Residential Historic District	Phenix City
Upper Twentieth Street Residential Historic District	Phenix City

Source: National Register of Historic Place, National Park Service

INTERGOVERNMENTAL

Relationship to Other Planning within the County

Within the County, there are other entities which undergo and carry-out their own planning efforts. One of which that is currently under development, is an update of the Russell County Master Plan. This update was undertaken because of the recent growth the County has been experiencing coupled with the aspect that their previous plan had been out-lived based on those and other trends in the County. The update to the Phenix City Comprehensive Community Master Plan will use the Russell County Master Plan as one of the building blocks in analysis to form the foundation because of their interrelatedness.

Another important relationship to the Phenix City Comprehensive Community Master Plan is the planning efforts with the Columbus-Phenix Metropolitan Planning Organization (C-PCMPO) which handles transportation planning within their defined area. Within Russell County, all of Phenix City is included within the C-PCMPO, along with some of the unincorporated areas of the county that surround Phenix City. For an illustration of the C-PCMPO boundaries in relation to Phenix City, Russell County and Lee County, see Figure 20.

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APPENDIX B: APPROVALS



GOODWYN | MILLS | CAWOOD

PHENIX CITY COMPREHENSIVE COMMUNITY MASTER PLAN