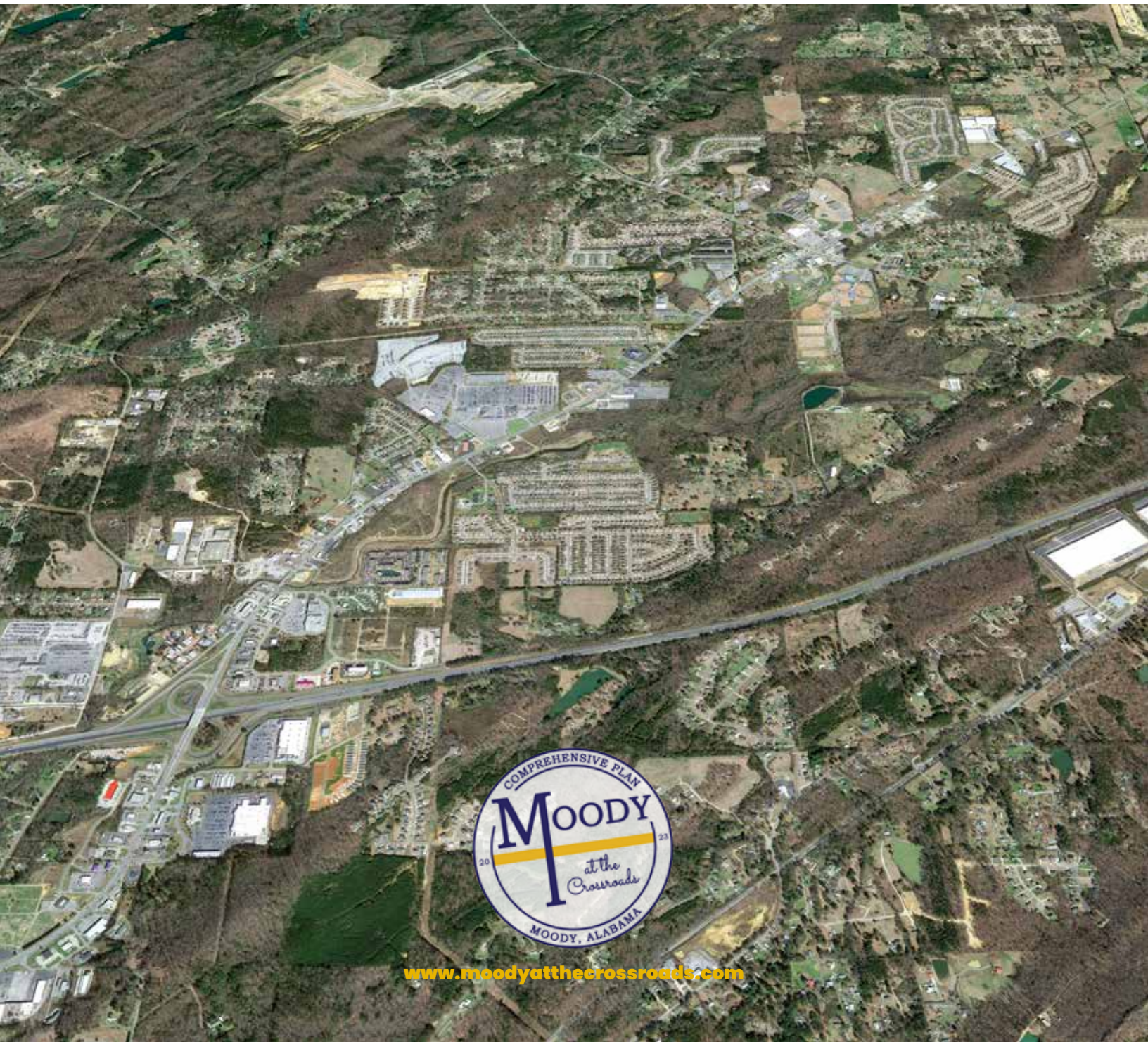
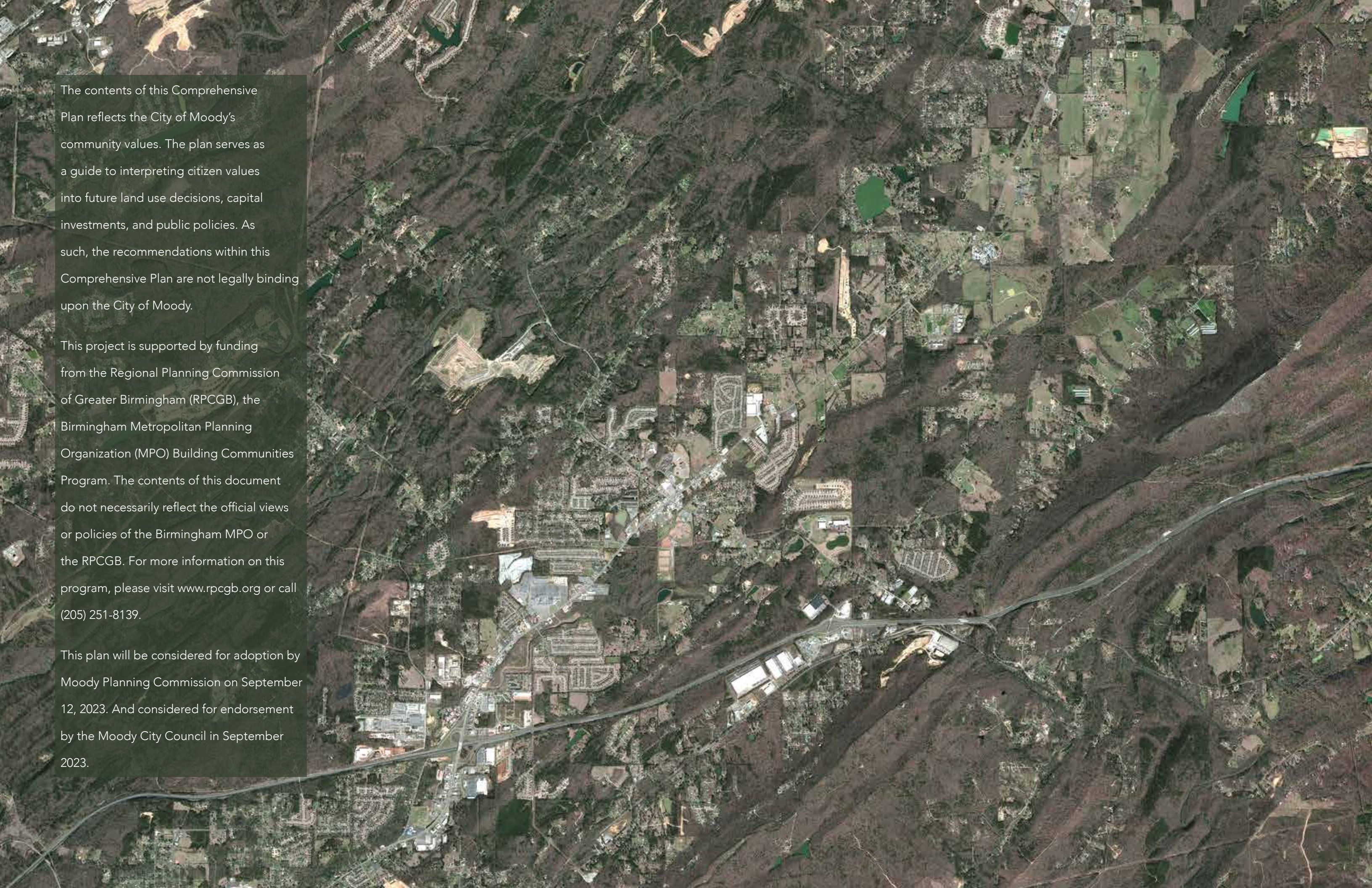


MOODY AT THE CROSSROADS

2023 Comprehensive Plan



An aerial photograph of a city, likely Moody, Alabama, showing a mix of residential, commercial, and industrial areas. A river flows through the center-right of the image, and a major road or highway runs horizontally across the lower half. The terrain is hilly and green, with various buildings and parking lots visible.

The contents of this Comprehensive Plan reflects the City of Moody's community values. The plan serves as a guide to interpreting citizen values into future land use decisions, capital investments, and public policies. As such, the recommendations within this Comprehensive Plan are not legally binding upon the City of Moody.

This project is supported by funding from the Regional Planning Commission of Greater Birmingham (RPCGB), the Birmingham Metropolitan Planning Organization (MPO) Building Communities Program. The contents of this document do not necessarily reflect the official views or policies of the Birmingham MPO or the RPCGB. For more information on this program, please visit www.rpcgb.org or call (205) 251-8139.

This plan will be considered for adoption by Moody Planning Commission on September 12, 2023. And considered for endorsement by the Moody City Council in September 2023.



CONTENTS

ABOUT MOODY.....	1
PURPOSE AND PROCESS	2
PRIORITIES: WHAT DO RESIDENTS VALUE?	5
THE VISION	7
PREFERRED GROWTH STRATEGY.....	8
FRAMEWORK PLANS	17
LAND USE & COMMUNITY CHARACTER	17
TRANSPORTATION & MULTIMODAL MOBILITY	36
INFRASTRUCTURE, SERVICES, AND COMMUNITY FACILITIES	57
IMPLEMENTATION	62
COMMUNITY CHARACTERISTICS	71
LAND USE	72
DEMOGRAPHICS	76
HOUSING	78
TRANSPORTATION AND MOBILITY	80
INFRASTRUCTURE AND COMMUNITY FACILITIES.....	84
NATURAL ENVIRONMENT AND OPEN SPACE.....	88
COMMUNITY ENGAGEMENT	93
PUBLIC ONLINE SURVEY.....	94
ONLINE MAP.....	104
STAKEHOLDER INTERVIEWS	106
PUBLIC OPEN HOUSE	108

About Moody

Located roughly 10 miles east of Birmingham along Interstate 20 in St. Clair County, Moody is a small, yet fast growing city that provides a small town environment within an arm's reach of big city amenities. It is widely recognized as a desirable place to raise a family and enjoy life in Central Alabama.

Moody has experienced steady growth since its incorporation in 1962 to its current population of just under 14,000 residents. Accessibility to Birmingham, affordable housing and quality of life position the city well for growth. Decisions made today will have long term implications for the city's future. Moody is truly at the crossroads.

What does it take to run a city?

To manage land use, transportation, economic development, public services, and natural and cultural resources? To help prepare for these responsibilities, the Moody community worked together to develop goals, strategies and actions to guide our next 10 to 20 years. This plan updates and replaces the Progressive Moody 2002 Comprehensive Plan. In accordance with Alabama Code of Law § 11-52-18, this comprehensive planning process is voluntary.

Moody at the Crossroads is the name given to the comprehensive plan for the City of Moody. It is a tool to realize growth opportunities while preserving the small-town character, sense of identity and quality of life that makes Moody unique. Moody at the Crossroads provides a community-driven vision and plan to guide the City for years to come.



2 Purpose and Process

This comprehensive plan sets expectations for residents, businesses and developers, providing a framework for evaluating development proposals as the city grows and evolves. It expresses the community's vision and priorities, and describes where and how development should occur. Leaders of Moody will consult this plan

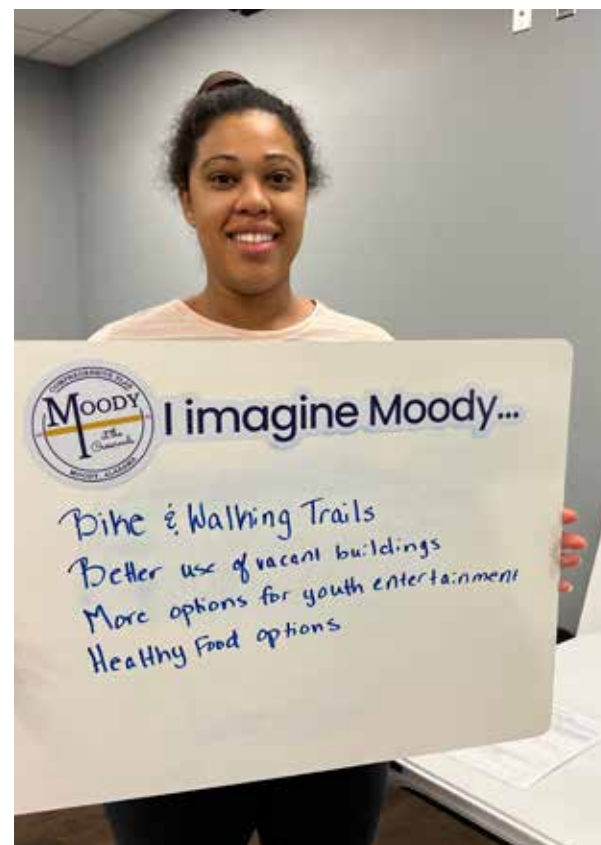
to ensure decisions are in line with the collective community vision regarding land use, infrastructure, mobility, community character and facilities.

The City of Moody worked closely with the community to draft this plan. Multiple opportunities to contribute were provided both online

and in-person. This helped analyze baseline conditions to define a vision for the future, from goals and ambitions to the strategies and action steps that will get us there. This Moody at the Crossroads 2023 Comprehensive Plan is the culmination of this work together, and a road map for helping it become a reality.

The Plan focuses on short, mid, and long-term recommendations that are actionable and achievable to enhance and maintain Moody's unique character and excellent quality of life.

These recommendations, guided by Moody's core values and beliefs, are illustrative of the city's commitment to providing the best quality of life for residents both now and in the future.



Priorities: What do Residents Value?

Meaningful community engagement is critical to ensuring that Moody at the Crossroads represents the values and needs of the people of Moody. The project team has engaged the community through various methods, including in-person events and digital media.

WHAT WE HEARD

The community engagement section of the plan on pages 92 through 101 describes the results of the consultation process in detail. What emerged from that process is a set of priorities that guides the development of the

Preferred Growth Strategy, Framework Elements and associated Action Items.

QUALITY OF LIFE

People enjoy living in Moody and think it is a great place to raise a family.

COMMUNITY CHARACTER

Residents value Moody's rural, small-town identity and want to preserve and protect it.

TRANSPORTATION

Traffic and safety are big concerns, especially on US 411. Residents would like to see strategically placed sidewalks, trails and greenways.

LAND USE AND HOUSING

Residents want more diverse residential, retail, entertainment and dining options.

COMMUNITY FACILITIES

Moody has a great school system and the first responders are engaged with the community. Residents would like to see more park space, better internet access, and the City's own water and sewage system.





The Vision

Moody is a family-friendly city where residents value the small-town character, sense of identity and quality of life.

Moody at the Crossroads' worth is determined by its relevance to the community, and it all begins with a common purpose and shared view of Moody's future. Residents, city leaders, and community stakeholders helped shape the vision statement through a collaborative process. This statement lays the foundation for the plan and describes what we believe is important, how we should move forward, and how we will pursue our vision together. The vision is supplemented by a set of planning goals, which are articulated in and inform the Framework Plans.

Preferred Growth Strategy

Moody at the Crossroads' preferred growth strategy articulates the community's vision, goals and priorities by guiding future development to create quality places. It is a core element of the comprehensive plan that will be used by staff, the City Council and Planning Commission to weigh growth decisions and by residents and will provide clarity to residents, business owners and potential developers on the city's long term direction.

The Preferred Growth Strategy includes two main components: Placetypes and the Future Land Use Map. Each of these is summarized below and then presented in the subsequent pages.

Placetypes

Placetypes are the "building blocks" for the Future Land Use Map and help guide growth in four important ways:

1. Represent the different types of land use envisioned for Moody.

2. Communicate the look or feel of area.
3. Have unique settings, development patterns, and visual qualities.
4. Convey development characteristics such as density, use mix, setbacks, desired mode share, and access/mobility balance.

Moody at the Crossroads identifies seven different place types that capture the intended future character and feel of Moody. These are described in the following pages.

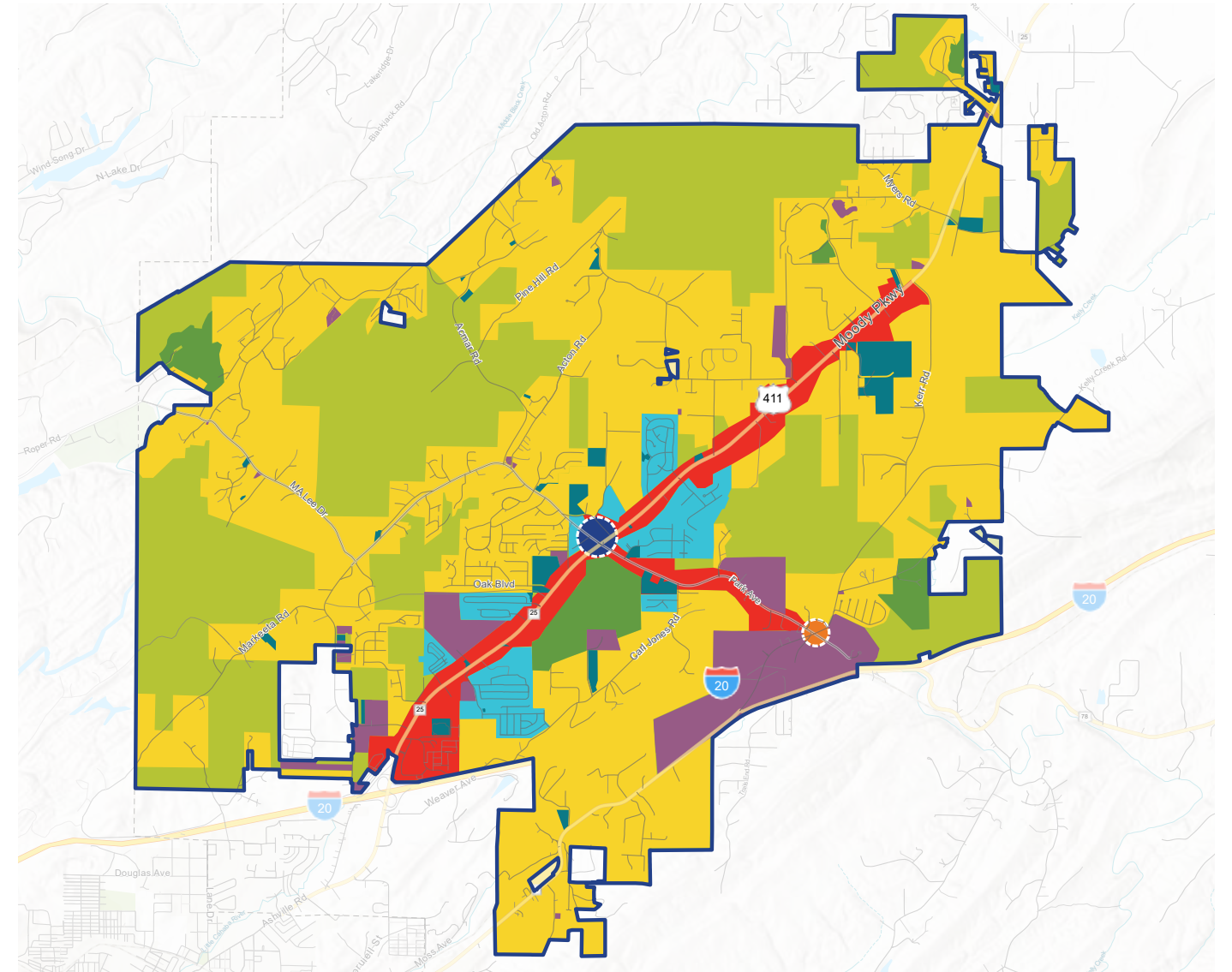
Future Land Use Map

The Future Land Use Map places each of the seven unique Placetypes into context on a single map. The Future Land Use Map provides a holistic vision for Moody's future growth that both takes into account the individual purpose and intent of each Placetype and also how their relationships to each other.

FUTURE LAND USE MAP

This plan maintains current development trends, reflects existing plans and policies, and considers market conditions. The resulting development pattern includes preservation of Moody's rural and residential areas, targeted growth along the US 411 corridor and at specific nodes, and service-oriented development concentrated near major neighborhoods.

Place Type Characteristics



Legend

Placetypes

- Neighborhood Preservation
- Rural Preservation
- Mixed-Use Corridor
- Walkable Neighborhood
- Commerce and Industry
- Civic/Institutional
- Parks/Open Space
- Existing Quarry

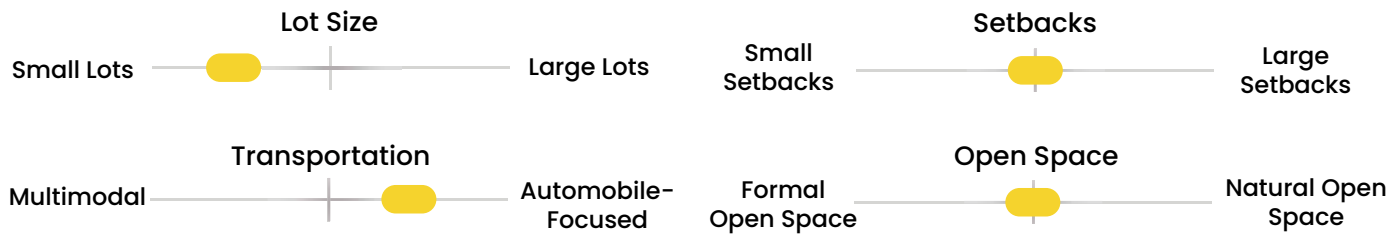
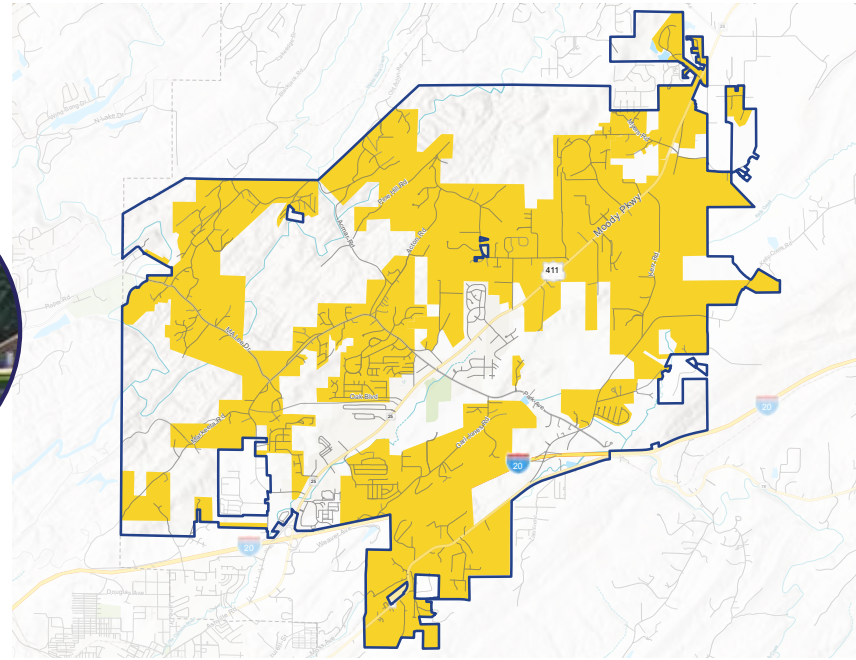
Nodes

- Town Center
- Gateway

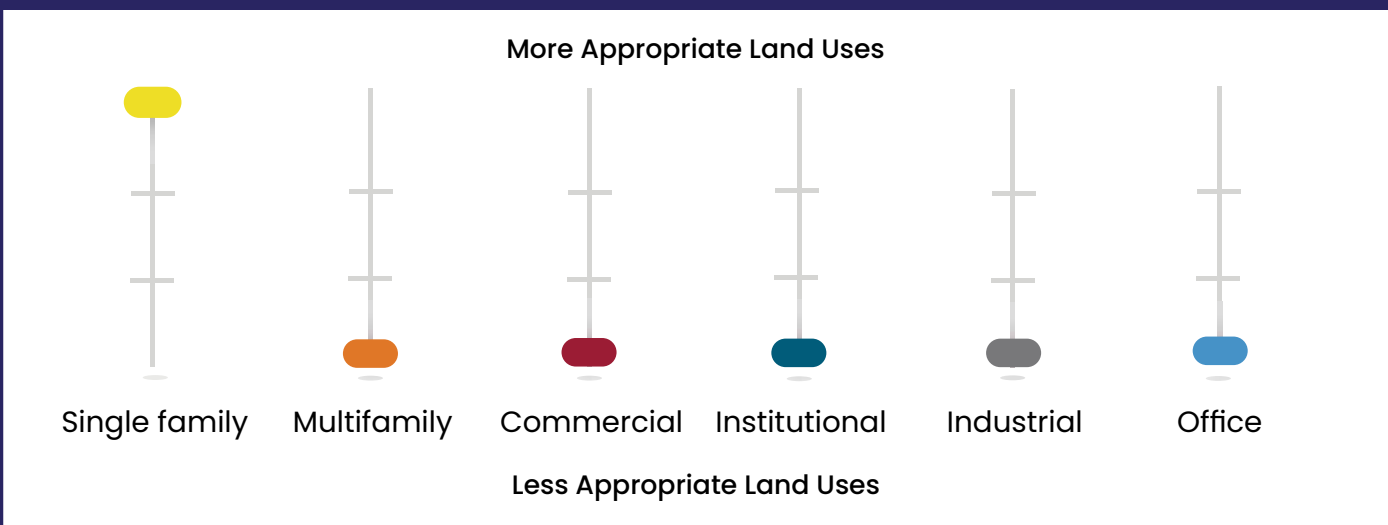
NEIGHBORHOOD PRESERVATION

Meant to protect and enhance the character of Moody's existing neighborhoods and residential areas, this placetype maintains an area's unique context while integrating amenities such as community parks and open space. Connection and integration of these areas through shared amenities and multi-modal connectivity is encouraged.

Characteristics



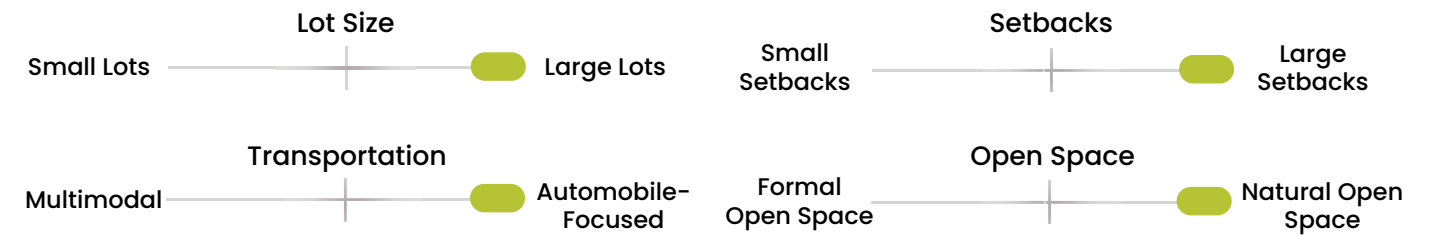
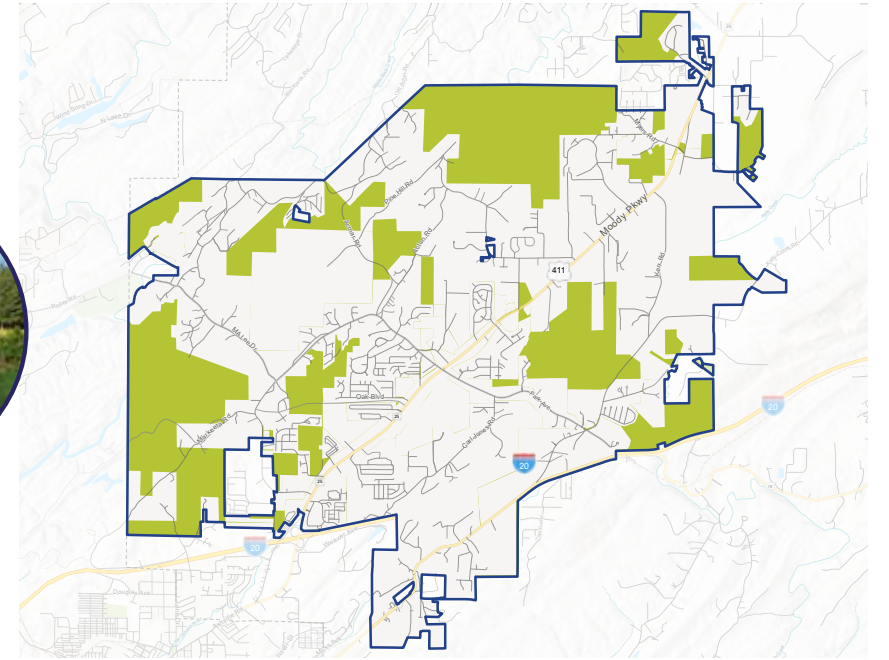
Appropriate Land Uses



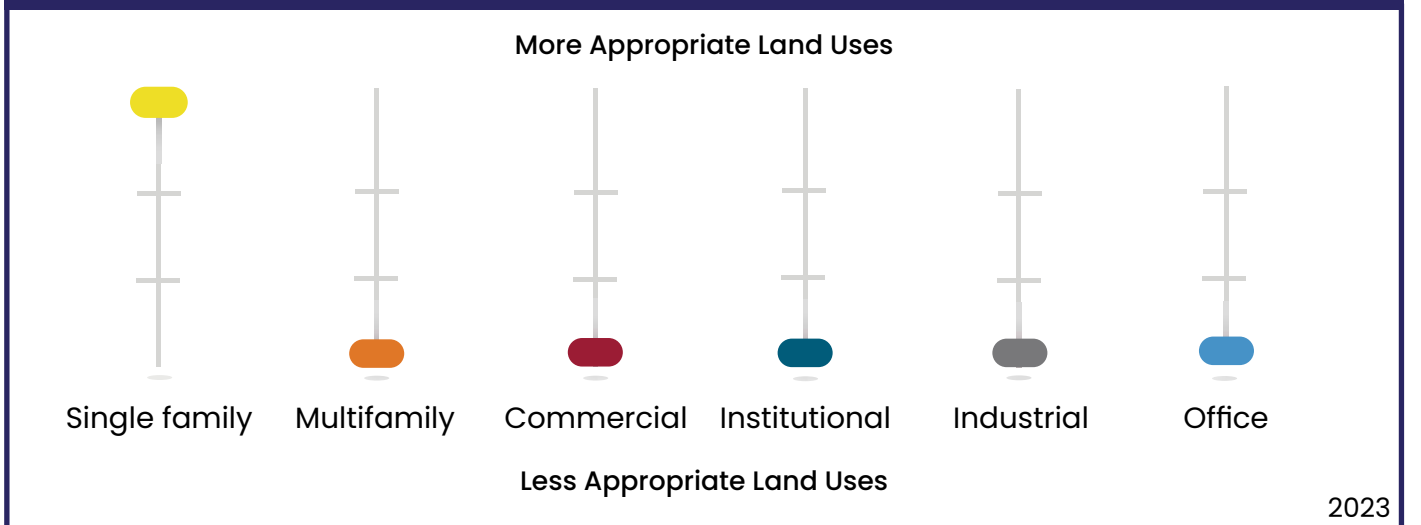
RURAL PRESERVATION

This area is to remain minimally developed, preserving the character of Moody's rural and agricultural areas. Low density single-family residential uses on large lots (greater than one acre) are permitted.

Characteristics



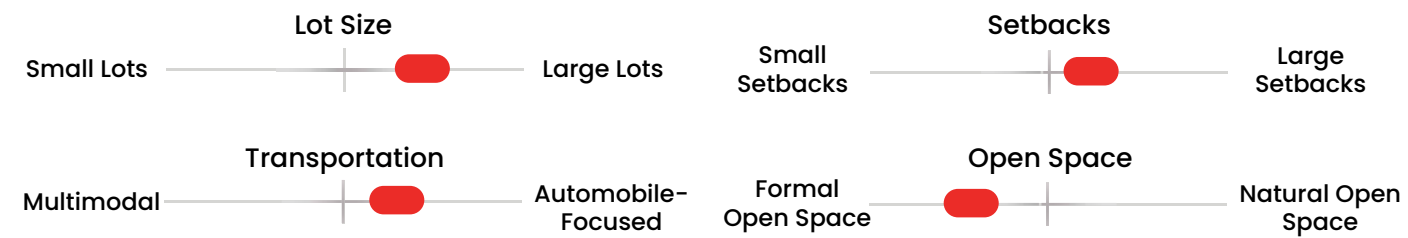
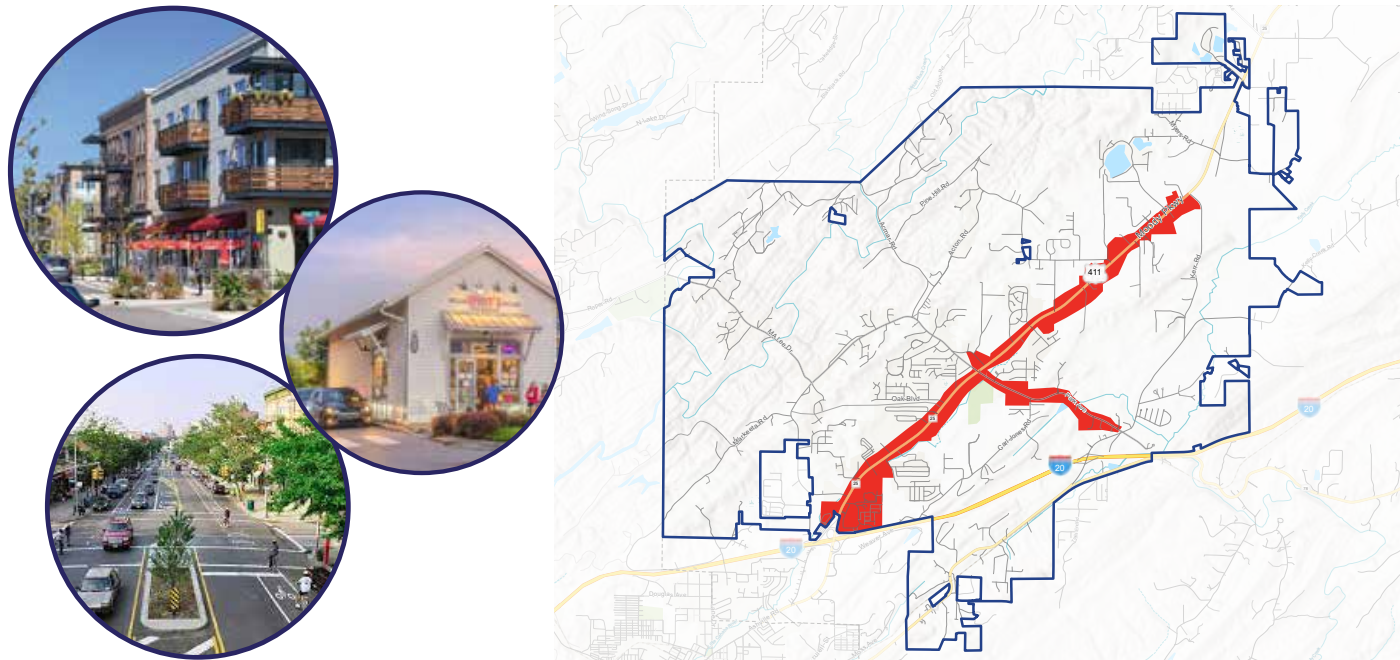
Appropriate Land Uses



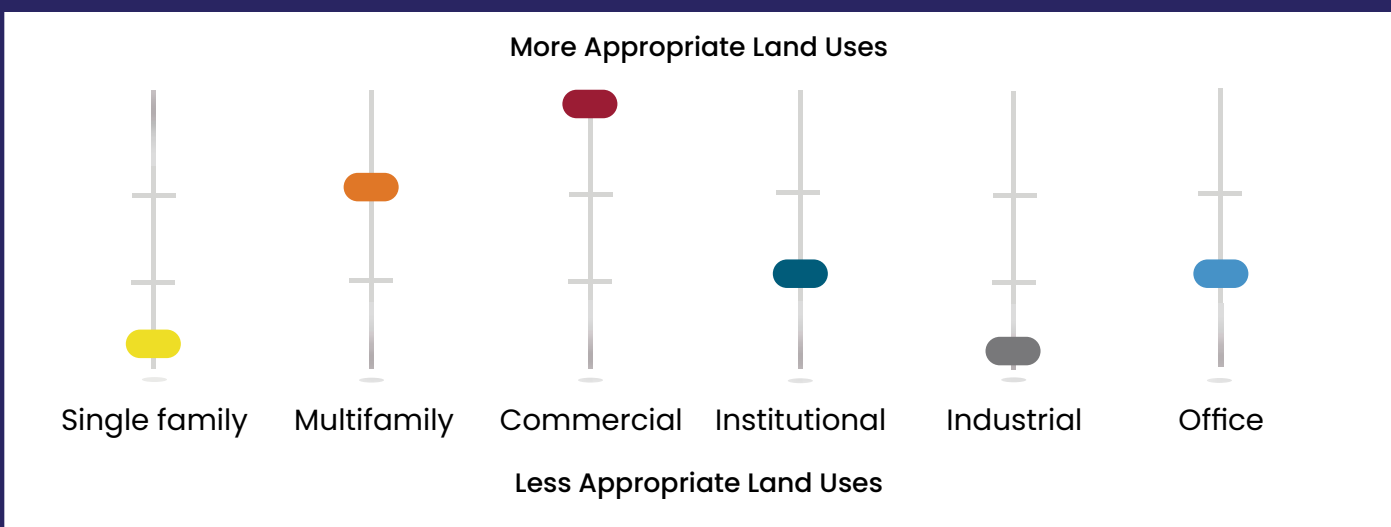
MIXED USE CORRIDOR

This area includes a mix of retail, residential, and employment uses, including small-scale retail services, multifamily/single-family attached housing options, and light office space. Located near major thoroughfares to provide high visibility and accessibility, this area focuses on integration of complementary uses and a variety of safe multi-modal transportation options. A network of plazas and natural areas will provide opportunities for active and passive recreation.

Characteristics



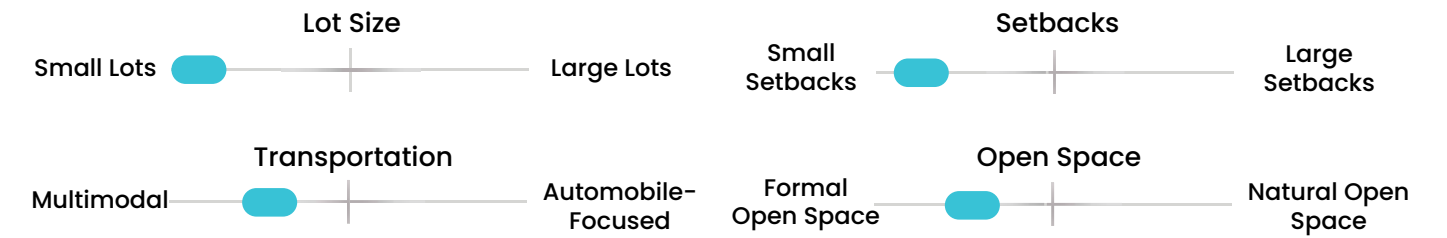
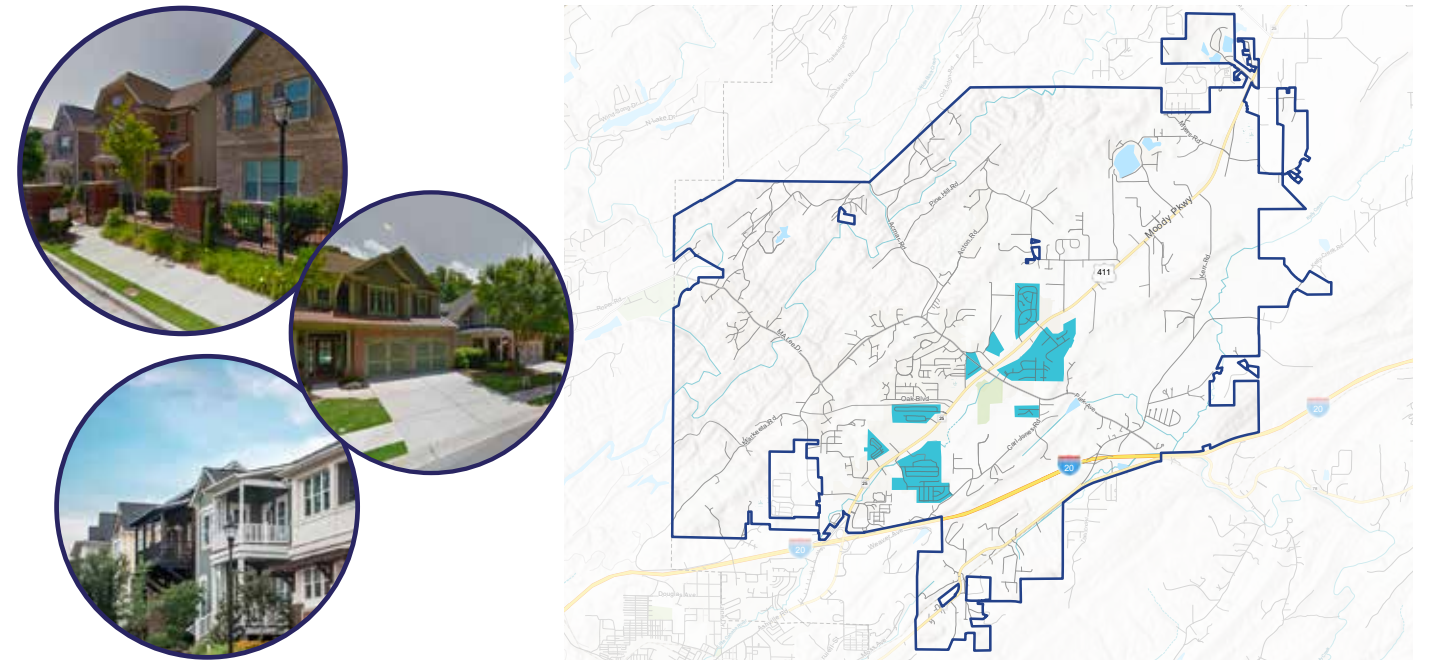
Appropriate Land Uses



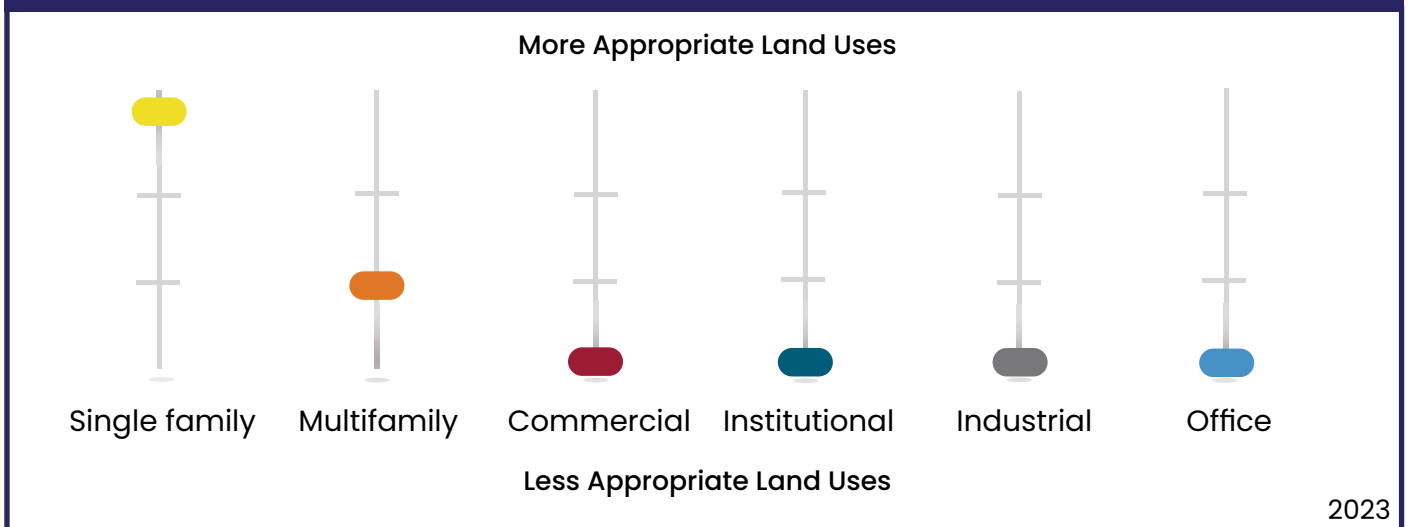
WALKABLE NEIGHBORHOOD

This area consists of smaller lot residential, single-family attached and detached housing options. It also includes a well-connected street system, pedestrian facilities, bicycle networks, pocket parks and community green space. Greenways and trails link these areas to other amenities in Moody.

Characteristics



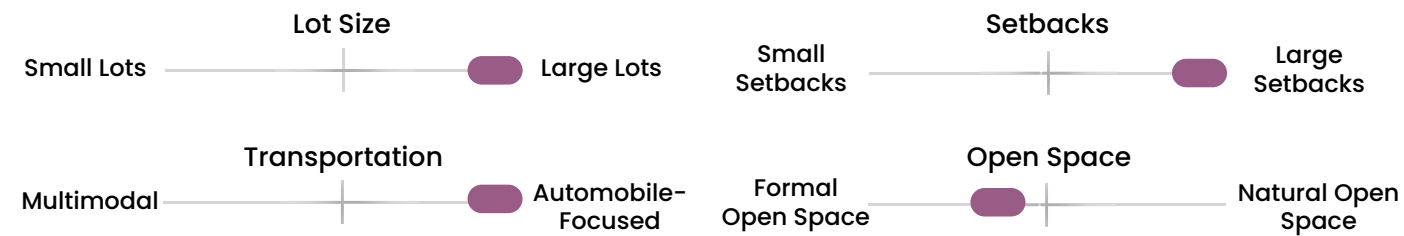
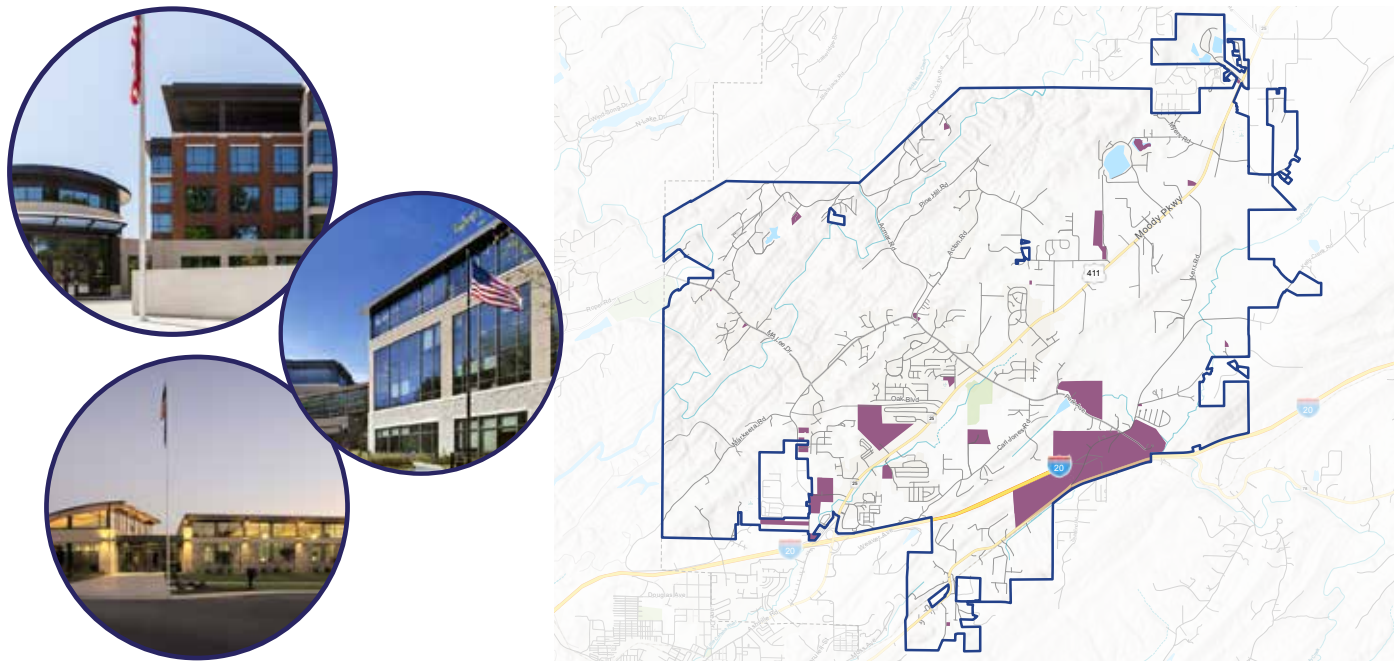
Appropriate Land Uses



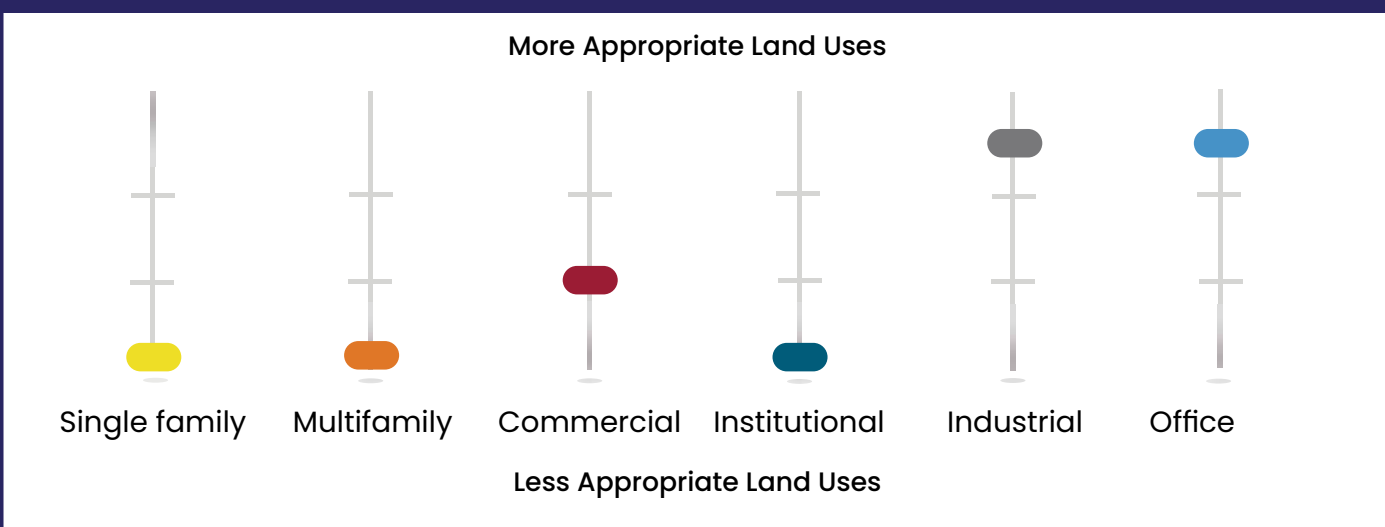
COMMERCE AND INDUSTRY

This area includes light manufacturing, tech-flex spaces, warehousing, distribution, research and processing facilities. Flex office space is also permitted. Where possible, buildings should have a common focal point such as a green space or water feature, and an internal network of sidewalks and plazas encourage employees to walk between destinations.

Characteristics



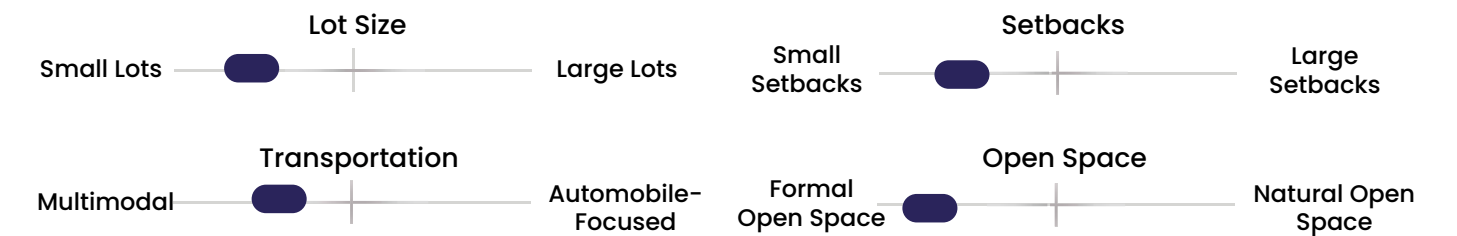
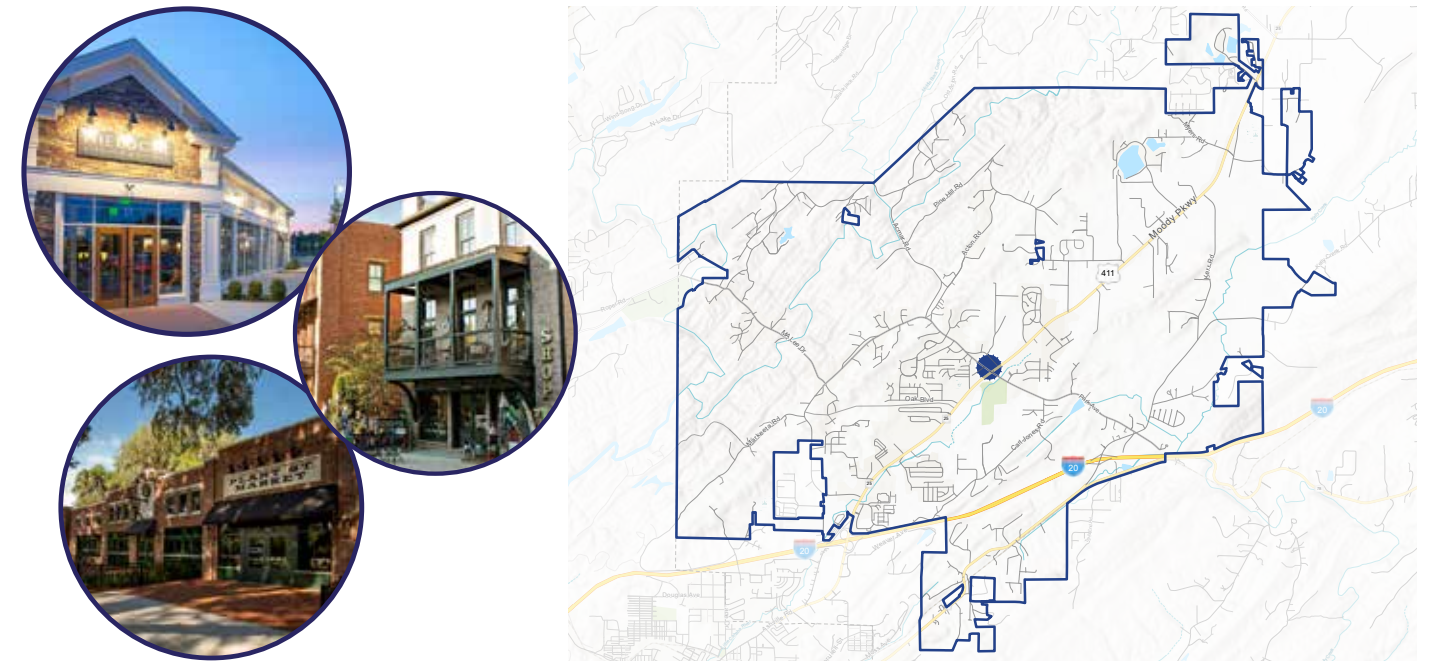
Appropriate Land Uses



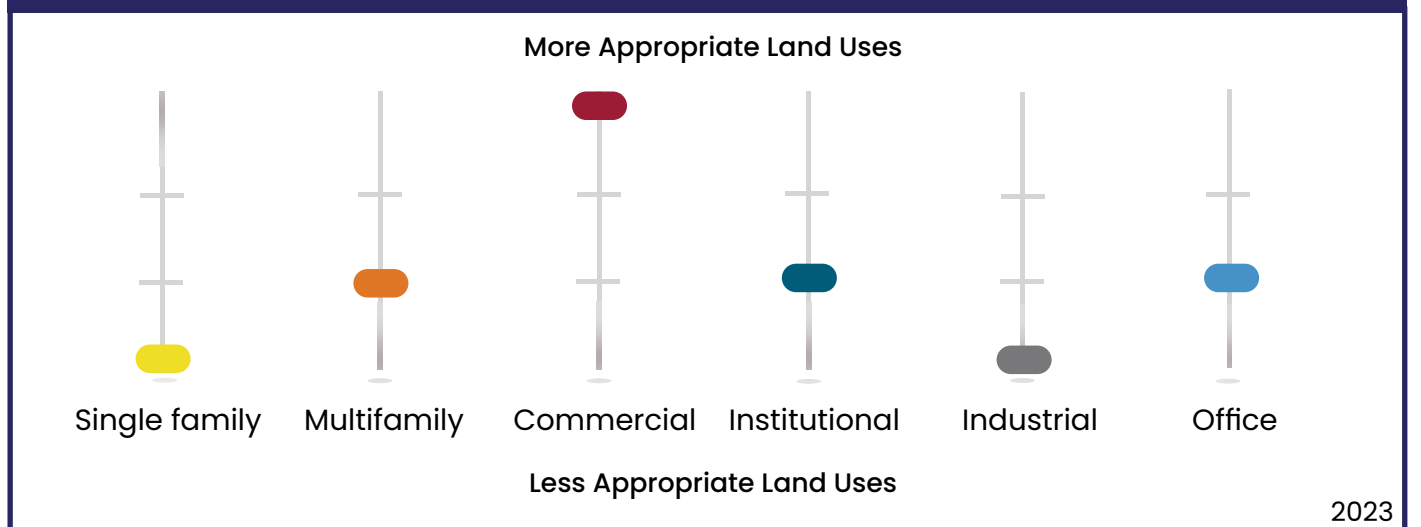
TOWN CENTER NODE

Located near the intersection of US 411 and Park Avenue, this area focuses on human-scaled development and provides local retail and services such as restaurants, coffee shops, boutiques and bicycle rental shops. Proximity to Moody City Park and the Little Cahaba River will anchor the area and provide further investment to these assets. Attractive green space, landscaping, and seating areas encourage people to rest and spend time here.

Characteristics



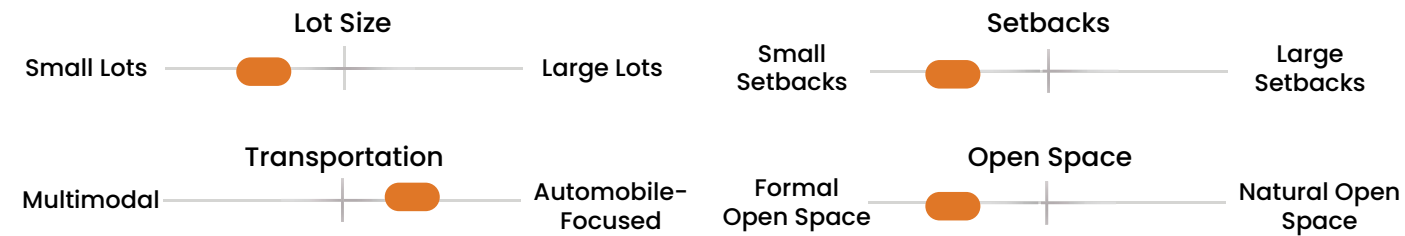
Appropriate Land Uses



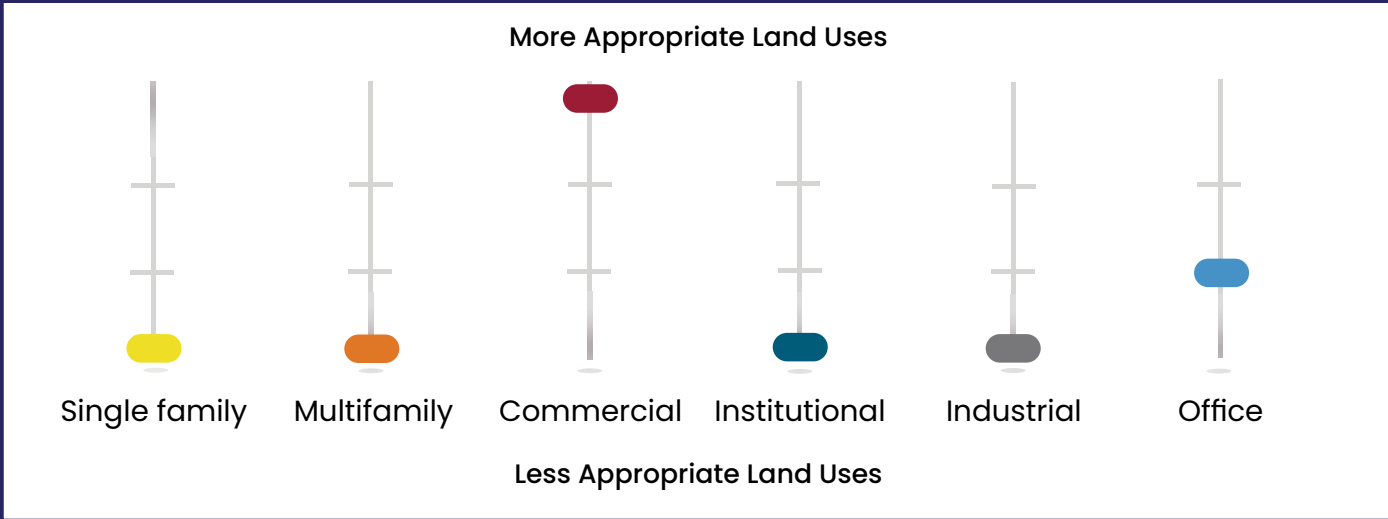
GATEWAY NODE

This area, located at the intersection of Park Avenue and Kelly Creek Road, serves as the gateway into Moody from I-20. Redesigning this intersection and enhancing the area will encourage future investment and development, focusing on retail and service uses.

Characteristics



Appropriate Land Uses



Framework Plans

Land Use & Community Character

GOAL: Moody will embrace a land use strategy that promotes sustainable growth and preserves its rural, small-town identity.

The Land Use and Community Character Framework Element builds on the Future Land Use Map and Placetypes in the Preferred Growth Strategy by identifying specific objectives and associated recommendations to ensure that Moody grows in a way that preserves its small-town identity and promotes sustainable and responsible growth.

**OBJECTIVE NO. 1:
PUT A "THERE" THERE.**

Establish a true town center that can identify Moody to residents and visitors.

The intersection of US 411 and Park Avenue, better known as "The Crossroads", has long been Moody's informal town center. Public and stakeholder input revealed that many residents want to see this area become a true town center and destination to both locals and visitors.

In order to create a true town center, it is important to first consider the existing context. US 411 is a multi-lane arterial with wide travel lanes. The Alabama Department of Transportation (ALDOT) is currently designing modifications to the intersection to include additional travel lanes and decorative signal poles.

The nature of this auto-oriented intersection does not lend well to becoming the focus of a human-scaled, walkable town center. Instead, one or more corners could become the focus of such a place. Initially, the northwestern quadrant containing the Fresh Value shopping center has the greatest potential. It is a large, singular parcel with an underutilized parking that could absorb infill development in the near term and adaptive reuse or redevelopment in the long term. Other quadrants can also redevelop over time as market conditions and public investment allow.

The following are suggested near-term, mid-term and long-term recommendations to gradually transform the intersection into a true community-oriented Town Center.

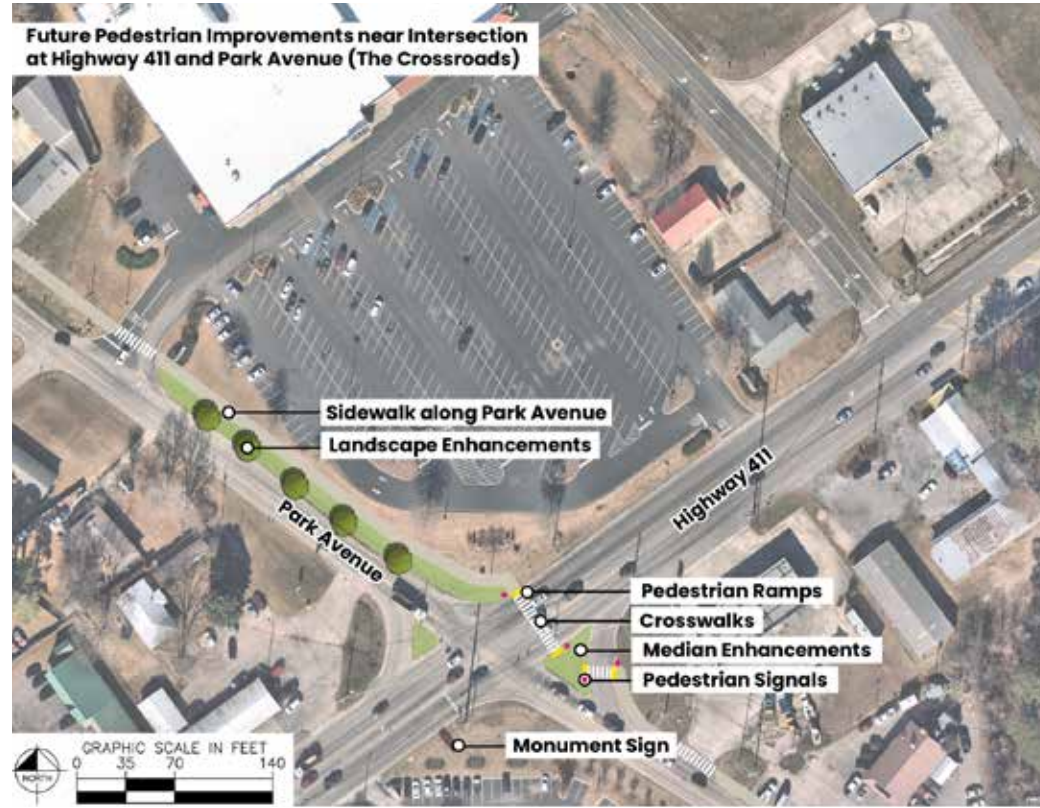
Near-term Actions

(within the next five years)

Complete a Town Center Master Plan that identifies specific development opportunities, land use recommendations, public sector projects, phasing and financing.

Pedestrian safety enhancements, including marked crosswalks, ramps, signals and protected median crossings.

Aesthetic enhancements including wayfinding signage, lighting and landscaping improvements and gateway enhancements such as monument signage.



Mid-term Actions

(within 10 years)

Achieve infill development opportunities in Fresh Value parking lot. Possibilities include a new restaurant and/or retail option with outdoor seating in the southern corner of the Fresh Value parking lot facing the crossroads.

Begin constructing trail connections linking the Civic Center, City Park, and City Hall.

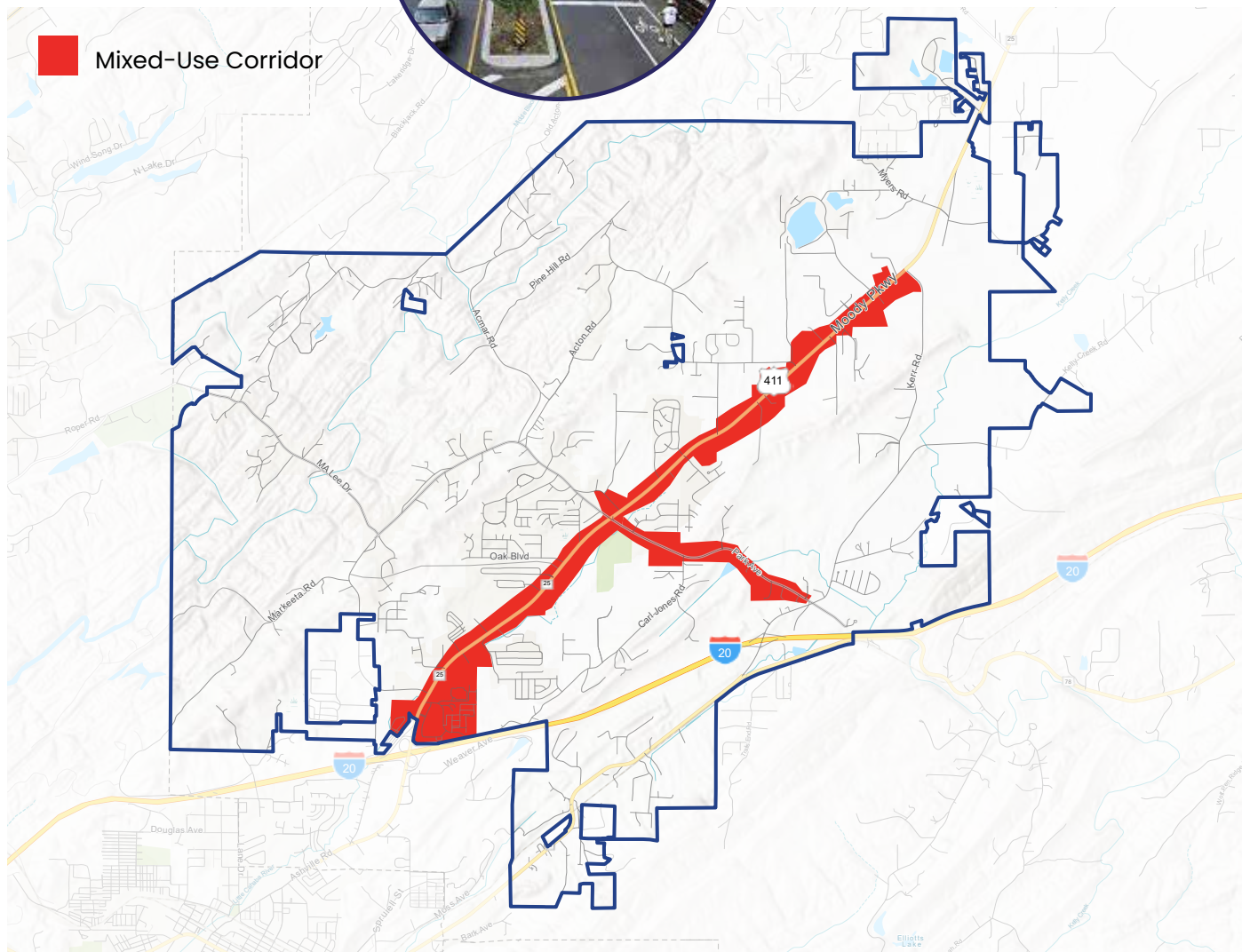
Long-term Actions

(beyond 10 years)

Complete redevelopment of Fresh Value shopping centers.

Complete trail connections.

Complete redevelopment of other quadrants as warranted.



**OBJECTIVE NO. 2:
KEEP IT LOCAL AND
BRING IT HOME.**

Future development should emphasize a scale and character that maintains Moody's small-town identity. Moody should provide greater opportunities for new retail, restaurant, and entertainment choices.

Moody residents do not want to leave the city to meet their daily shopping, food, or entertainment needs, as they have said in many different ways through Moody at the Crossroads public outreach. Providing additional retail options within the city will enhance quality of life and boost Moody's economy. The challenge lies in balancing these desires with how we can achieve this while still

maintaining the City's small-town identity and character. Moody at the Crossroads' growth strategy achieves this balance by preserving Moody's existing residential locations and directing new growth to appropriate locations. In addition to the specific policy direction of the future land use map, additional strategies can encourage development along the mixed-use corridor, such as waiving impact fees, relaxing parking standards, development application fee reduction, tax abatement, and density bonuses. These incentives are well-suited for mixed-use along major corridors and industrial uses along US 78 and Kelly Creek Road.

The Mixed Use Corridor Placetype provides for a mix of retail, residential, and employment opportunities along major corridors, including US 411 and Park Avenue as shown on the Future Land Use Map. This grants high visibility and accessibility to these businesses while still maintaining the character of the City's residential and agricultural areas. Additional opportunities for retail are addressed in the Town Center and Neighborhood Service Nodes. There are additional actions that can be taken as part of the City's Zoning Ordinance to encourage locally-oriented businesses and maintain the City's character.



Near-term Actions
(within the next five years)

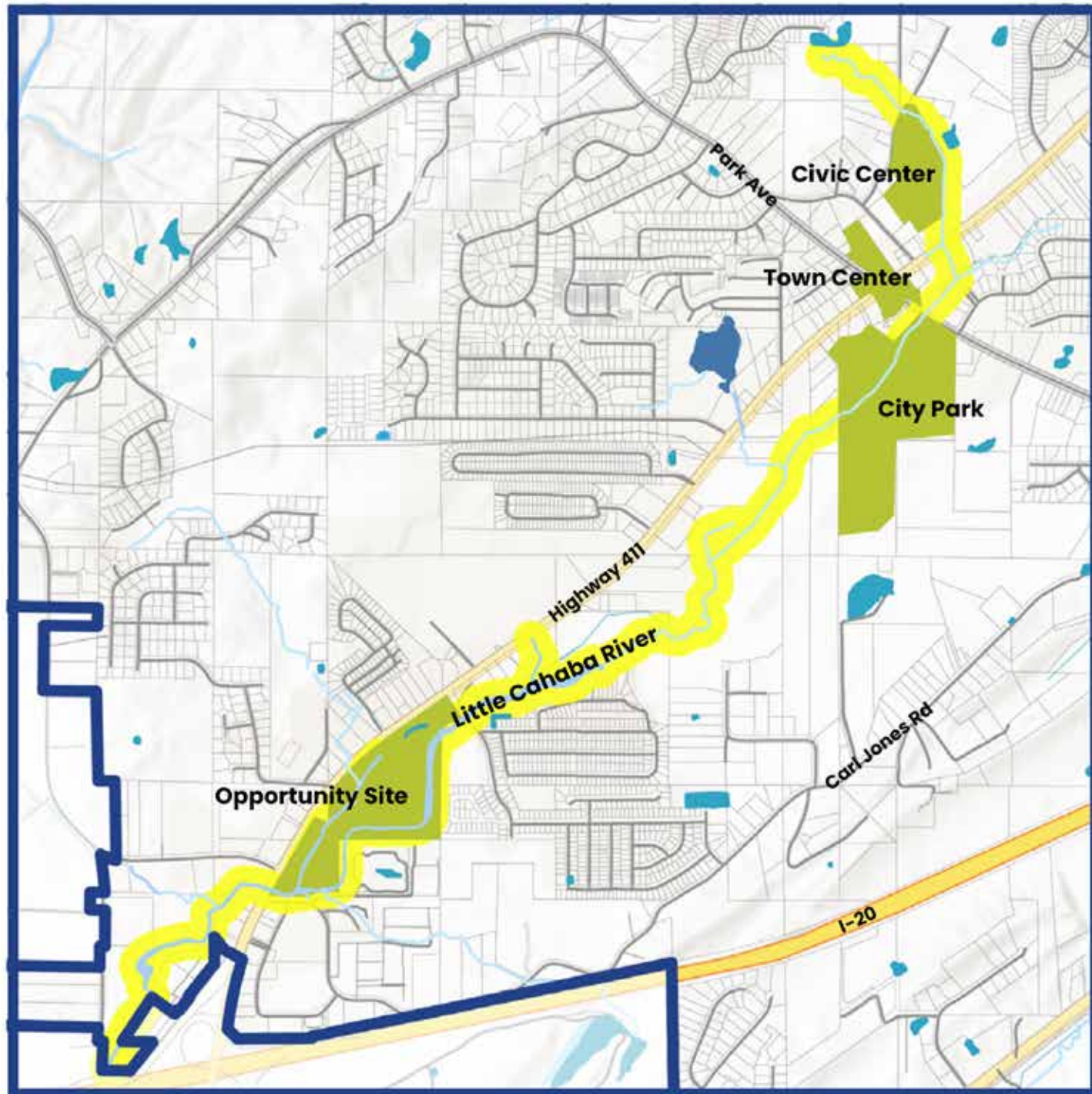
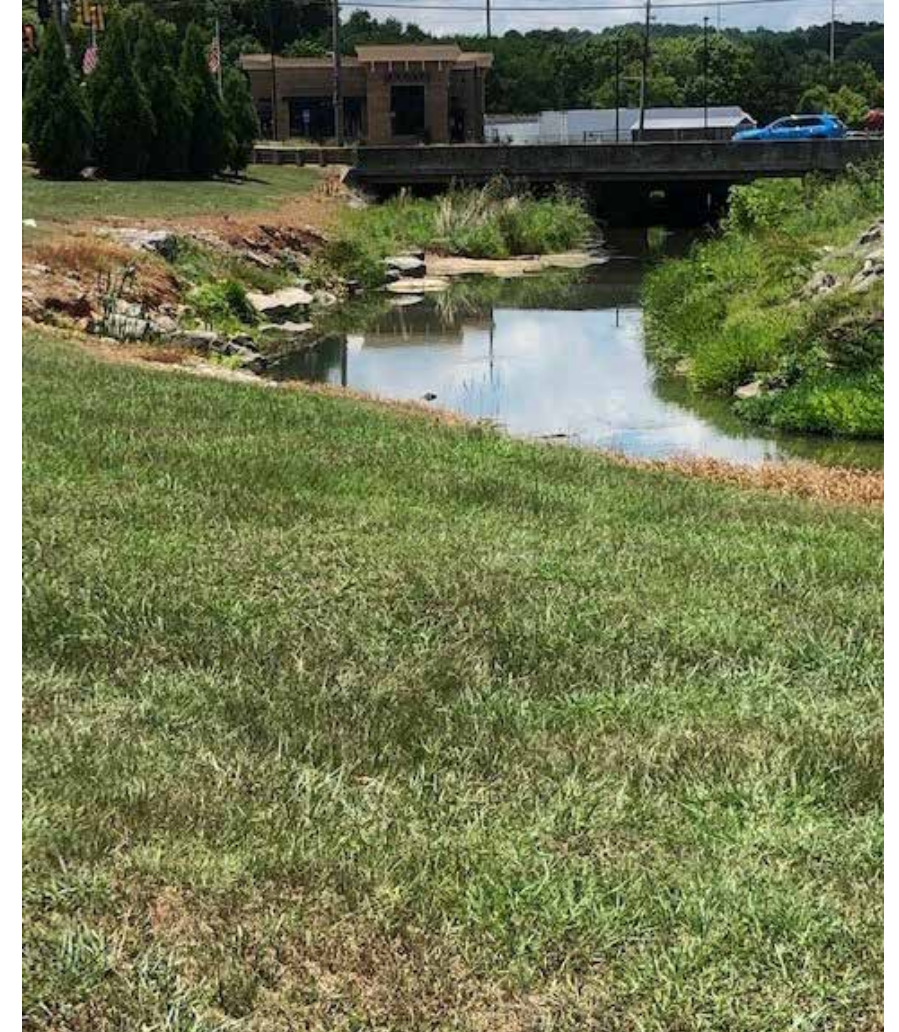
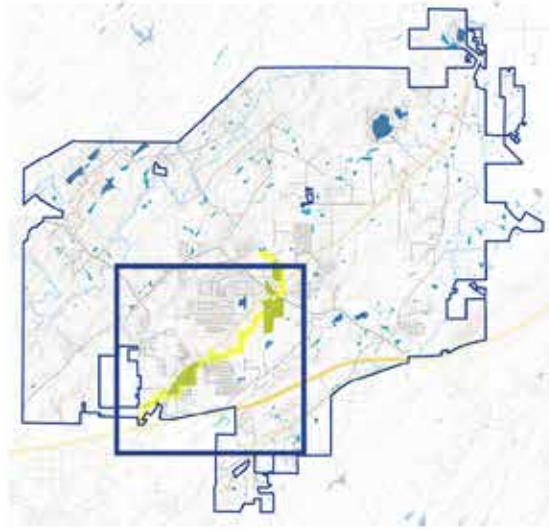
Complete a citywide market analysis that clarifies and refines the market potential for retail, office, industrial and housing.

Continue to ensure that regulatory and permitting processes are fair but not overly burdensome on small businesses.

Develop incentives and create a permissive regulatory environment for adaptive reuse of existing structures.

Update the city's Zoning Ordinance to encourage large, big box style development to honor the small town look and feel by utilizing bulk standards for building and parking placement.

Consider the creation of guidelines for signage, lighting, and architectural elements that reinforce Moody's character and brand, by establishing a range of context-sensitive design.



**OBJECTIVE NO. 3:
ACTIVATE THE LITTLE
CAHABA RIVER.**

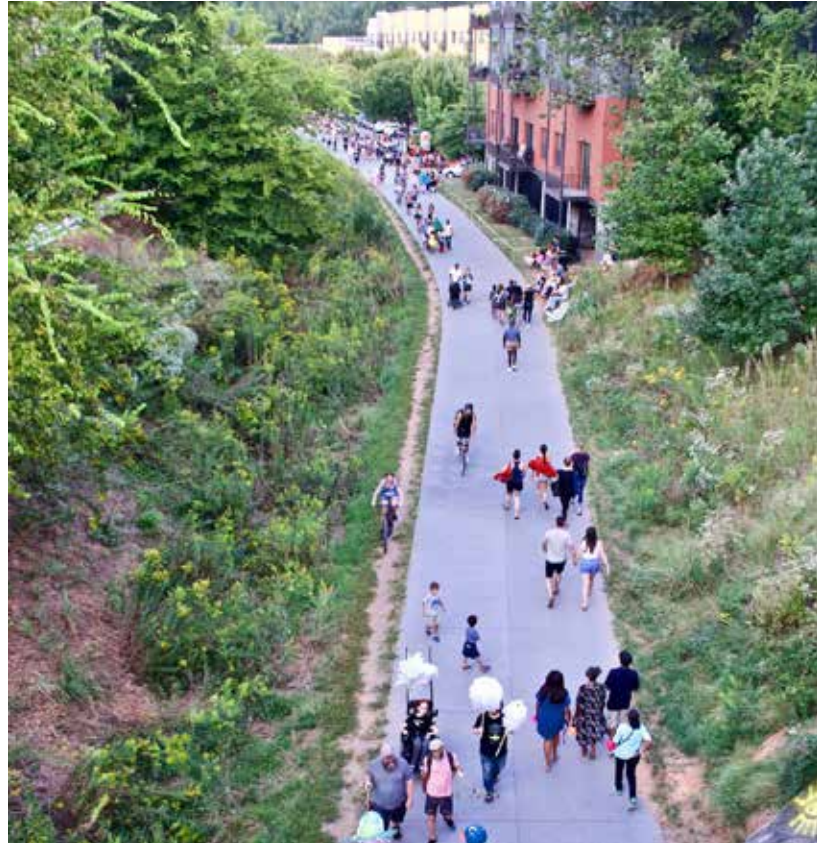
The City should leverage the Cahaba River as a natural asset to activate recreational and development opportunities.

Water bodies are important community resources and can function as successful

development catalysts. It is important to take advantage of the river and stream network within Moody, particularly the Little Cahaba River.

The river runs along several key sites that have catalytic and recreational potential, including a large parcel of land on US 411, Moody

City Park, the Crossroads (Moody's future Town Center) and the Civic Center. Activating the Little Cahaba River from Moody's southern boundary to the Civic Center is an excellent opportunity to connect important locations within the city by providing multimodal connectivity and recreational opportunities.



Atlanta Beltline, photo cred: beltline.org



Cherry Creek Trail, photo cred: Douglas County Colorado, douglas.co.us



Atlanta Beltline, photo cred: beltline.org

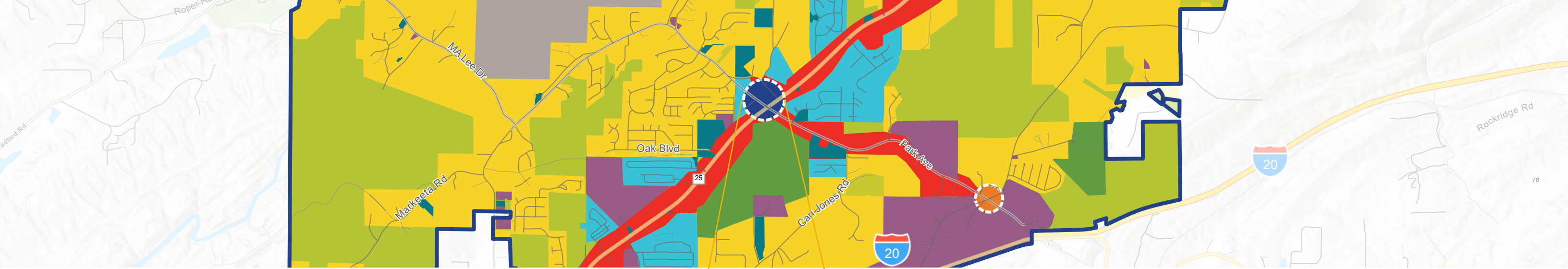
What do we mean by “activate?” The Little Cahaba River provides unique beauty and natural charm to Moody. By providing public access points and a parallel greenway, the river will realize its full potential as a recreation and mobility asset. The Little Cahaba is one of the only non-impaired waterways in Moody, so this could be an opportunity to preserve water quality as well.

Many communities have developed greenways along rivers and other natural features to create generate positive recreational and economic opportunities. For example, the Cherry Creek Trail in Denver provides 40 miles of bicycle, pedestrian, and equestrian paths alongside Cherry Creek and has become a significant asset for the city. Several trailheads throughout Denver and surrounding Douglas County provide access to the trail, which offers users a wide range of scenery and natural Denver habitat.

The Atlanta Beltline will span over 33 miles through the heart of Atlanta, connecting 45 of Atlanta’s neighborhoods and passing by many shopping and dining opportunities. The Beltline

provides recreational and multimodal access and connectivity along what was previously an active rail line. By activating this space, the City has provided not only additional multimodal transportation options, but also recreational opportunities, a creative outlet for local Atlanta artists, and a space for cultural celebration. The Atlanta Beltline is also an economic driver, as it provides access to several major mixed use developments, such as the Ponce City Market. In effect, it has become its own “brand” as a sought-after destination for residents and visitors alike.

Action: Utilize green infrastructure to activate the river with recreational uses that can provide double duty for stormwater management. In Moody, the collection of properties along US 411 between Carl Jones Road and Joey Adkins Drive is a potential opportunity site to be activated by Little Cahaba River. This site consists of nearly 48 acres and is bounded on one side by US 411, providing high visibility and accessibility. The other side is bounded by the Little Cahaba River, which provides recreational and multimodal opportunities. Potential development on this site requires extra thoughtfulness, since most of it is in the floodplain.



**OBJECTIVE NO. 4:
SMART LAND USE.**

Land use decisions should be made with consideration of their impacts on other aspects of Moody, including transportation, schools and infrastructure.

Transportation and land use decisions should complement each other. One way to successfully do this is to encourage future development to provide a design and scale that supports shorter and more direct motor vehicle trips, walking and cycling. The Future Land Use Map identifies locations with mixed use – putting homes, jobs and shopping within close proximity to each other. The design of places, including connectivity, walkable blocks and guidelines for driveway placement, cross-access, and street networks, significantly influence travel behavior.

Land use decisions should carefully consider the impacts they place on the transportation network. The Future Land Use Map carefully coordinated with recommendations in the Transportation and Mobility Framework Element; land use decisions should complement the timing of mobility investments, and any changes to the Future Land Use Map should consider how it will impact transportation. Developers should be required to perform a transportation impact study that identifies how they will mitigate anticipated impacts, and



development approvals and rezoning requests should reflect required transportation upgrades. Likewise, land use decisions should consider impacts to Moody's schools and infrastructure. Development approvals and rezoning requests should not only be consistent with the Future Land Use Map, but should also consider the location and timing of infrastructure upgrades, prioritizing locations with existing infrastructure capacity. Using Moody at the Crossroads, the City can plan for and anticipate where, when, and what type of growth

will occur and provide cost-effective infrastructure strategies accordingly.

Actions

- Require developers to provide a traffic impact study for developments that exceed a specified threshold.
- Ensure that rezoning requests and other regulatory decisions closely adhere to the spirit and intent of the Placetypes in the Future Land Use Map.
- Coordinate the timing of land use decisions closely with the prioritization and timing of projects in the Transportation Framework Element.

- Consult transportation recommendations in the Transportation Framework Element when making land use decisions.
- Coordinate with the St. Clair County School Board when approving new developments, considering rezoning requests and making amendments to the Future Land Use Map.

Table 1.1 Typical Housing Products

Category	Typical Housing Product	Placetype			
		Mixed-Use Corridor	Walkable Neighborhood	Neighborhood Preservation	Rural Preservation
Single Family Detached	Smaller homes, such as one or two story bungalows, on lots less than 5,000 square feet	L	E	S	
	Two story or ranch homes on lots ranging from one-fifth to one acre		L	E	L
	Homes on one acre or smaller lots with large sections of integrated, preserved open space, e.g. conservation subdivisions				L
Single Family Attached / Missing Middle	Duplex (two), triplex (three), fourplex (four): typically single story units that share the same roof	S	E		
	Townhome: multistory units side by side under the same roof	S	E	L	
	Live/work: upper story living space integrated with ground floor office or commercial space	S	L		
Multifamily	Low-rise apartment: maximum four story, ideally within a mixed-use environment and/or with ground floor commercial space	E			

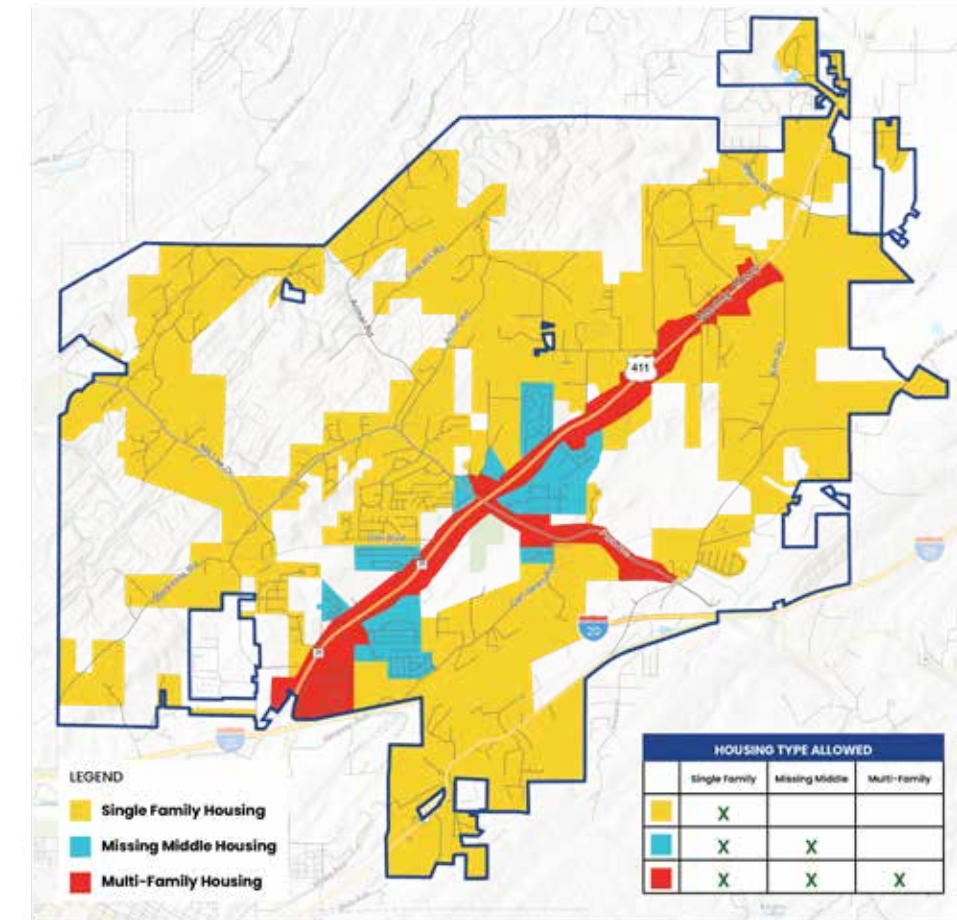
E = Encouraged S = Supported L = Limited



**OBJECTIVE NO. 5:
PROVIDE HOUSING FOR ALL**

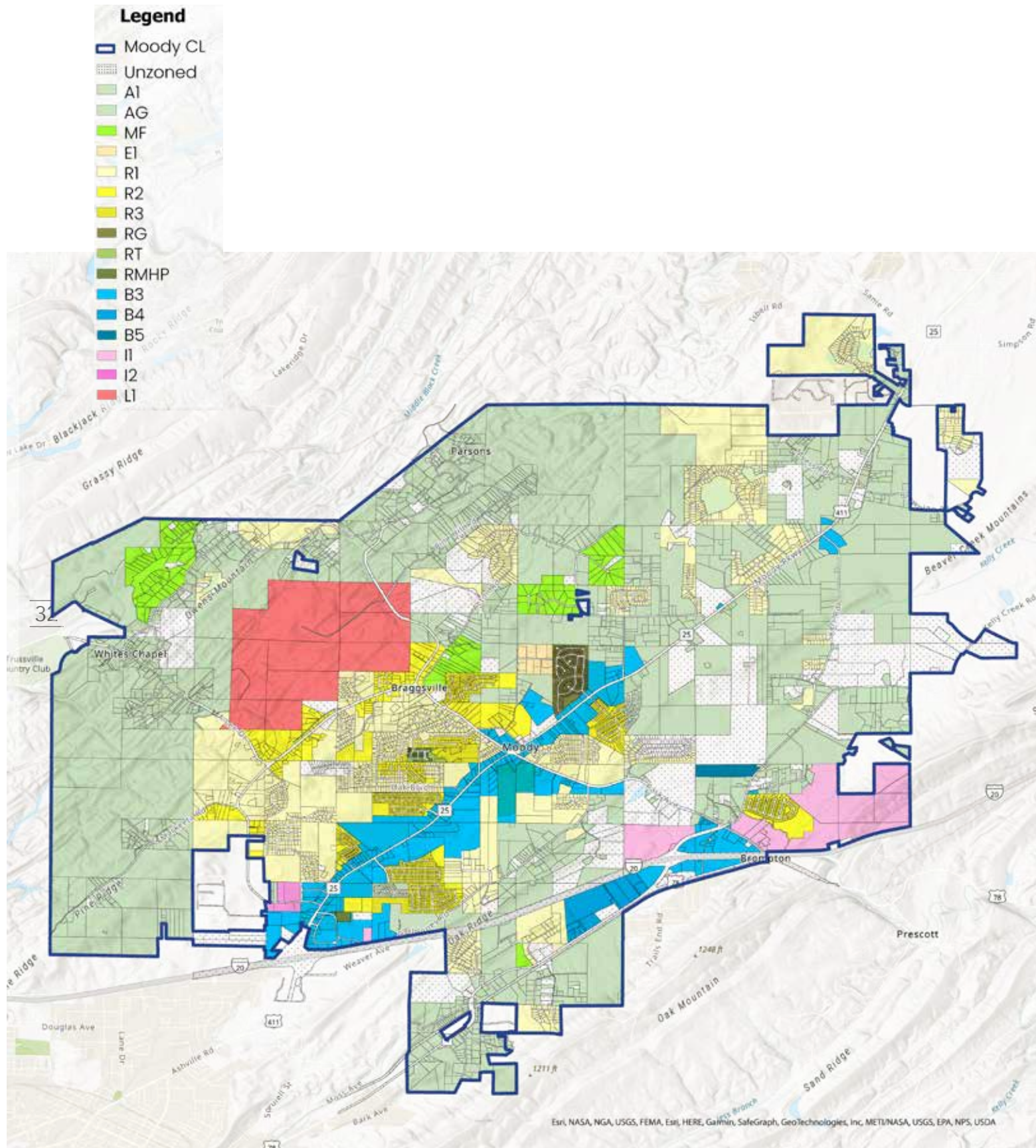
Provide thoughtful housing options for new residents, young professionals, aging residents, and growing families.

A majority of existing housing in Moody is single-family detached, with the exception of two apartment complexes and one townhome complex. When placed in appropriate locations, different housing options will allow Moody to be more prosperous and meet the needs of all residents at various life stages and income levels.



The Placetypes included in the Future Land Use Map provide for a range of housing products across the spectrum. This includes single family, multifamily and the so-called “missing middle,” housing products that address the market segment of single family detached and true multifamily.

Actions
Complete a market analysis (see recommendation for Objective No. 2) that refines type & amount of housing products that can be absorbed.
Modify residential zoning districts to ensure that new residential construction meets desired aesthetic and safety-related performance requirements.



**OBJECTIVE NO. 6:
UPDATE THE ZONING
ORDINANCE.**

**Updated zoning can help
implement objectives 1-5.**

The leading implementation tool of this comprehensive plan is the Zoning Ordinance. Updating the structure of the ordinance will make this implementation easier and more in line with the collective local vision, as well as better able to service the market demands for the various place types detailed in the previous pages.

A city's zoning ordinance is an important regulatory tool that controls the characteristics, location, and scale of development. The City of Moody last amended its zoning ordinance in 2021, which reflects common 20th century zoning practices.

The City of Moody is one of the Birmingham region's fastest growing communities, with population growth over 60% between 2000 and 2020. Despite this unprecedented growth, significant areas of Moody are still available for future development. This plan envisions a strong community preserving Moody's agricultural identity, safe neighborhoods, good jobs, and new quality of life infrastructure. Zoning will need to be modified to achieve these goals.

Single-family residential districts currently account for a large portion of the city's non-agricultural acreage. Mini Farm (MF), Single Family Residential

Estate (E-1), Single Family Residential District (R-1), Single Family Residential District (R-2), Town-house Residential District (RT), and Garden Home Residential District (RG) total 99.4% of the residentially zoned lands in the city. The multi-family zones of R-3 and RMHP combined are only 38 acres, so the residential total is 64% of the city's developed lands.

Commercial lands are 15%, and industrial 21% of the currently zoned lands. With the general fund largely dependent upon sales tax, future zoning must consider the cost burden of developing more single-family detached housing.

Actions

CONSOLIDATE DISTRICTS

Consider deleting the ten unused zoning districts. The next zoning update should consolidate uses that are often found together into larger groups. For example, the business districts are all cumulative uses, and the office district is unused but would work well with any of the existing business districts. A possible consolidation of districts could include the options in the following table.

MODERNIZE ALLOWED USES

Consider adding a mixed-use district to encourage the development of compatible uses. This is a current best practice, particularly in areas seeking to create a downtown or main street environment.

PLAIN LANGUAGE

Consider the elimination of typical legalese terms such as “notwithstanding” and “herein” in favor of plain language. A user-friendly ordinance eases unnecessary barriers to use, by the public and staff.

INTUITIVE OUTLINE

The existing material in the Zoning Ordinance, plus any new material introduced

to implement the Comprehensive Plan, should be re-organized in an intuitive way, to help users find what they need as quickly as possible. Removing duplicative material will help ensure that conflicts are not introduced into the document over time. The recommended outline is:

- Articles I. General Provisions:** Legal requirements, districts enabled, zoning map
- Article II. Zoning Districts:** Bulk standards and regulations specific to districts
- Article III. Use Regulations:** Consolidated use table, use related standards, accessory uses, temporary uses
- Article IV. Development Standards:** General standards, parking, access, landscaping, screening, signs, and lighting
- Article V. Administration and Processes**
- Article VI. Definitions**

FACADE IMPROVEMENT PROGRAM

Sponsor a facade improvement program that aims to motivate property owners and businesses to enhance the outward appearance of their buildings and storefronts through financial incentives such as a matching grant, loans, tax incentives, or through design assistance.

Table 1.2 Zoning District Consolidation Option

Existing Districts	New Districts
A-1 Agriculture	Unchanged
MF Mini Farm	Combine into E-1 Estate residential
E-1 Single family residential (Estate)	
R-1 Single family residential district	Combine into R-1 Single family district
R-2 Single family residential district	
R-3 Multiple family residential district	Unchanged
RT Town-house residential district	Combine into R-2 Blended residential, including a small lot single-family
RG Garden home residential district	
PRD Planned residential development	Merge into a single PUD district
PUD Planned unit development	
RMHP Manufactured (mobile) home park	Unchanged
RMHS Manufactured (mobile home subdivision)	Delete
O-1 Office building district	Delete
B-1 Neighborhood shopping district	Delete
B-2 General business district	Delete
New	MU Mixed use district
B-3 Tourist commercial district	Rename General Business
B-4 Warehousing, wholesaling, distribution	Combine into Light Industrial and Warehousing
I-1 Light industrial	
I-2 Heavy industrial	Unchanged
L-1 Landfill	Unchanged
L-2 Landfill	Delete
I-3 Strip mining	Delete
MR Municipal reserve	Delete
AR Administrative reserve	Delete

Transportation & Multimodal Mobility

GOAL: Moody supports transportation infrastructure that is thoughtfully coordinated with planned growth. The City enhances mobility and community connectivity through road improvements, new road connections, sidewalks, and greenways.

Transportation is the connective tissue that forms and shapes our communities and enables residents and visitors to perform daily tasks, including work, school, shopping, social visits and recreation. The Transportation and Multimodal Mobility Framework Element endeavors to improve mobility and connectivity for Moody in a way that complements existing and future development patterns and is sensitive to the character of our neighborhoods and unique places.

OBJECTIVE NO. 1: IMPLEMENT A LONG-TERM VISION AND STRATEGY FOR US 411.

A long-term vision and strategy will enable Moody to communicate needs to the

Alabama Department of Transportation (ALDOT) and other stakeholders, pursue grant opportunities and coordinate with future development.

- + Consider feasibility studies to make recommendations that are consistent.
- + Design interim & ultimate typical section(s).
- + Complete Crossroads project.
- + Modify signals.
- + Consider an overlay district for design guidelines including signage and frontages.
- + Complete landscaping at interchange.
- + Work with Alabama Power to consolidate and relocate overhead utilities.

US 411 is both the front door to Moody, its main commercial corridor and the backbone of its road network. Moody's success is closely tied to the health and functionality of the US 411 corridor. Much of the public and stakeholder feedback received during the planning process addressed the character and aesthetic of US 411 as well as the challenges associated with the fact that it is the city's only true north-south regional roadway.

WHOSE ROAD IS IT ANYWAY?

Properly maintained roads are essential to residents, businesses, schools, and emergency service providers. Numerous government agencies construct, maintain and repair roads in Moody.

US Interstates

Interstate I-20 intersects Moody and runs east-west through the southern portion of the city limits. The Alabama Department of Transportation (ALDOT) has authority over interstate routes. Visit the ALDOT website at <https://www.dot.state.al.us/reportaconcern.html> to report a concern along these routes.



US Highways

US 411 bisects Moody running north-south through the western portion of the city limits. In addition, US 78 runs east-west through the southern portion of the city limits. The Alabama Department of Transportation (ALDOT) has authority over "US" routes. Visit the ALDOT website at <https://www.dot.state.al.us/reportaconcern.html> to report a concern along these routes.



County Roads

This 5-sided blue and gold type of sign identifies county roads and highways in Moody, including County Road 10 (Chalkville Mountain Road), Kelly Creek Road, and Whites Chapel Road. The Roads Department of St. Clair County is responsible for planning, designing, constructing and maintaining St. Clair County roadways. Visit the department's website at <https://www.stclairco.com/169/County-Engineer-Road-Department> to learn more, to report a concern call the office at 205-594-2190.



Local Streets

Municipal streets are located within municipal corporate limits that are not state highways or part of the county highway system. Most municipal streets provide access to neighborhoods or within subdivisions. Each municipality, like Moody, is responsible for the construction, maintenance and repair of streets within their municipal limits.



A number of planning studies and initiatives have focused on US 411 in recent years. The Regional Planning Commission of Greater Birmingham (RPCGB) completed an Advanced Planning, Programming, and Logical Engineering (APPLE) study at the request of Moody and St. Clair County that made recommendations for ten unsignalized intersections. Subsequent studies from ALDOT and the RPCGB have identified the need for widening US 411 to four lanes and to provide better access management north of the I-20 interchange. ALDOT is in the process of designing capacity improvements at the intersection of US 411 and Park Avenue.

The long term vision and strategy for the US 411 corridor includes near-term, mid-term and long term recommendations. These address mobility for all modes, make the corridor more aesthetically pleasing and complement the land use vision for US 411 as a mixed-use corridor with a true center at Park Avenue.

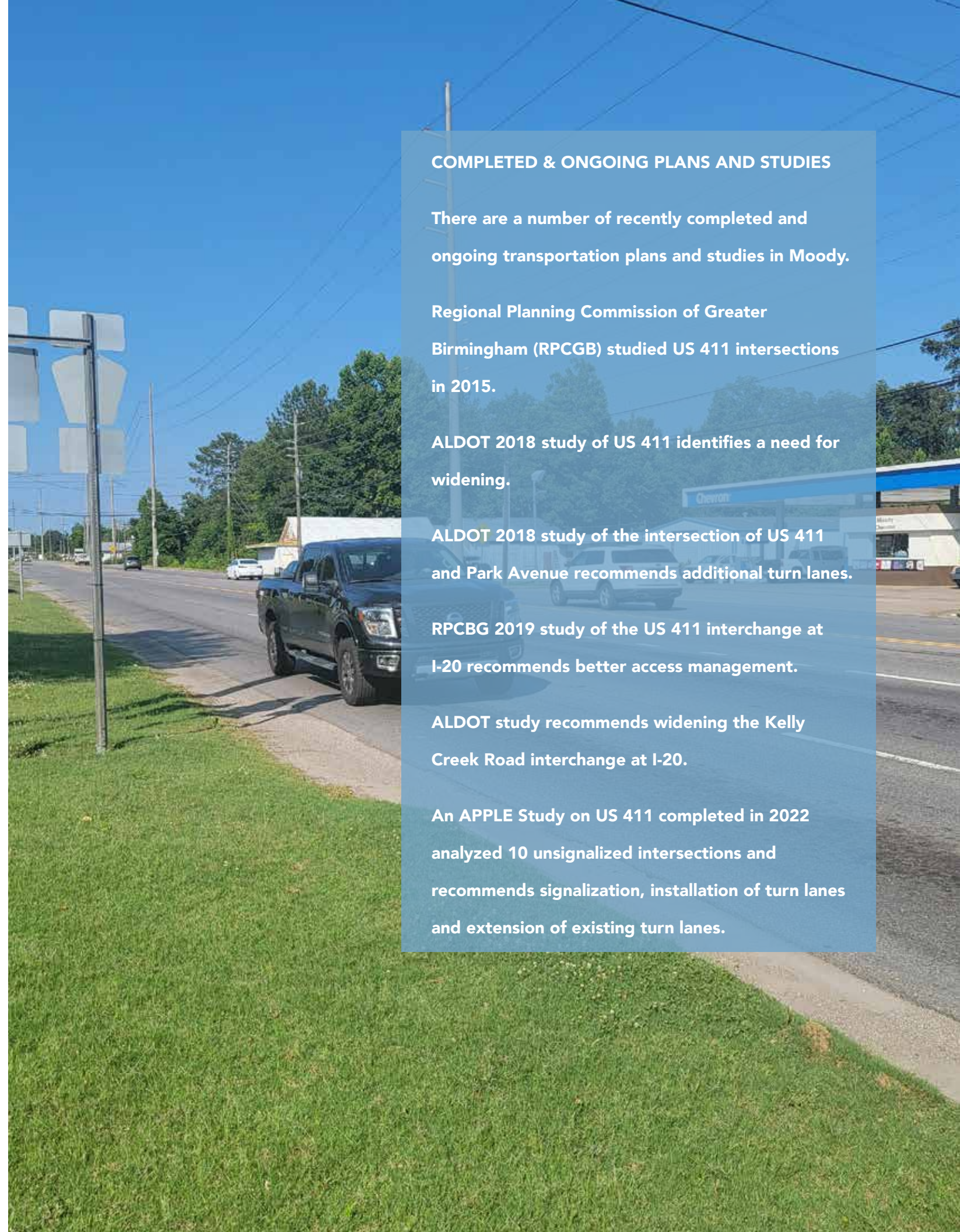
**Near-term Actions
(within the next five years)**

- Implement signal timing modifications.
- Install crosswalks, pedestrian ramps and signals crossing US 411 along Park Avenue.
- Add a gateway monument sign designating the Crossroads of Moody.
- Install and maintain strategic landscaping.

Create an overlay district to provide standards for signs, lighting, frontages and other important aspects of the built environment.

Near term recommendations focus on “low-hanging fruit,” things that can be done with relatively minimal additional effort and resources.

This includes improving intersection operations, aesthetic improvements and laying the groundwork for the appearance of future development. The intersection improvements to the Park Avenue intersection complement the intersection improvements by ALDOT already underway and support its long term transition into a true town center.



COMPLETED & ONGOING PLANS AND STUDIES

There are a number of recently completed and ongoing transportation plans and studies in Moody.

Regional Planning Commission of Greater Birmingham (RPCGB) studied US 411 intersections in 2015.

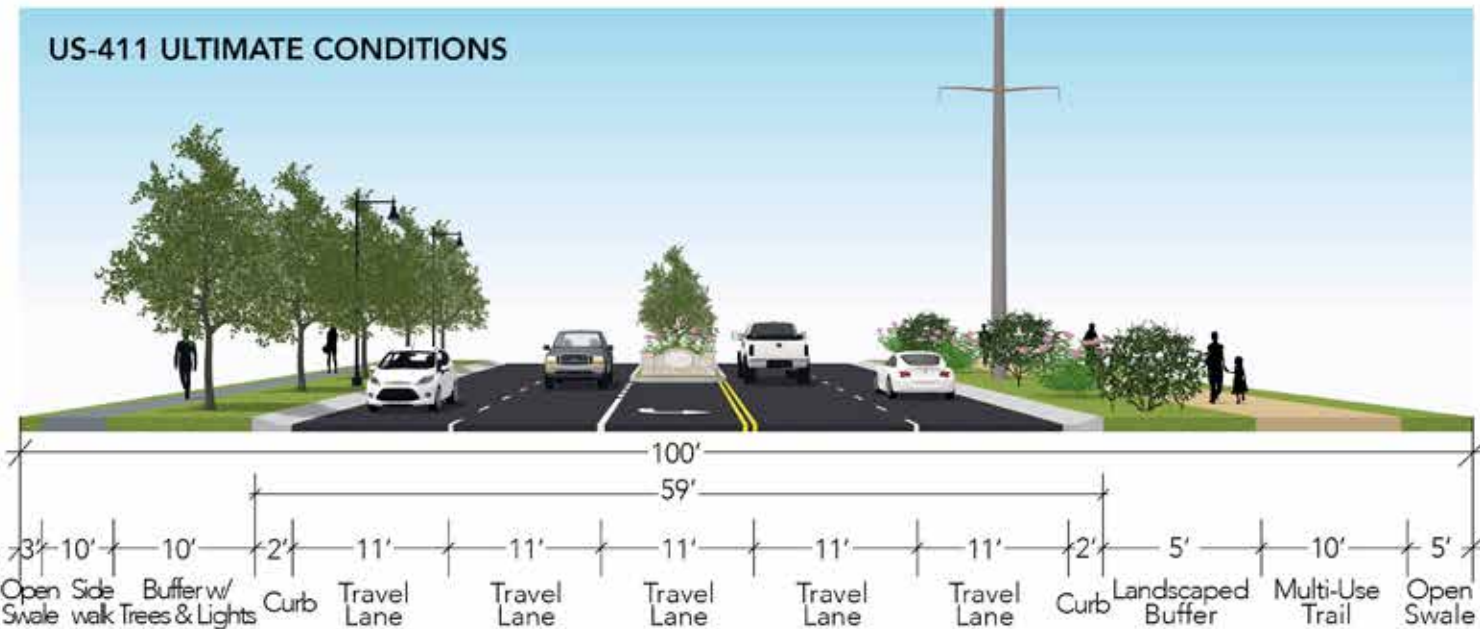
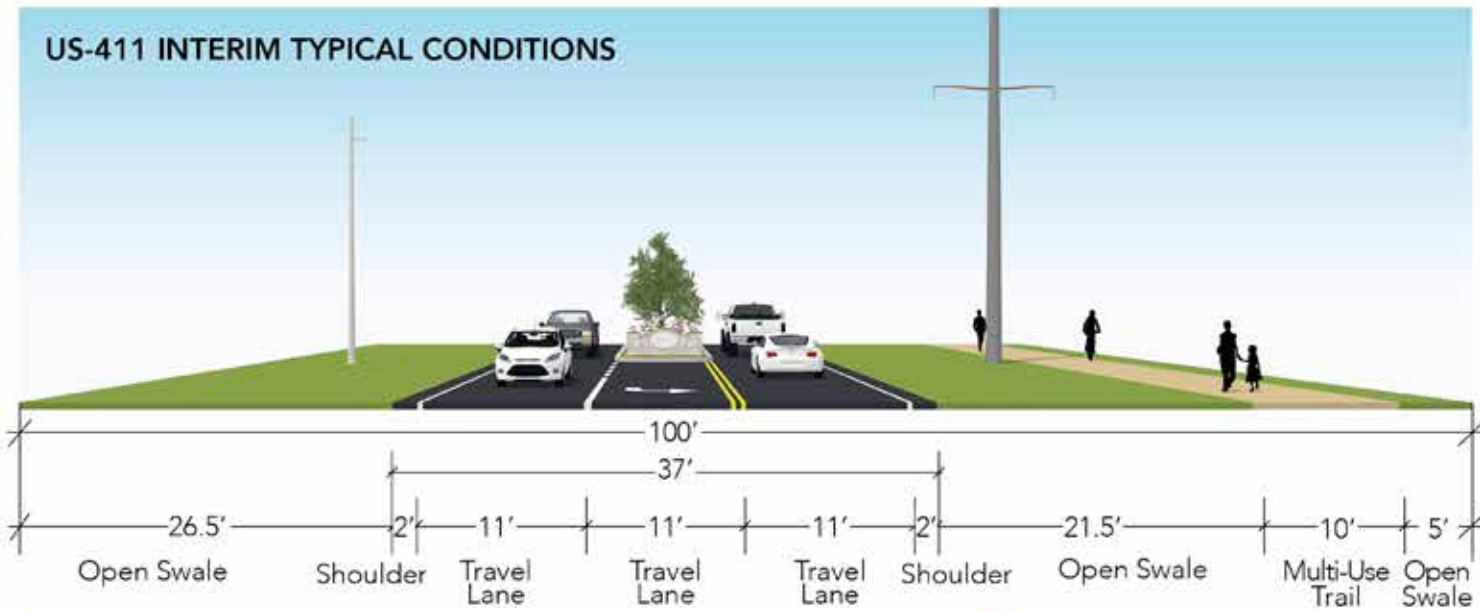
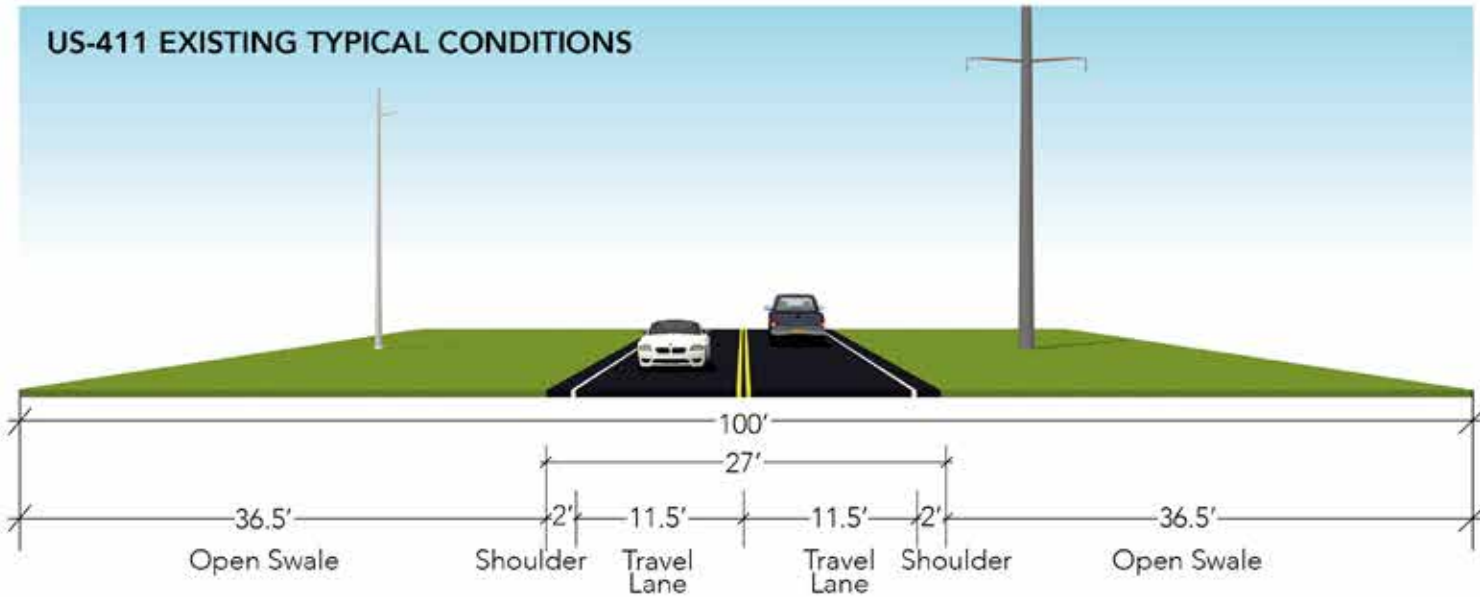
ALDOT 2018 study of US 411 identifies a need for widening.

ALDOT 2018 study of the intersection of US 411 and Park Avenue recommends additional turn lanes.

RPCBG 2019 study of the US 411 interchange at I-20 recommends better access management.

ALDOT study recommends widening the Kelly Creek Road interchange at I-20.

An APPLE Study on US 411 completed in 2022 analyzed 10 unsignalized intersections and recommends signalization, installation of turn lanes and extension of existing turn lanes.



**Mid-term Actions
(within 10 years)**

Pursue “interim” design for US 411 that includes a center turn lane and multi-use trail.

Work with Alabama Power to consolidate and relocate overhead utilities.

Over the mid-term, Moody can begin to pursue more substantial projects. This includes an “interim” design for US 411 that adds a raised median with turn lanes and a 10 foot multi-use trail.

This can be done within the existing right-of-way and at significantly less expense than a full widening.

Placing a median in strategic locations along US 411 provides many safety benefits, including reducing vehicle speeds and providing space for landscaping, lighting, and supplemental signage. The median will also provide a protected left-turn lane, providing a feature consistent with the needs findings of the 2018 APPLE study. The presence of a multi-use trail will enable walking and cycling along the road.

The consolidation and relocation of overhead utilities will address a long held desire by the city to

eliminate clutter and visual blight. This is a conversation with Alabama Power that can begin immediately, but will take several years to accomplish.

**Long-term Actions
(beyond 10 years)**

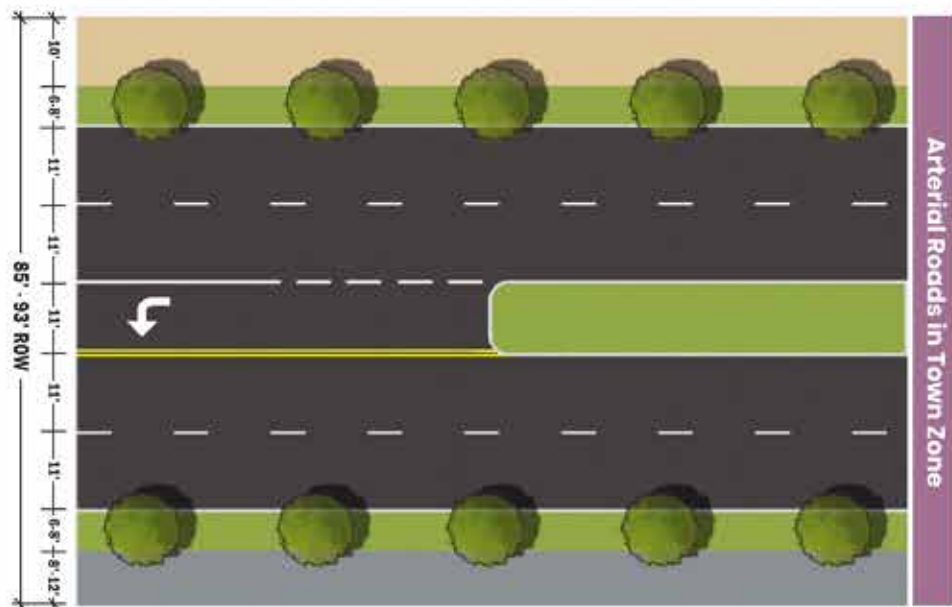
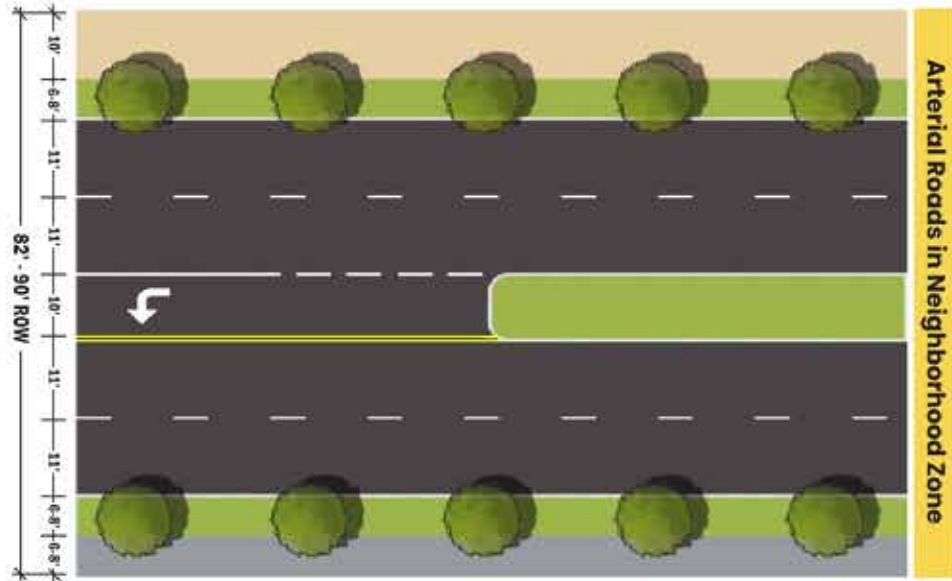
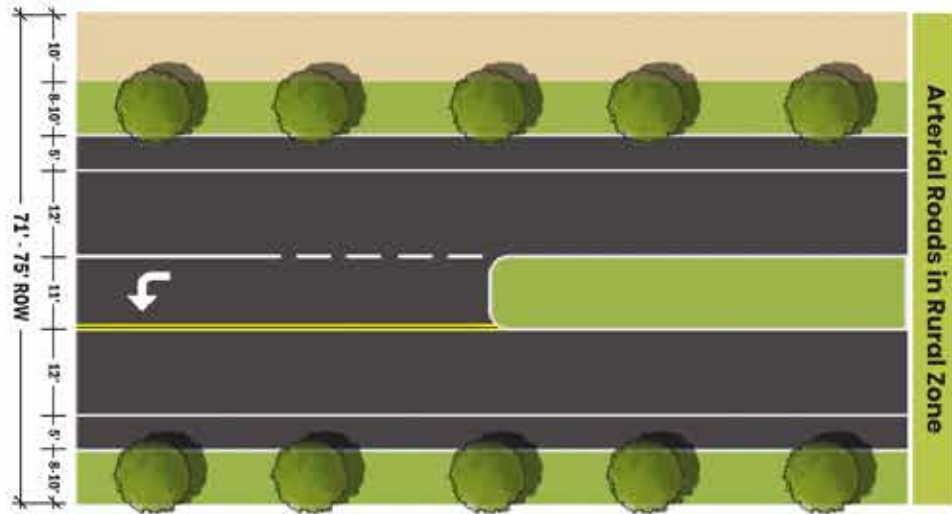
Fully widen US 411 to four lanes with a raised median/center turn lane.

The final step in the process is to complete the “ultimate” design for US 411, which includes two travel lanes in each direction, a raised median/center turn lane, multi use trail, sidewalk, decorative lighting and trees.

Street Typology



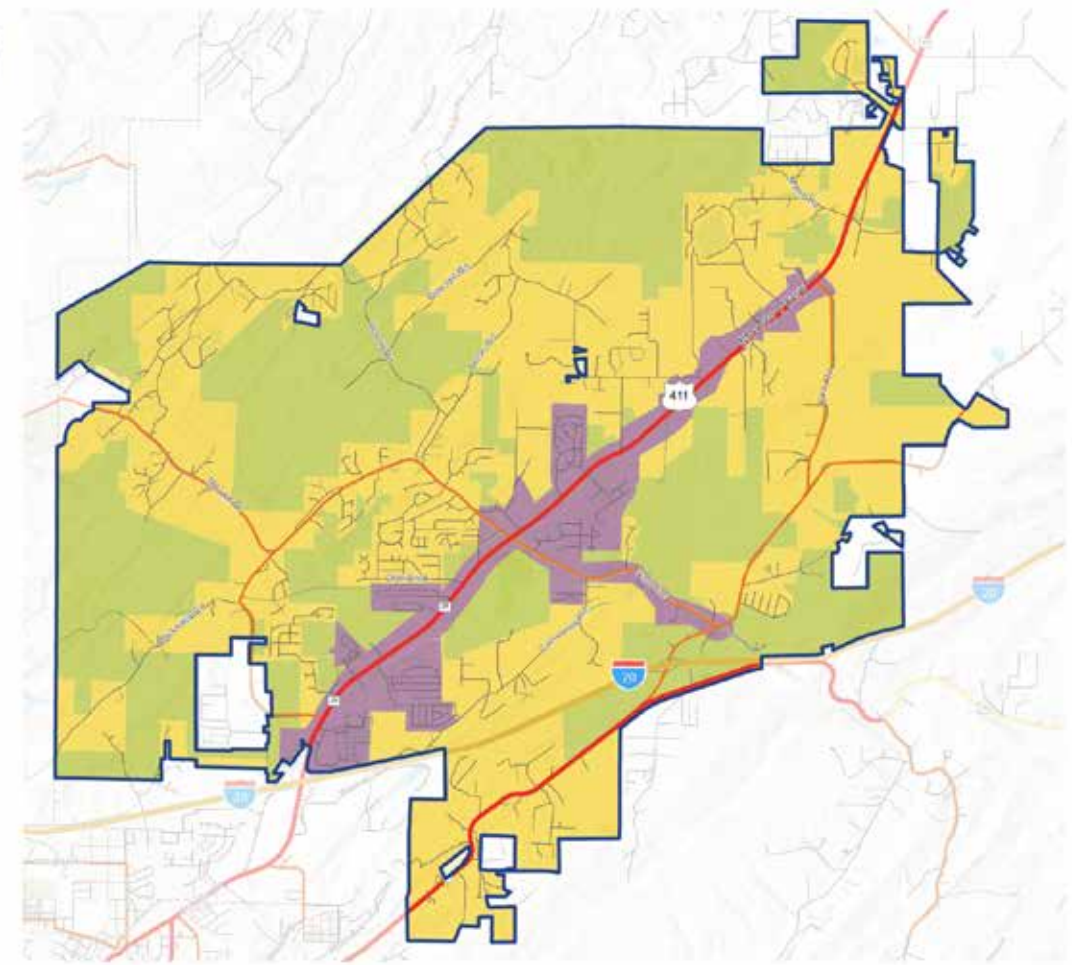
ARTERIAL ROADS



SUBDISTRICT	MOTOR VEHICLE LANES	SIDEWALKS	BIKE LANES	MEDIAN	PLANTING ZONE	SHOULDER	CURBSIDE LANE
Rural	12'	-	10' multuse path	11'	8-10'	5'	-
Neighborhood	11'	6-8'	10' multuse path	10'	6-8'	-	-
Town	11'	8-12'	10' multuse path	11'	6-8'	-	-



Street Typology



LEGEND

STREET TYPOLOGY

- Interstate
- Arterial Roads
- Collector Roads
- Local Roads

CHARACTER AREAS

- Town
- Neighborhood
- Rural

OBJECTIVE NO. 2: ACKNOWLEDGE CONTEXT-SENSITIVE DESIGN.

Street design should be responsive to the character of the surrounding community. Streets are the "front door" to our community; we should design streets that are both functional and attractive.

Streets should be functional,

but also respond to the context of the surrounding community. Moody is categorized into three context zones: Rural, Neighborhood, & Town, which align with the placetypes identified on the Future Land Use Map. Each functionally classified road, Local, Collector and Arterial, has a recommended design for each context zone. This street typology should

be used as a guide when designing new streets and improvements to existing streets.

Actions

Incorporate street typology into land development and subdivision regulations.

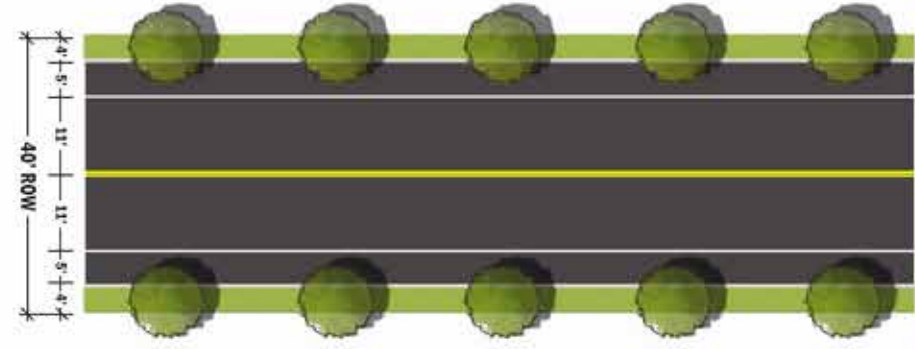
Encourage typology to serve as a guide when working with ALDOT and the private sector in the design of city streets.



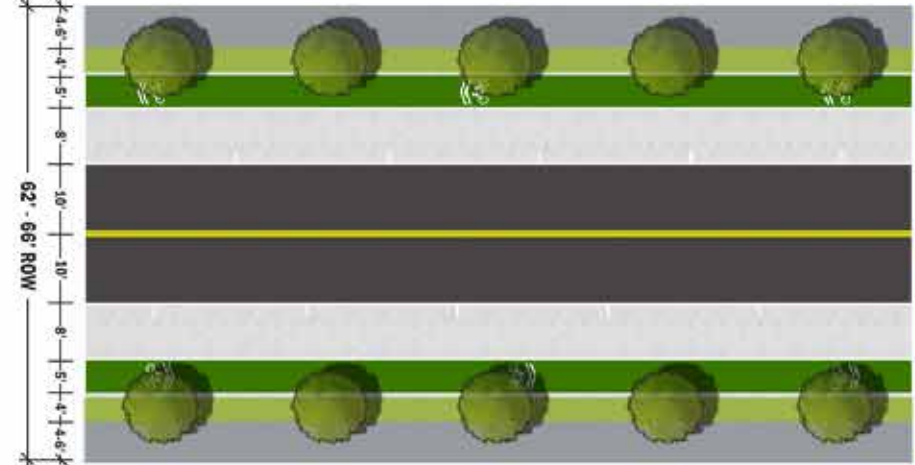
LOCAL ROADS

SUBDISTRICT	MOTOR VEHICLE LANES	SIDEWALKS	BIKE LANES	MEDIAN	PLANTING ZONE	SHOULDER	CURBSIDE LANE
Rural	11'	-	-	-	4'	5'	-
Neighborhood	10'	4-6'	5' or shared	-	4'	-	8'
Town	10'	6-8'	6' protected	-	4'	-	8'

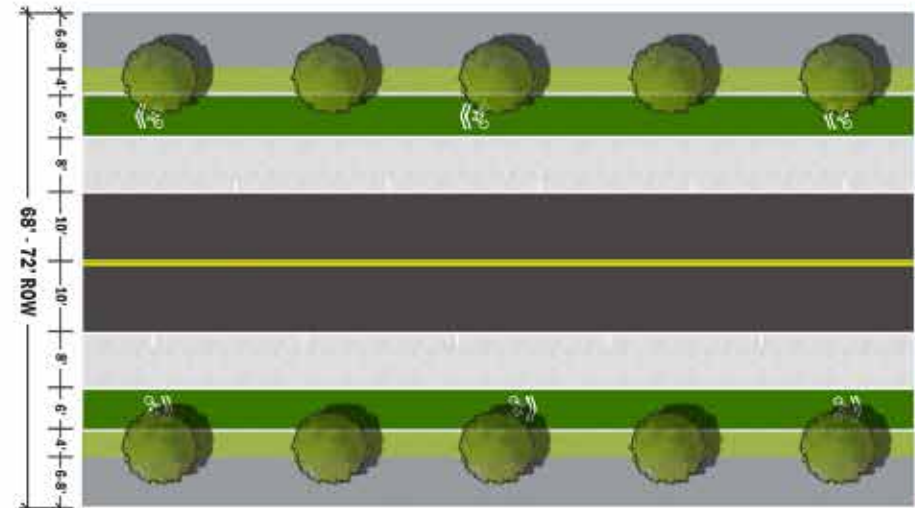
Local Roads in Rural Zone



Local Roads in Neighborhood Zone



Local Roads in Town Zone



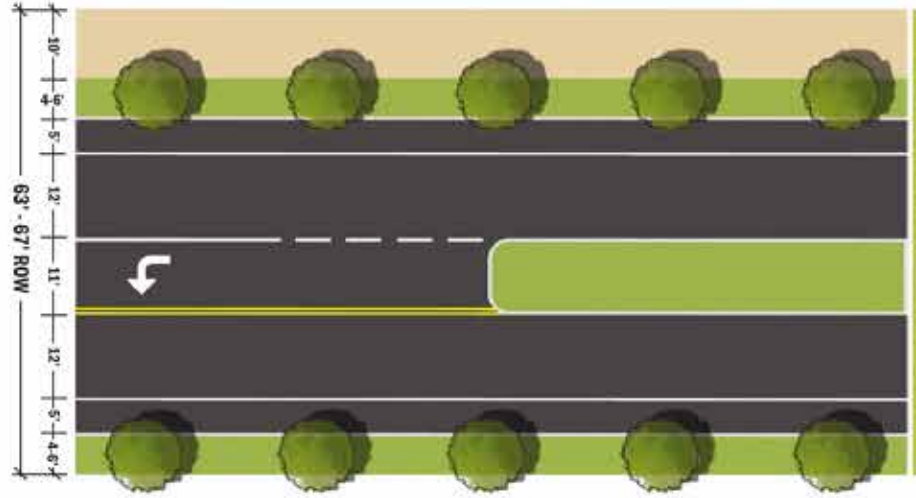
Street Typology



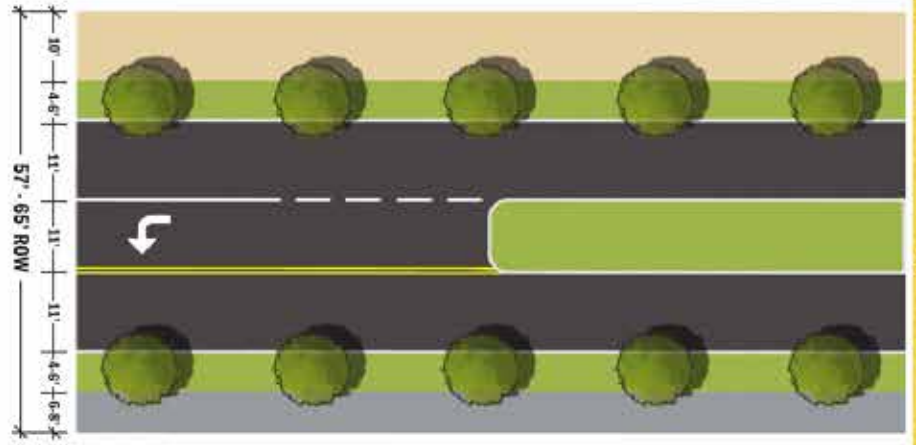
COLLECTOR ROADS

SUBDISTRICT	MOTOR VEHICLE LANES	SIDEWALKS	BIKE LANES	MEDIAN	PLANTING ZONE	SHOULDER	CURBSIDE LANE
Rural	12'	-	10' multiuse path	11'	4-6'	5'	-
Neighborhood	11'	6-8'	10' multiuse path	11'	4-6'	-	-
Town	11'	8-10'	10' multiuse path	11'	6-8'	-	8'

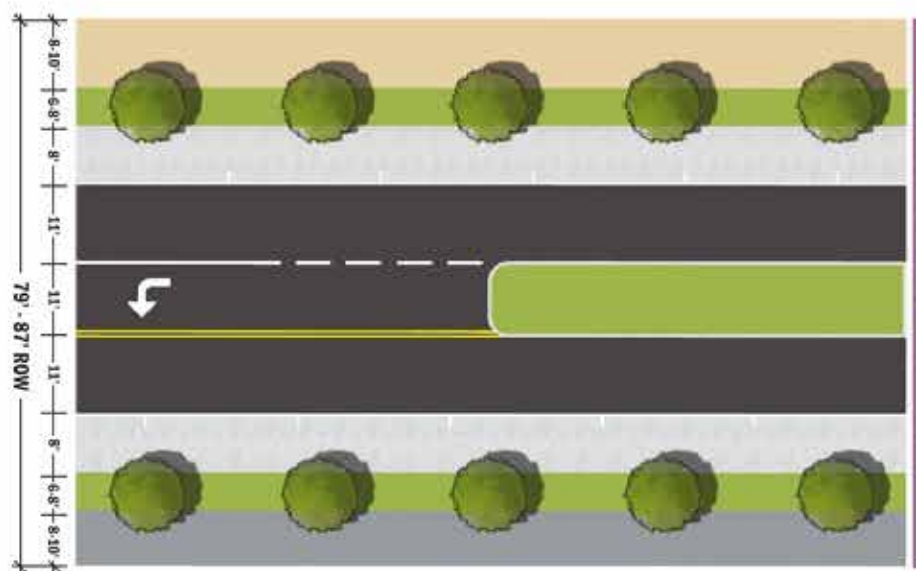
Collector Roads in Rural Zone



Collector Roads in Neighborhood Zone



Collector Roads in Town Zone



Street Typology

**OBJECTIVE NO. 3:
IMPROVE ACCESS AND
CONNECTIVITY.**

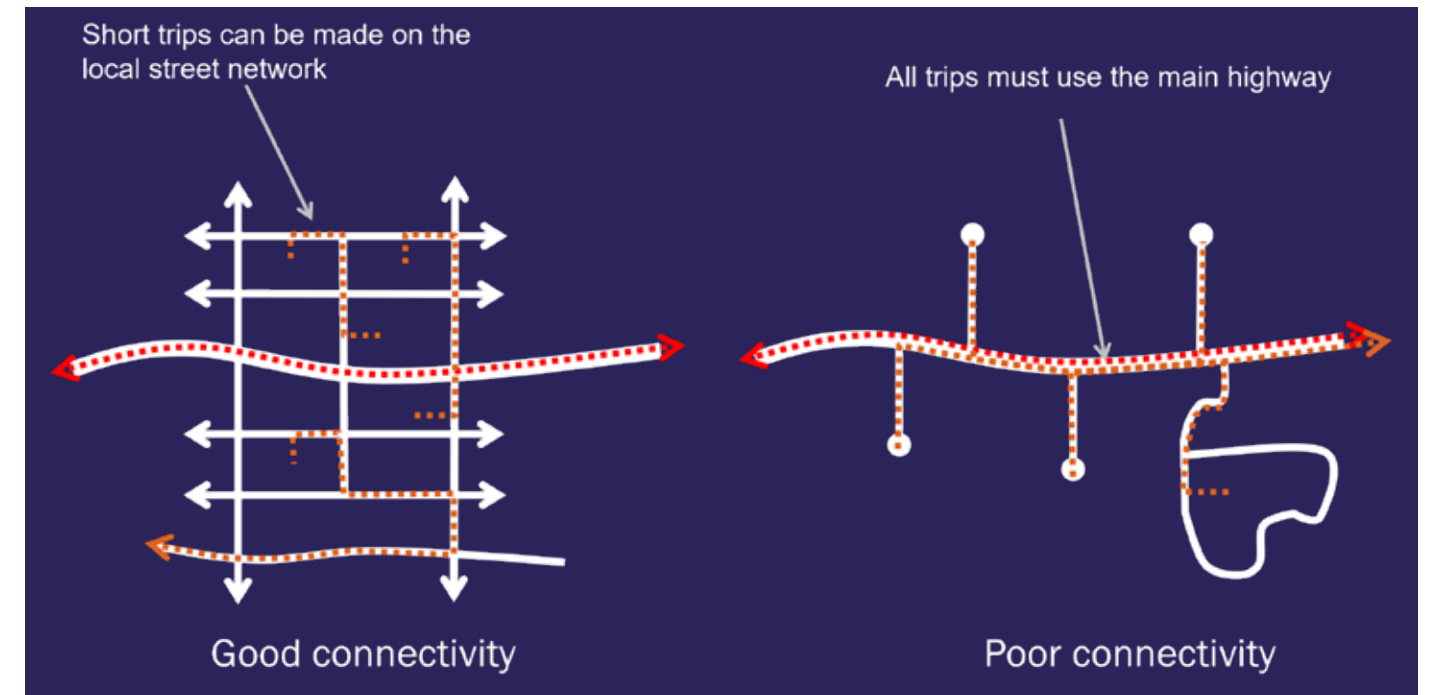
Access management should be used as a tool to preserve roadway capacity and safety.

As Moody grows and develops, the pressure to provide access to its major thoroughfares in the form of new driveway connections intensifies. This gradual process, sometimes referred to as "death by a thousand cuts," will slowly erode

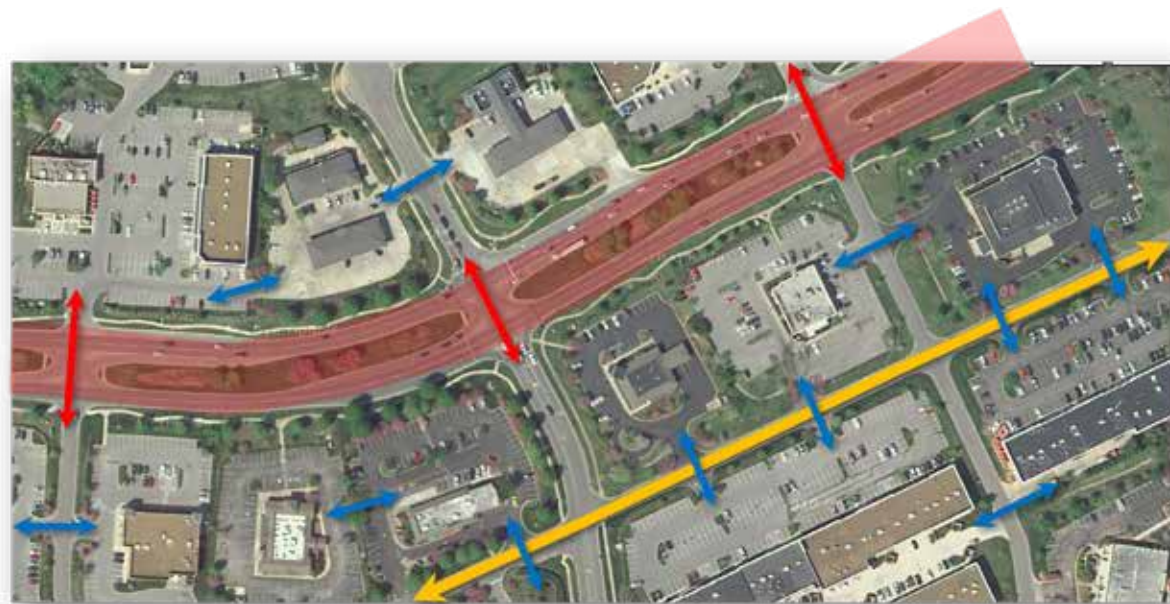
the safety and capacity of a street by introducing multiple conflict points. The US 411 corridor is already beginning to experience this phenomenon, especially near the I-20 interchange.

Access management is a technique to preserve, and in some cases restore, the safety and capacity of a

road. At the corridor level, this can include the spacing, placement and design of driveways and medians, intersection design and access between adjacent parcels. These techniques will limit access to prescribed locations and allow trips between adjacent uses to occur without using the main thoroughfare.



At the neighborhood or community level, this includes providing connectivity between neighborhoods and subdivisions through parallel streets. Ideally, this connectivity would include provisions for all modes, but should provide bicycle and pedestrian connectivity at a minimum.



Parallel street
Cross-access
Cross-street

Preventative access management includes the development of access management standards for specific roadway corridors. ALDOT's Access Management Manual provides guidance on access management techniques and standards that all state roads must follow. This is a good resource that Moody can use for both state and local roads.

Table 4-1: Minimum Spacing Criteria – Full Access

Access Category	Posted Speed (MPH)	Minimum Spacing (ft)*		
		Signalized	Unsignalized	
			Divided	Undivided
Commercial/Industrial Driveway	<45	1,000	660	450
	45 - 50	1,320	1,320	660
	≥55	2,640	1,320	1,320

*These spacing requirements may not be feasible for some locations. If this spacing cannot be provided, then further analysis may be needed to demonstrate that there will still be acceptable traffic operations after the access is constructed.

Table 4-2: Minimum Spacing Criteria – Directional Access

Access Category	Posted Speed (MPH)	Minimum Spacing (ft)*			
		Right-in Only (Upstream)	Right-out Only (Downstream)	Right-in/ Right-out	Other Directional Accesses
Commercial/Industrial Driveway	<45	250	250	275	450
	45 - 50	440	440	660	660
	≥55	500	500	660	660

*These spacing requirements may not be feasible for some locations. If this spacing cannot be provided, then further analysis may be needed to demonstrate that there will still be acceptable traffic operations after the access is constructed.

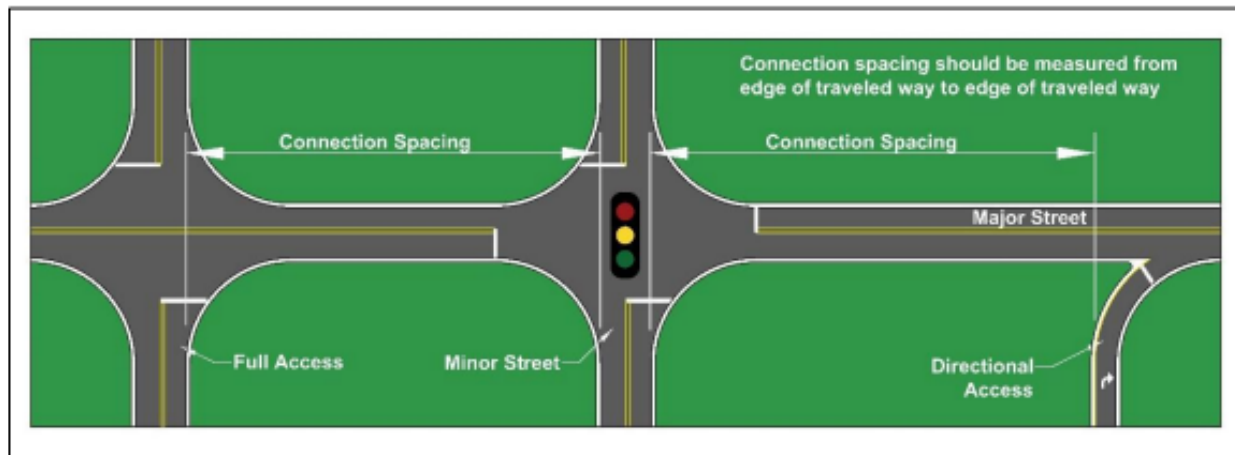


Figure 4-4: Measuring Connection Spacing

Any addition to access management standards for roads, land development and subdivision regulations can be an important tool to support good access management. Regulations can include standards for driveways, cross-access between adjacent parcels and street network connectivity.

Existing roads can also be "retrofitted" through techniques such as the

installation of medians and driveway consolidation. These can be difficult because they cause disruptions to existing access patterns.

Actions

Update Moody's land development and subdivision regulations to include access management standards that promote adequate driveway spacing, cross-access and connectivity.

Develop an access management plan for US 411 that incorporates access management techniques as the corridor redevelops and the road is improved. Develop access management plans for Park Avenue and Kelly Creek Road that incorporate driveway spacing standards as both corridors develop.

GREENSPRINGS HIGHWAY BEFORE



GREENSPRINGS HIGHWAY AFTER



**OBJECTIVE NO. 4:
CREATE AND MAINTAIN
COMPLETE AND SAFE
STREETS FOR ALL.**

Streets should be planned and designed to provide a safe and comfortable environment for all users. Streets should not be designed with a “one-size-fits-all” approach, but rather specific to the needs of each situation. Transportation should provide functional, recreational and health benefits.

Public and stakeholder feedback received during the planning process identified significant support for more walking and cycling opportunities in Moody. Most of Moody’s streets currently do not have dedicated bicycle or

pedestrian facilities, making walking or cycling difficult, uncomfortable or not possible at all. Complete Streets is a nationally accepted design approach that enables safe and convenient use for all. In line with this approach, the street typology includes dedicated bicycle and pedestrian facilities unique to the context of each street type. This should be consulted in the design of all new streets, and when improving existing streets. More recently, cities are

also taking a Vision Zero approach to street design, which says that any roadway fatality is unacceptable and that street design should aspire to zero deaths.

Actions
Adopt a Complete Streets policy that requires bicycle and pedestrian facilities on all new road projects consistent with the street typology.
Adopt a Vision Zero Policy that informs the design of streets, supported by a Safety Action Plan.



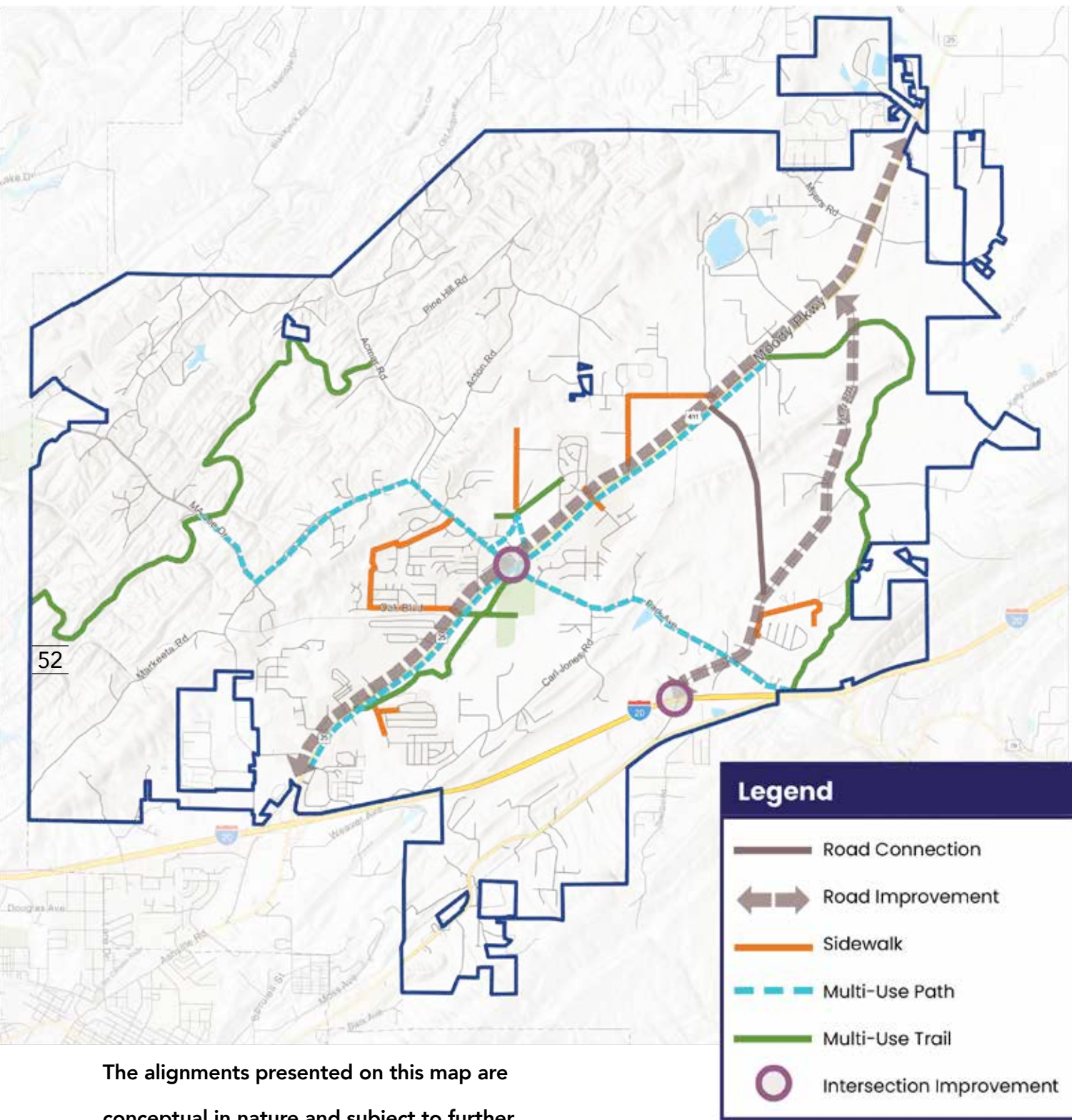
HUNTSVILLE, ALABAMA

**OBJECTIVE NO. 5: FIX IT
FIRST & KEEP IT THAT WAY.**

Issues on existing facilities should be fixed first before building new facilities. Facilities should be kept in a good state of repair to avoid more costly fixes down the road.

Providing regular maintenance is essential to keeping roads and other transportation facilities in a state of good repair and will avoid exponentially more costly mitigation measures in future years. Although most of Moody’s streets are in relatively good condition, they will deteriorate without regular maintenance such as milling, resurfacing and chip sealing.

Actions
Develop a pavement and asset management plan to ensure transportation facilities adhere to a regular maintenance schedule.



The alignments presented on this map are conceptual in nature and subject to further study of feasibility, cost and property impacts.

OBJECTIVE NO. 6: ENHANCE THE TRANSPORTATION & LAND USE CONNECTION.

Transportation and land use decisions should complement each other. Transportation investments should reflect intentional thought on their impact on land use.

The Moody at the Crossroads transportation improvement recommendations complement the Future Land Use Map and Preferred Growth Strategy by aligning accessibility with land use intensity and linking neighborhoods with important destinations. The recommendations include:

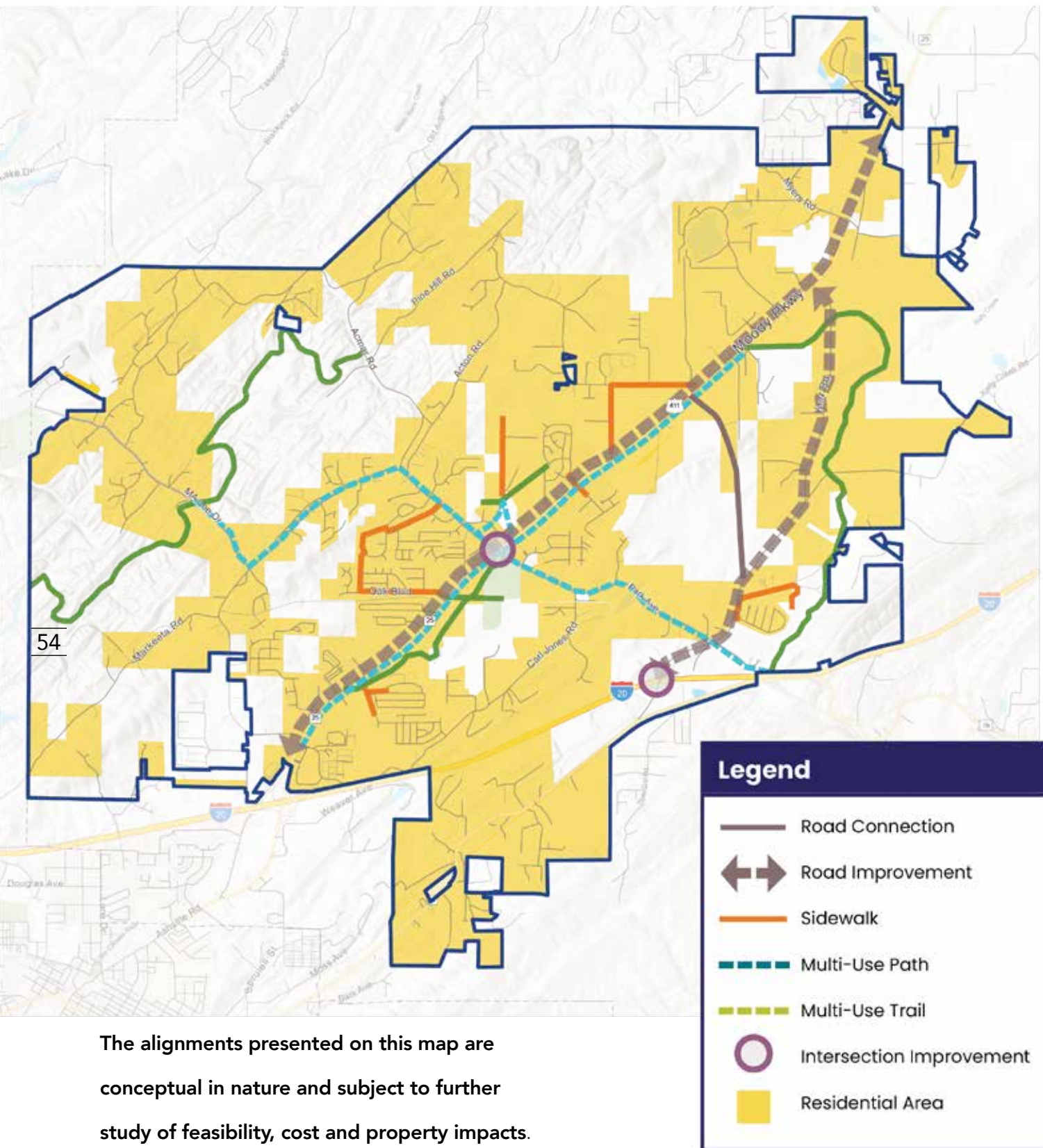
US 411 Corridor – A series of improvements to the US 411 corridor as described in Objective No. 1, including improvements to the intersection of Park Avenue, the eventual widening and facilities for bicycles and pedestrians.

Parallel Corridor – A parallel corridor to US 411 formed by improvements to Kerr Road and Kelly Creek Road that will provide an alternative travel route and improve access to the Kelly Creek Commerce Park.

New Road Connection – A new road connection from US 411 to Kelly Creek Road that will relieve pressure at the US 411 and Park Avenue intersection as well as provide an additional connection to the Kelly Creek Commerce Park.

Interchange Improvement – ALDOT study to evaluate widening of the Kelly Creek Road bridge over I-20 and potential reconfiguration of the I-20 ramp intersections with Kelly Creek Road. The study will analyze traffic operational improvements, identify right-of-way needs, and estimate approximate construction costs.

Sidewalks – Numerous sidewalk improvements along local and collector streets connecting neighborhoods to the Moody Greenway System.



The alignments presented on this map are conceptual in nature and subject to further study of feasibility, cost and property impacts.

Moody Greenway System – A series of off-road greenways and parallel multi use trails that will result in a continuous system connecting many of Moody’s neighborhoods to destinations, including:

US 411 – A multi use path along US 411, providing connections to amenities such as the Cahaba River, Little Cahaba River, the crossroads, and Moody City Park. The recommendation includes the “Municipal Loop” on the northern side of the crossroads, where the path will connect to Doris Stanley Memorial Library, the Moody Civic Center, and the Moody Splash Pad. Additionally, this path will connect to several other proposed trail and sidewalk connections, extending its benefit to the surrounding communities.

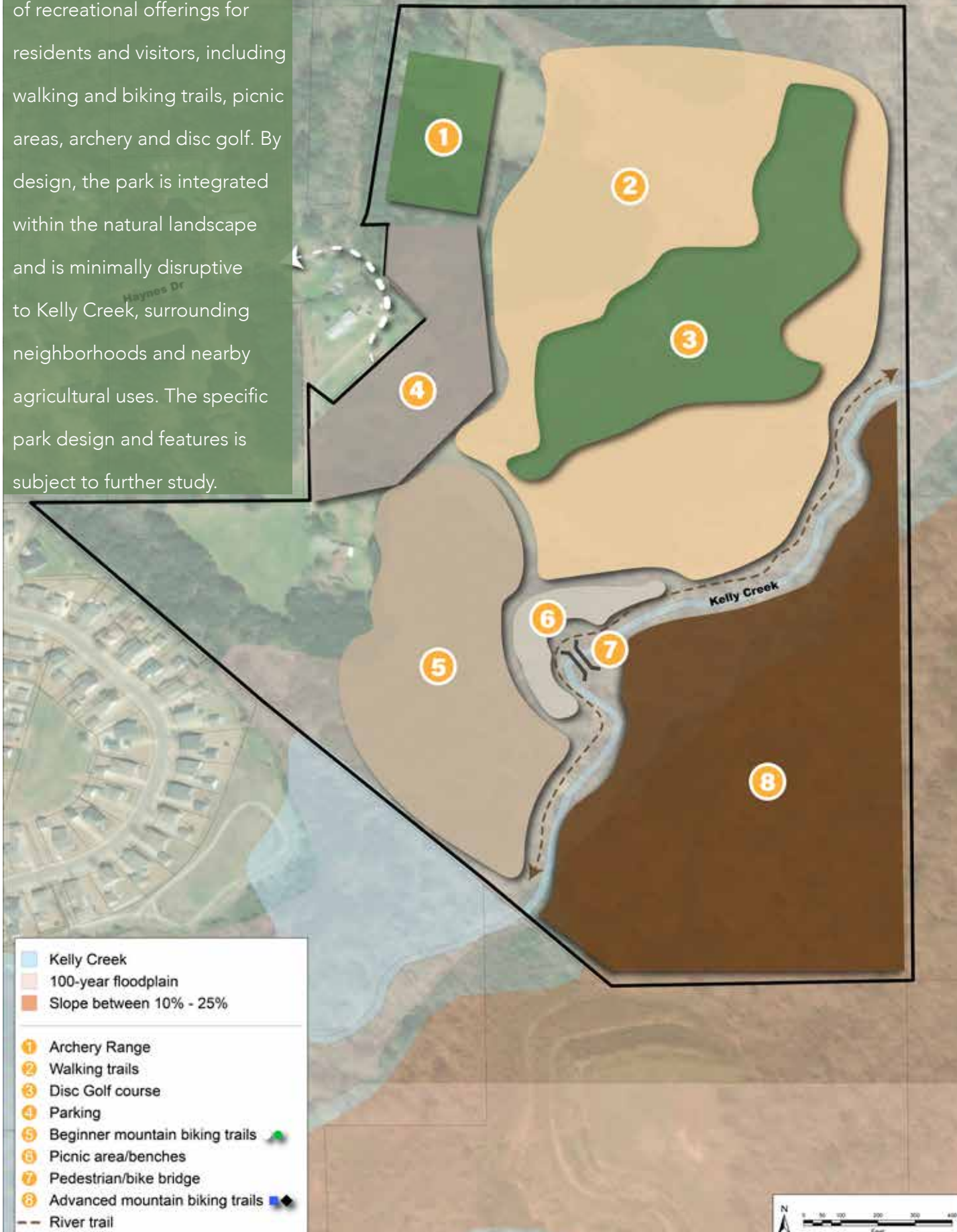
Park Avenue – A multi use path along Park Ave to connect the proposed Kelly Creek Trail to the crossroads, and then continue north to connect to the Cahaba River trail on the opposite corner of Moody. This path will be a significant source of recreation for active residents or visitors of Moody.

Little Cahaba River Trail – A greenway that follows the path of the Little Cahaba River and provides a connection to the Moody City Park and the crossroads.

Cahaba River Trail – A greenway that follows the path of the Cahaba River as a recreational asset for the northwest portion of Moody.

Kelly Creek Trail – A greenway formed by the extension of the multi use path on US 411 that follows Kelly Creek through the potential Kelly Creek Park where it loops back into the multi use path on US 411. This trail will add to Moody’s recreation opportunities and provide meaningful connections to the other recommended improvements.

The park concept for the City-owned tract of land on Kelly Creek identifies a number of recreational offerings for residents and visitors, including walking and biking trails, picnic areas, archery and disc golf. By design, the park is integrated within the natural landscape and is minimally disruptive to Kelly Creek, surrounding neighborhoods and nearby agricultural uses. The specific park design and features is subject to further study.



Infrastructure, Services, and Community Facilities

GOAL: Moody will invest in community facilities to ensure access and availability to safe infrastructure, recreational opportunities, schools, and all resources the community needs to thrive.

OBJECTIVE NO. 1: PROVIDE FELLOWSHIP AND FUN.

Parks, playgrounds, trails and other public spaces should be accessible and available to all residents.

Moody has done a good job of providing a variety of civic and recreational opportunities for its residents, including the

expansive Moody Park, the Moody Civic Center, Moody Public Library and Splash Pad. As Moody grows and changes, the city's civic and recreational offerings should change and grow as well.

First, the City should consider upgrades and enhancements to existing facilities, including the Civic Center complex and Moody City Park. Feedback received during public outreach indicated a desire to upgrade items such as the bathrooms and Moody Park and to provide more opportunities for youth sports and new sports, such as pickleball.

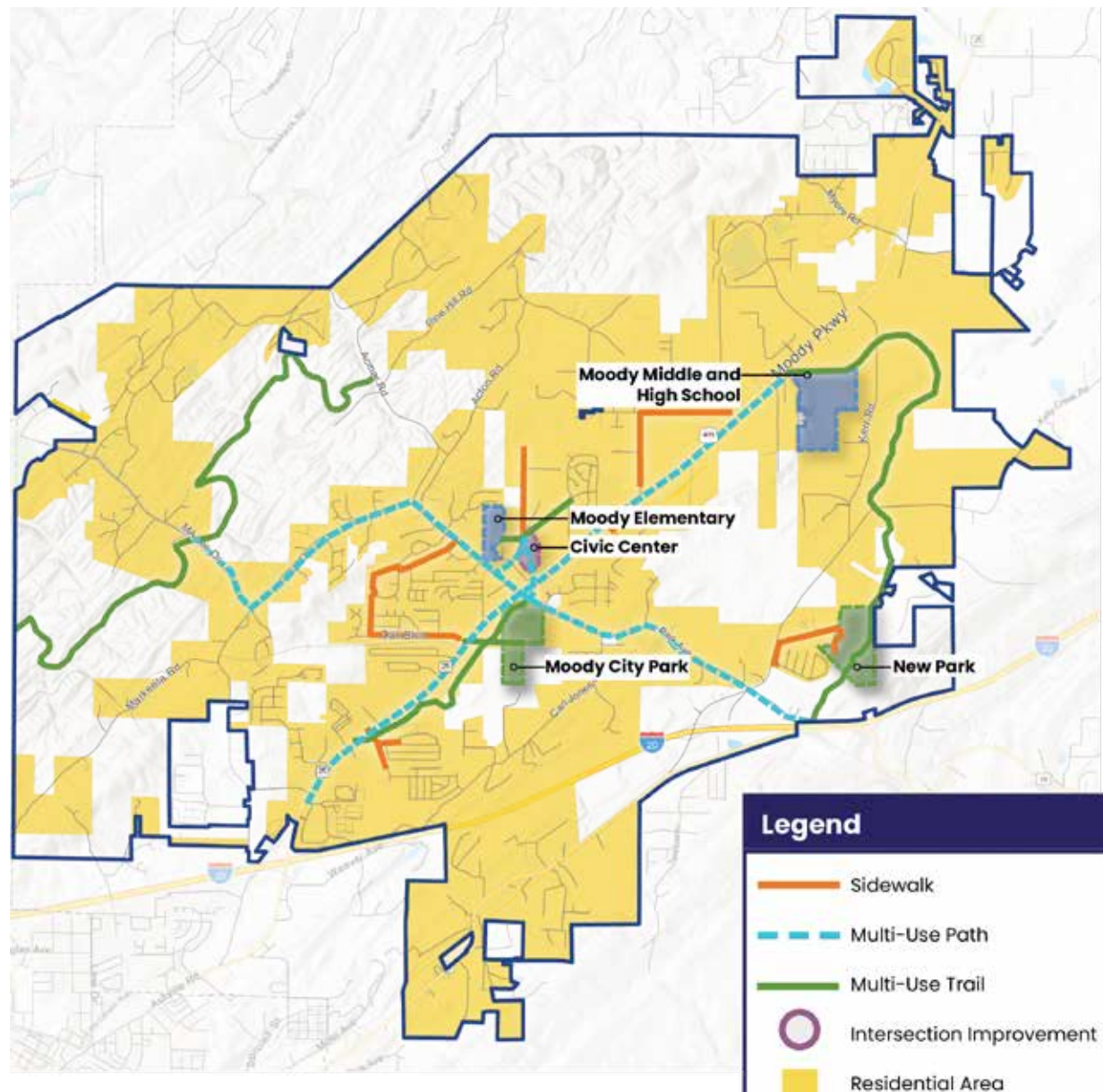
Additionally, Moody should explore the provision of new facilities that are in close proximity to new and emerging neighborhoods.

The majority of the city's civic and recreational places are located at or immediately adjacent to the US 411 and Park Avenue crossroads.

As part of Moody at the Crossroads, the project team explored opportunities to create a new park facility on 70+ acres of vacant land on Kelly Creek Road. The resulting concept includes opportunities for walking and mountain bike trails, archery, disc golf and a picnic area at Kelly Creek.

Moody at the Crossroads makes recommendations for an interconnected greenway system of off-road trails and multi-use paths. These facilities are recreational facilities in and of themselves, but also provide direct connections to civic, recreational and other opportunities in Moody, and are accessible to many existing and future neighborhoods.

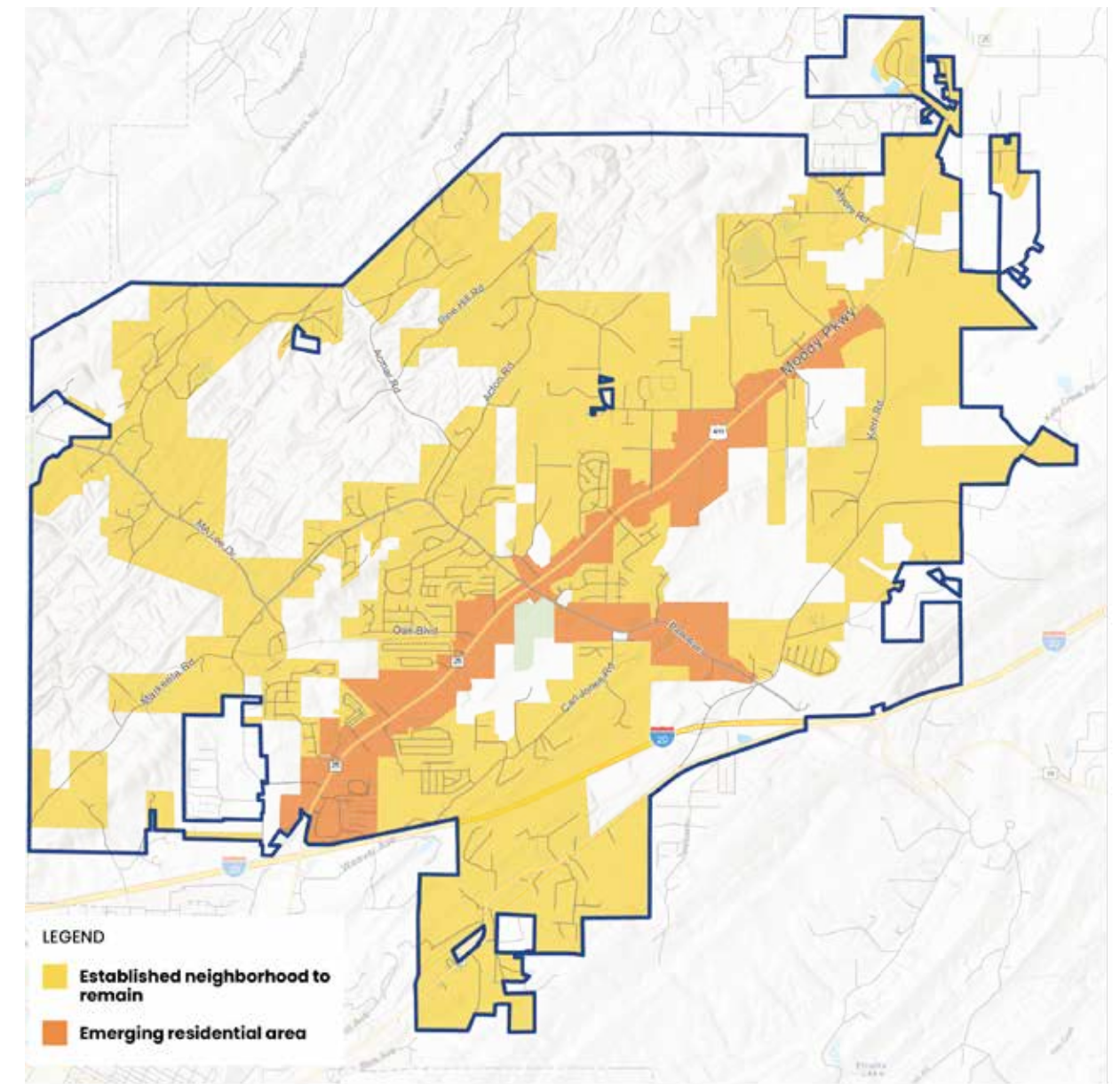
In addition to the proposed park at Kelly Creek Road and proposed greenway system, Moody should endeavor to provide accessible and functional open spaces and parks in and near new neighborhoods and residential areas as the city grows.



Actions

Complete a Parks Master Plan that identifies new park locations in existing and future underserved locations within the town.

Refine open space standards in the Zoning Ordinance that result in accessible and functional open spaces in new neighborhoods.



OBJECTIVE NO. 2: USE INFRASTRUCTURE AS A TOOL TO SUPPORT CURRENT RESIDENTS AND FUTURE GROWTH.

In addition to transportation investments, the location of water, sewer, broadband and other infrastructure will have a significant influence on the location of growth in Moody. Moody receives sewer service through its Governmental Utility Services Corporation and other utilities through various public and private entities. The City should continue to coordinate with each of these agencies to ensure that infrastructure investments align with future land use plans, and that land use decisions are supported by planned infrastructure expansion.

Action
Conduct a study of long-term water and sewer demand based on population projections and the Future Land Use Map to ensure alignment with water and wastewater providers.

OBJECTIVE NO. 3: PROVIDE EXCELLENT PUBLIC SERVICES.

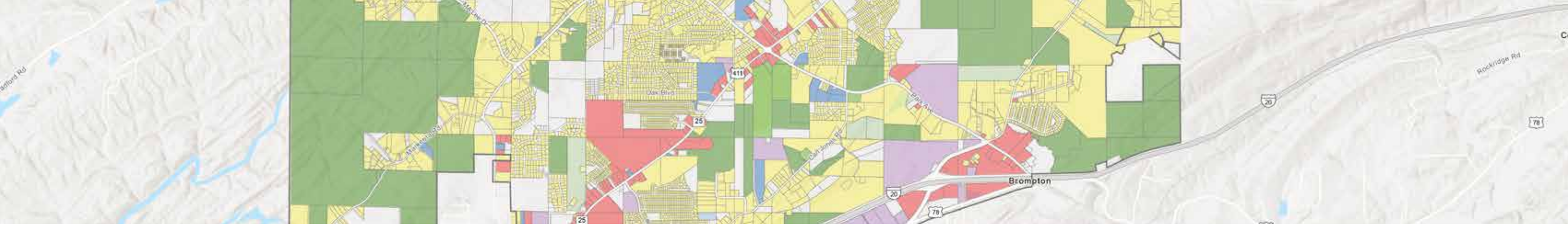
Public feedback received as part of Moody at the Crossroads reveals that residents are pleased with existing public services, including public safety (fire, police and emergency), solid waste and public schools (road maintenance is addressed in the Transportation and Mobility Framework Element). As Moody grows, public services should continue to provide excellent service to all residents.

Moody is served by three public schools: Moody Elementary, Moody Middle and Moody High School. Although there are no plans to build additional schools in Moody, the City should continue to coordinate with the school board to ensure that any future school plans are consistent with the city's growth strategy. Schools can be a growth magnet, and land use and infrastructure decisions should treat them as such. The City is preparing to break ground on a new, state-of-the-art police station that will more than quadruple the size of the existing station. The new station will serve the city and its residents well for decades to come. At present, there are no plans for additional expansion of public safety services or facilities.



However, as Moody expands consistent with the Future Land Use Map and growth strategy, it should coordinate closely with the Fire Department to ensure that adequate response times can be maintained.

Action
Continue to coordinate with St. Clair County Schools to ensure that future school siting decisions complement the Future Land Use Map. Actively communicate Future Land Use Map and growth strategy to Fire and Police Departments to ensure future capital improvement plans address new growth areas.



Implementation

How the Plan Will Be Implemented

Adopting the plan is the first step toward shaping Moody's future, followed by implementing the Action Items identified in the plan. Some of the short-term actions should include revisions to the Zoning Ordinance and working through development processes to ensure they align with the Growth Strategy. Longer term actions include continued planning; guiding transportation projects; monitoring, evaluating, and amending the plan as conditions change; and coordination with other agencies.

How the City Will Use the Plan

Moody at the Crossroads is designed as a reference document to inform land use decisions and by the City. It is intended to be used in the following ways:

Planning Commission: To inform decisions as development proposals are evaluated without restricting the ability of staff and elected officials to adapt to changes in market conditions and community preferences.

City Staff: To align department policies, budget decisions, and incremental choices with the community's long-term vision, particularly as it relates to growth and development.

City Council: To clarify the community's vision and encourage consistency as decisions are made.

How Others Will Use the Plan

Moody at the Crossroads can be used by a variety of groups and individuals with diverse interests in the city and its future, such as:

Businesses: To identify where the City is targeting growth and investment and where development decisions may be streamlined.

Residents: To understand future objectives for growth and development and how supportive policies will positively affect quality of life.

Regional Leaders and Agencies: To foster ongoing dialogue that maintains forward progress toward common goals.

Development Community: To learn what and where certain types of growth are desired and understand expectations for good design and purposeful planning.

Action Items Implementation Matrix

Moody at the Crossroads includes three Framework Elements: Land Use and Community Character, Transportation and Multimodal Mobility and Infrastructure, Services and Community Facilities. Each element includes specific action items. These are shown below with additional detail for partnerships, time frame and resource needs.

- \$ < \$10,000
- \$\$ \$10,000 to \$100,000
- \$\$\$ \$100,000 to \$500,000
- \$\$\$\$ \$500,000 to \$2 million
- \$\$\$\$\$ > \$2 million

Table 1.3 Implementation Matrix

Objective	Action	Partnership	Year			Resource Needs	
			1-5	6-10	10+		
Land Use and Community Character							
Objective No. 1: Put a "there" there.	1	Complete a Town Center Master Plan that identifies specific development opportunities, land use recommendations, public sector projects, phasing and financing.	City Administration Public Works Department Private Sector	•			\$\$
	2	Implement enhancements at the US 411/Park Avenue crossroads, including pedestrian safety enhancements (marked crosswalks, ramps, signals and protected median crossings) and aesthetic enhancements (wayfinding signage, lighting and landscaping improvements and gateway enhancements such as monument signage).	Public Works Department ALDOT	•			\$\$\$
	3	Begin constructing trail connections linking the Civic Center, City Park, and City Hall.	Public Works Department Parks Department		•		\$\$\$\$
	4	Complete trail connections.	Public Works Department Parks Department			•	\$\$\$\$\$
Objective No. 2: Keep it local and bring it home.	5	Complete a citywide market analysis that clarifies and refines the market potential for retail, office, industrial and housing.	City Administration	•			\$\$
	6	Continue to ensure that regulatory and permitting processes are fair but not overly burdensome on small businesses.	City Administration Planning Commission	•	•	•	\$
	7	Develop incentives and create a permissive regulatory environment for adaptive reuse of existing structures.	City Administration	•			\$

Objective	Action	Partnership	Year			Resource Needs	
			1-5	6-10	10+		
	8	Update the city's Zoning Ordinance to encourage large, big box style development to honor the small town look and feel by utilizing bulk standards for building and parking placement.	City Administration City Council Planning Commission	•			\$\$
	9	Consider the creation of guidelines for signage, lighting, and architectural elements that reinforce Moody's character and brand, by establishing a range of context-sensitive design.	City Administration Planning Commission	•			\$\$
Objective No. 3: Activate the Little Cahaba River.	10	Utilize green infrastructure to activate the river with recreational uses that can provide double duty for stormwater management.	City Administration Planning Commission		•		\$\$
Objective No. 4: Smart land use.	11	Require developers to provide a traffic impact study for developments that exceed a specified threshold.	City Administration	•	•	•	\$
	12	Ensure that rezoning requests and other regulatory decisions closely adhere to the spirit and intent of the Placetypes in the Future Land Use Map.	City Administration Planning Commission	•	•	•	\$
	13	Consult transportation recommendations in the Transportation Framework Element when making land use decisions.	City Administration Planning Commission	•	•	•	\$

Objective	Action	Partnership	Resource Needs				
			Year 1-5	Year 6-10	Year 10+		
	14	Coordinate the timing of land use decisions closely with the timing of expansion and upgrade projects completed by the Governmental Utility Services Corporation of Moody (GUSC), Birmingham Water Works, Leeds Water Works, Odenville Utilities Board and others.	City Administration Planning Commission	•	•	•	\$
	15	Coordinate with the St. Clair County School Board when making approving new developments, considering rezoning requests and making amendments to the Future Land Use Map.	City Administration Planning Commission	•	•	•	\$
Objective No. 5: Provide housing for all.	16	Complete a market analysis (see recommendation for Objective No. 2) that refines the type and amount of housing products that can be absorbed.	City Administration	•			\$\$
	17	Modify the residential zoning districts to ensure that new residential construction meets desired aesthetic and safety-related performance requirements.	City Administration	•			\$\$
Objective No. 6: Update the Zoning ordinance.	18	Update the zoning ordinance to address recommendations and action items in Moody at the Crossroads.	City Administration City Council Planning Commission		•		\$\$
	19	Sponsor a facade improvement program that motivates property owners and businesses to enhance the outward appearance of their buildings and storefronts.	City Administration	•			\$\$

Objective	Action	Partnership	Resource Needs				
			Year 1-5	Year 6-10	Year 10+		
Transportation and Multimodal Mobility							
Objective No. 1: Implement a long-term vision and strategy for US 411.	20	Implement signal timing modifications	ALDOT Public Works Department	•			\$\$
	See Action 2	Install crosswalks, pedestrian ramps and signals crossing US 411 along Park Avenue. Add a gateway monument sign designating the Crossroads of Moody.	Public Works Department ALDOT	•			\$\$\$
	21	Install and maintain landscaping in strategic locations	Public Works Department Parks Department	•			\$\$\$
	22	Create overlay district to provide standards for signs, lighting, frontages and other important aspects of the built environment	City Administration Planning Commission	•			\$\$
	23	Pursue "interim" design for US 411 that includes a center turn lane' and multi-use trail	ALDOT Public Works Department		•		\$\$\$\$\$
	24	Work with Alabama Power to consolidate and relocate overhead utilities.	ALDOT Public Works Department Alabama Power		•		\$\$\$\$\$
	25	Fully widen US 411 to four lanes with a raised median/center turn lane.	ALDOT Public Works Department			•	\$\$\$\$\$
Objective No. 2: Acknowledge context-sensitive design.	26	Incorporate street typology into land development and subdivision regulations.	City Administration Planning Commission	•			\$

Objective	Action	Partnership	Resource Needs			
			Year 1-5	Year 6-10	Year 10+	
	27 Encourage future street design to be informed by the typology.	ALDOT Public Works Department	•	•	•	\$
Objective No. 3: Improve access and connectivity.	28 Update Moody's land development and subdivision regulations to include access management standards that promote adequate driveway spacing, cross-access and connectivity.	City Administration Planning Commission	•			\$
	29 Pursue federal grant opportunities for improvement of Kelly Creek Road interchange.	City Administration, ALDOT, RPCGB	•			\$
	30 Develop an access management plan for US 411 that incorporates access management as the corridor redevelops and the road is improved.	City Administration Public Works Department ALDOT	•			\$\$
	31 Develop access management plans for Park Avenue and Kelly Creek Road that incorporate driveway spacing standards as both corridors develop.	City Administration Public Works Department ALDOT	•			\$\$
Objective No. 4: Create and maintaining complete and safe streets for all.	32 Adopt a Complete Streets policy that requires bicycle and pedestrian facilities on all new road projects consistent with the street typology.	City Administration Public Works Department	•			\$
	33 Adopt a Vision Zero Policy that informs the design of streets, supported by a Safety Action Plan.	City Administration Public Works Department	•			\$
Objective No. 5: Fix it first and keep it that way.	34 Develop a pavement and asset management plan to ensure Moody transportation facilities adhere to a regular maintenance schedule.	City Administration Public Works Department	•			\$\$

Objective	Action	Partnership	Resource Needs			
			Year 1-5	Year 6-10	Year 10+	
Infrastructure, Services, and Community Facilities						
Objective No. 1: Provide fellowship and fun.	35 Complete a Parks Master Plan that identifies new park locations in existing and future underserved locations within the town.	City Administration Parks Department	•			\$\$
	36 Refine open space standards in the Zoning Ordinance that result in accessible and functional open spaces in new neighborhoods.	City Administration Planning Commission	•			\$
Objective No. 2: Use infrastructure as a tool to support current residents and future growth.	37 Conduct a study of long-term water and sewer demand based on population projections and the Future Land Use Map to ensure alignment with water and wastewater providers.	City Administration Public Works Department	•			\$\$
Objective No. 3: Provide excellent public services.	38 Continue to coordinate with St. Clair County Schools to ensure that future school siting decisions complement the Future Land Use Map.	City Administration St. Clair County Schools	•	•	•	\$
	39 Actively communicate Future Land Use Map and growth strategy to Fire and Police Departments to ensure future capital improvement plans address new growth areas.	City Administration Police Department Fire Department	•	•	•	\$

\$ < \$10,000 | \$\$ \$10,000 to \$100,000 | \$\$\$ \$100,000 to \$500,000 | \$\$\$\$ \$500,000 to \$2 million | \$\$\$\$\$ > \$2 million

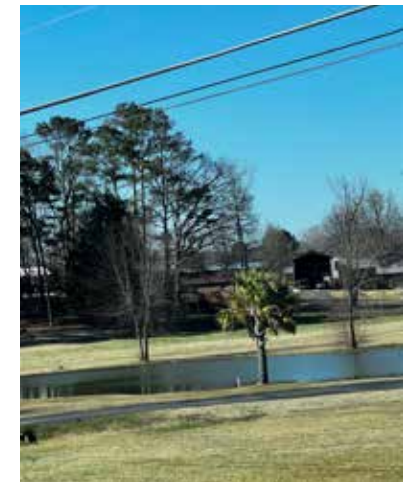


Community Characteristics

The context and identity of Moody today establishes the direction of this plan, to ensure it is grounded in local development trends and as well as being responsive to market pressures.

Community characteristics that guide the plan include:

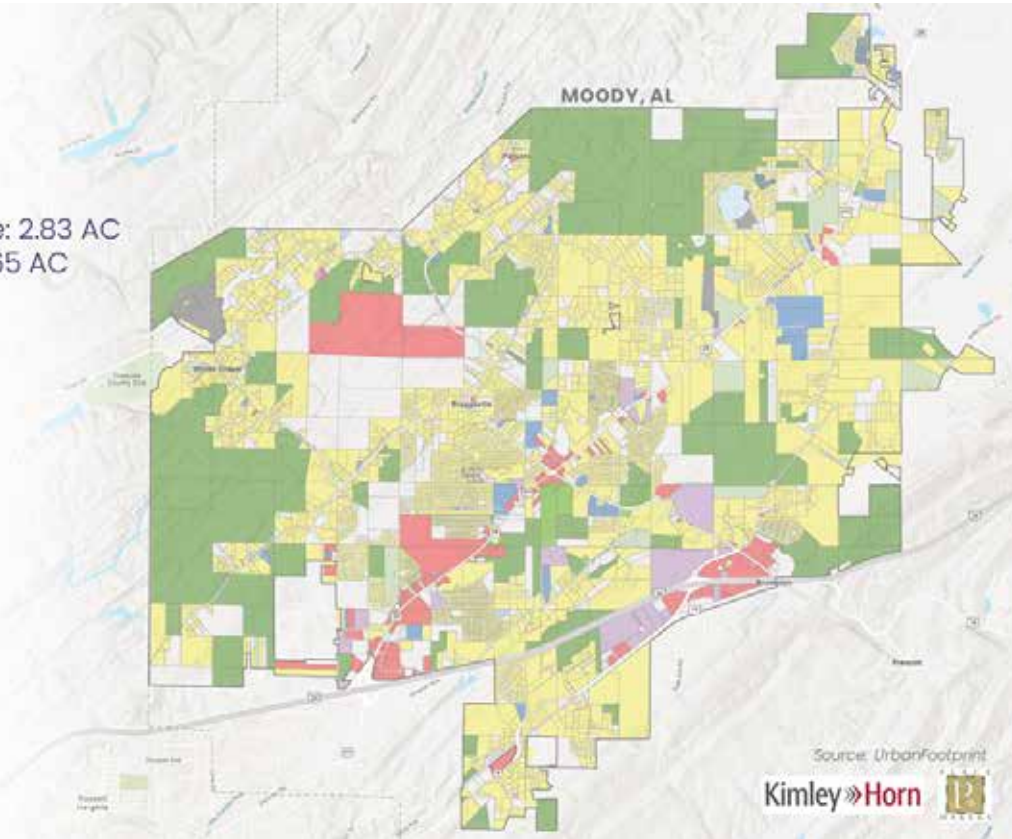
- + *Demographics*
- + *Development Trends*
- + *Land Use*
- + *Housing*
- + *Employment & Activity*
- + *Environment & Natural Resources*
- + *Transportation & Mobility*





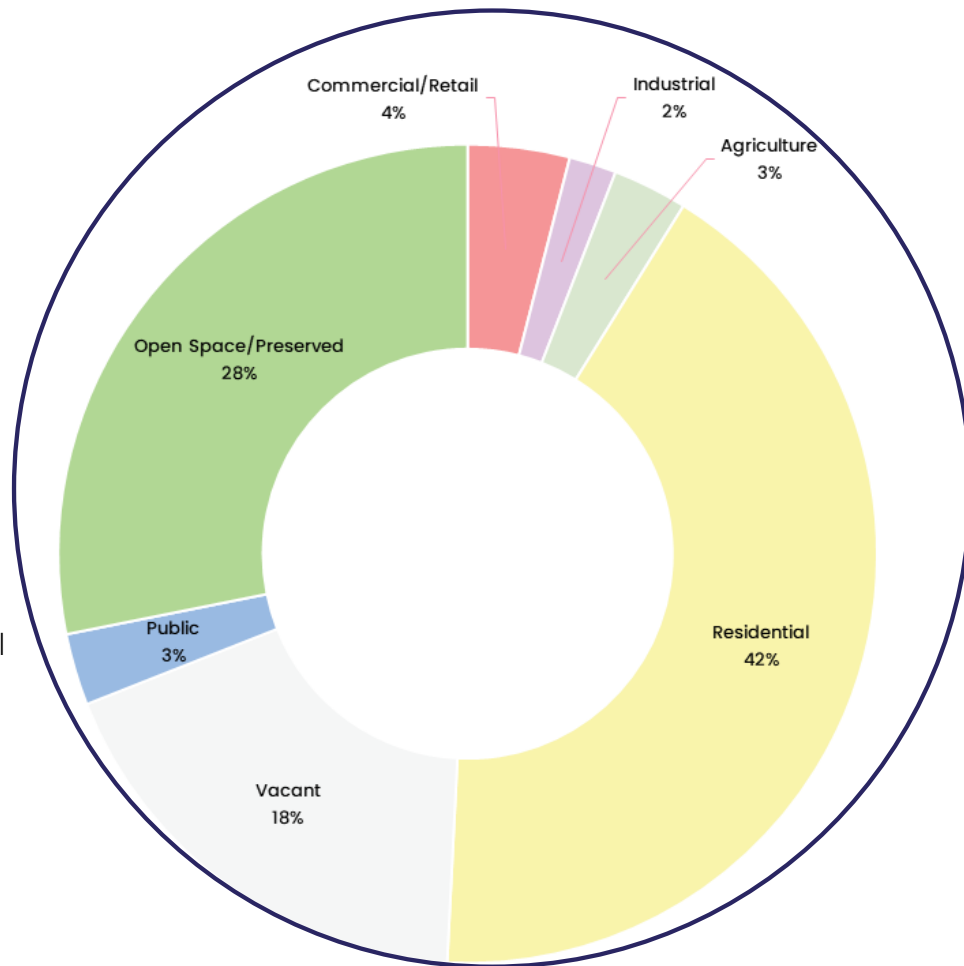
Land Use

- Total Parcels: 6,137
- Average Parcel Size: 2.83 AC
- Total Acreage: 17,365 AC



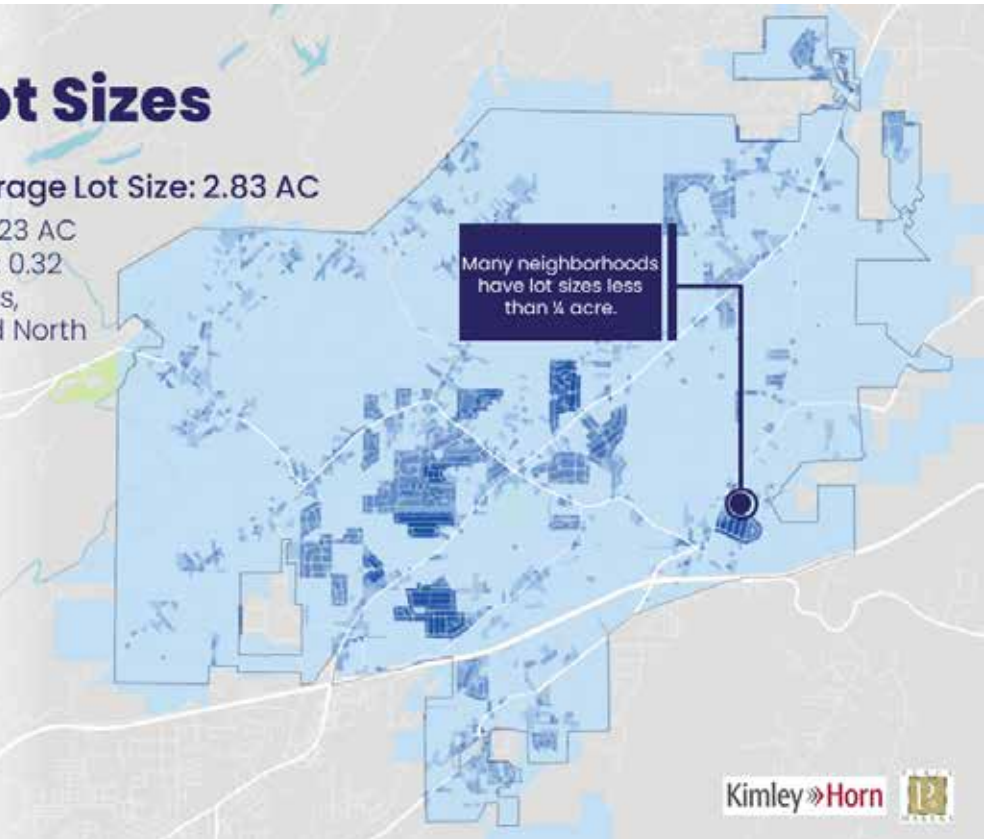
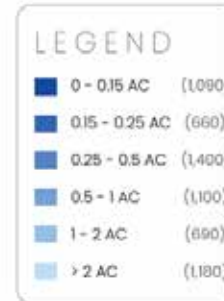
Land Use

Existing land use in Moody is primarily residential (42%) and natural conservation (28%). There are also many vacant and underutilized parcels: vacant land currently accounts for 18% of Moody's total land area. While some of this land has environmental or developmental constraints, many have potential for future redevelopment.

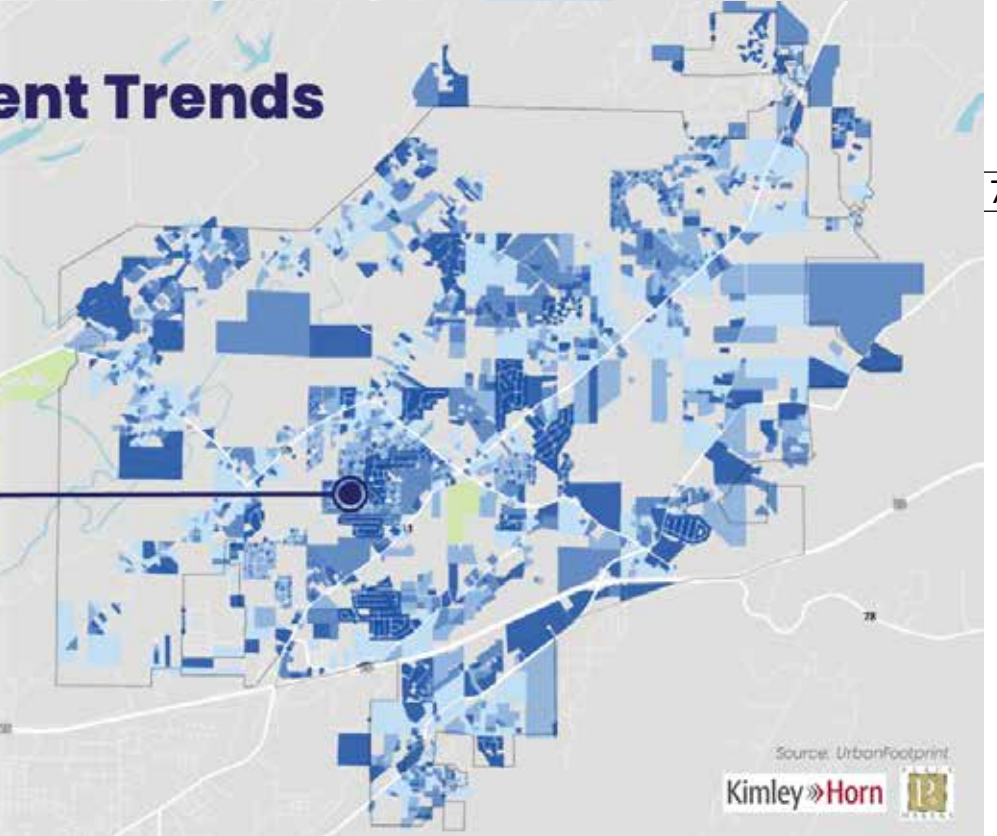
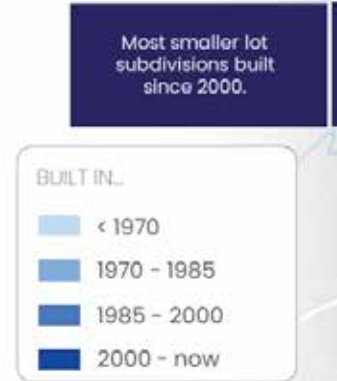


Average Lot Sizes

- Moody County Average Lot Size: 2.83 AC
- Residential Average: 1.23 AC
- Employment Average: 0.32
- Many large natural lots, especially in West and North



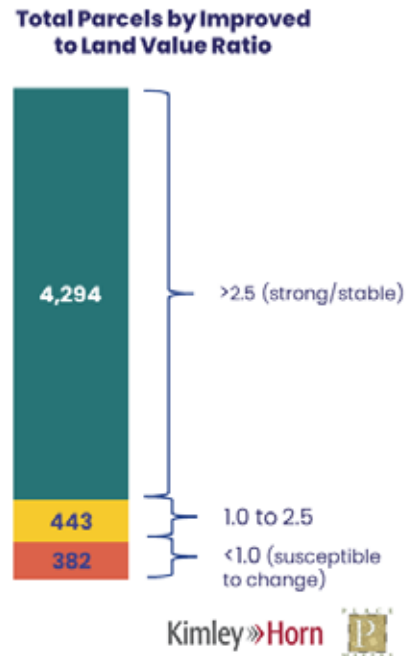
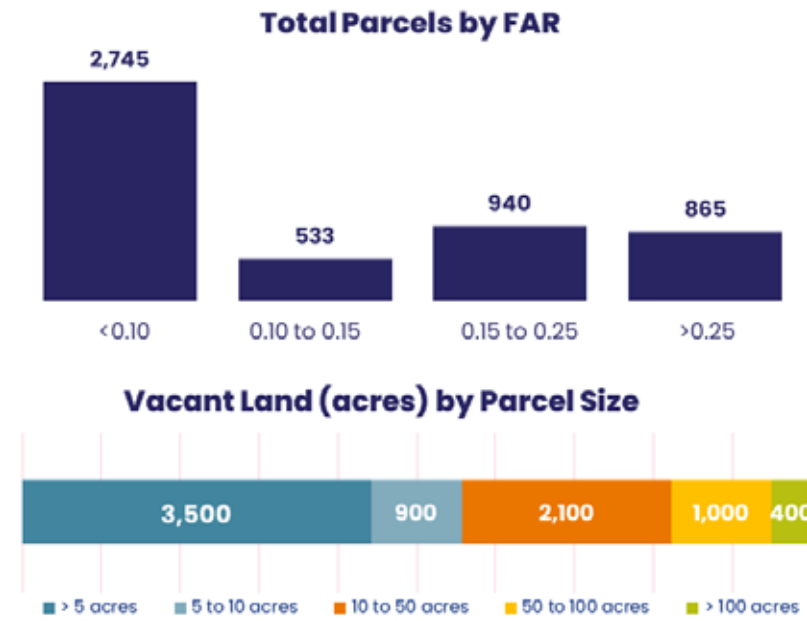
Development Trends



The average lot size in Moody is just under three acres. The average residential lot size is just over an acre (1.2); many newer neighborhoods have lot sizes of less than 0.25 acres. There are many large natural lots, especially in the western and northern parts of the city.



Parcel Health and Utilization Snapshot



Source: UrbanFootprint



An analysis of parcel health, as defined by the ratio of assessed building value to land value, indicates that most neighborhoods in the city are strong and stable; building values far exceed the value of the underlying property. However, there are many properties where the value of the land is, or is about to, exceed the corresponding building. This includes the US 411 corridor, many agricultural lands, and large parcels along Kelly Creek Road and US 78, north and south of I-20. These areas are candidates for redevelopment and intensification.

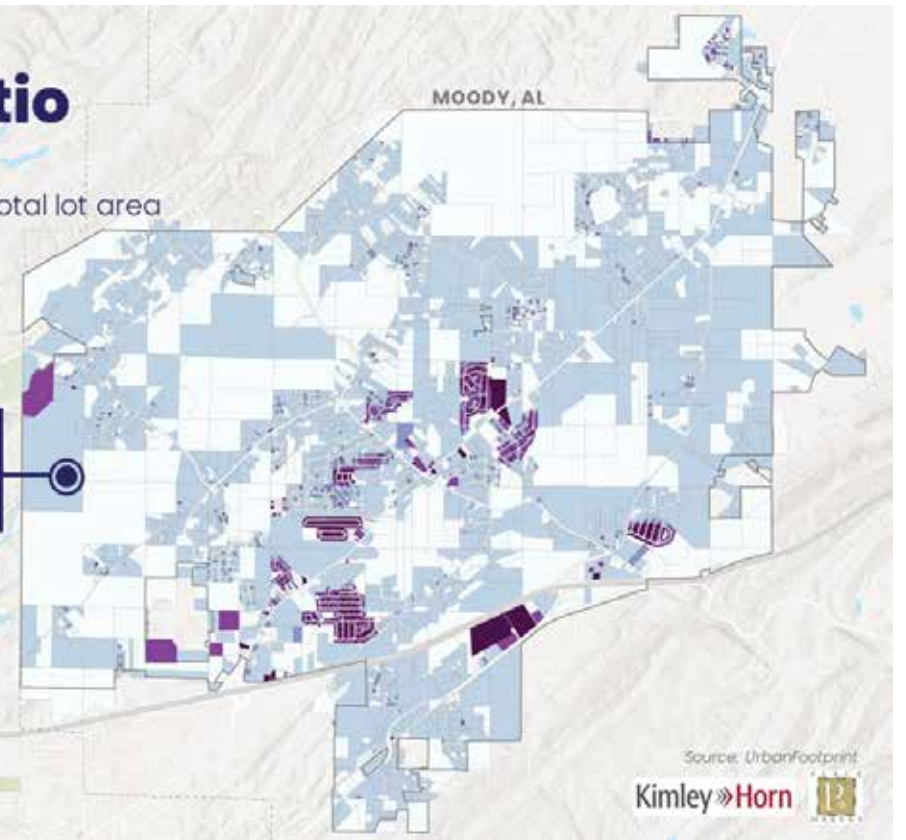


Floor Area Ratio

- Total floor area divided by total lot area
- Measure of intensity of use



Average FAR:
Residential: 0.02
Commercial: 0.03
Industrial: 0.19



Source: UrbanFootprint



Most uses within Moody have a very low floor area ratio (FAR), the total building area divided by total land area, a measure of intensity. As Moody grows and land becomes more valuable, more efficient use of land will likely be necessary.

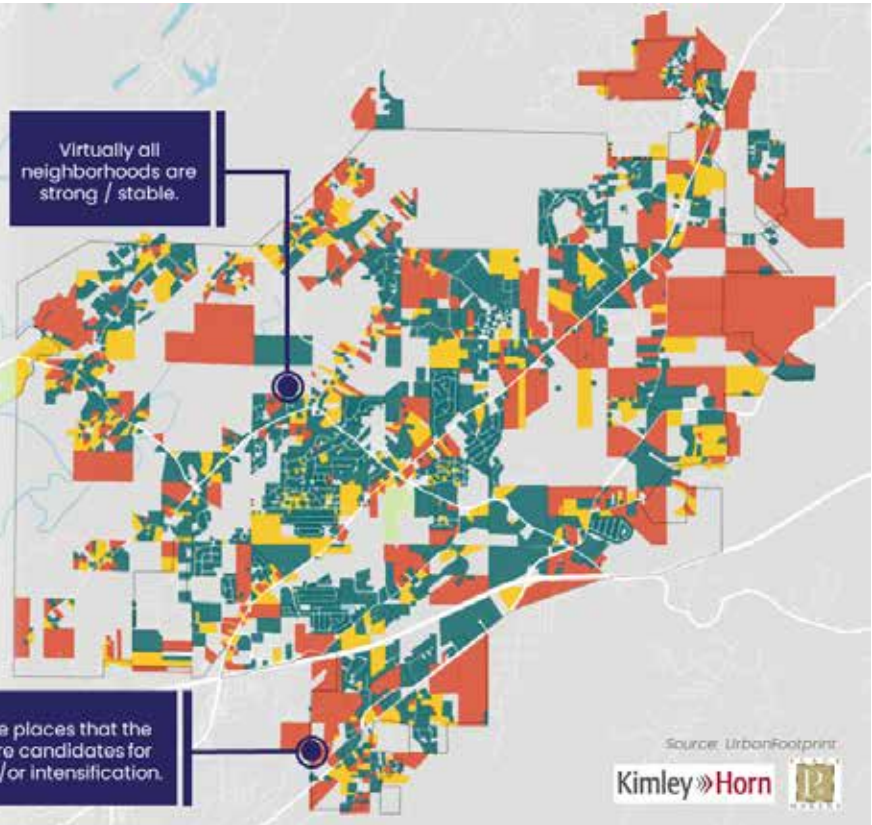


Parcel Health

- Higher number = stronger position
 - 4,294 parcels with building improvement to land value ratio > 2.5
- Lower number = more susceptible to change
 - 382 parcels with building improvement to land value ratio < 1

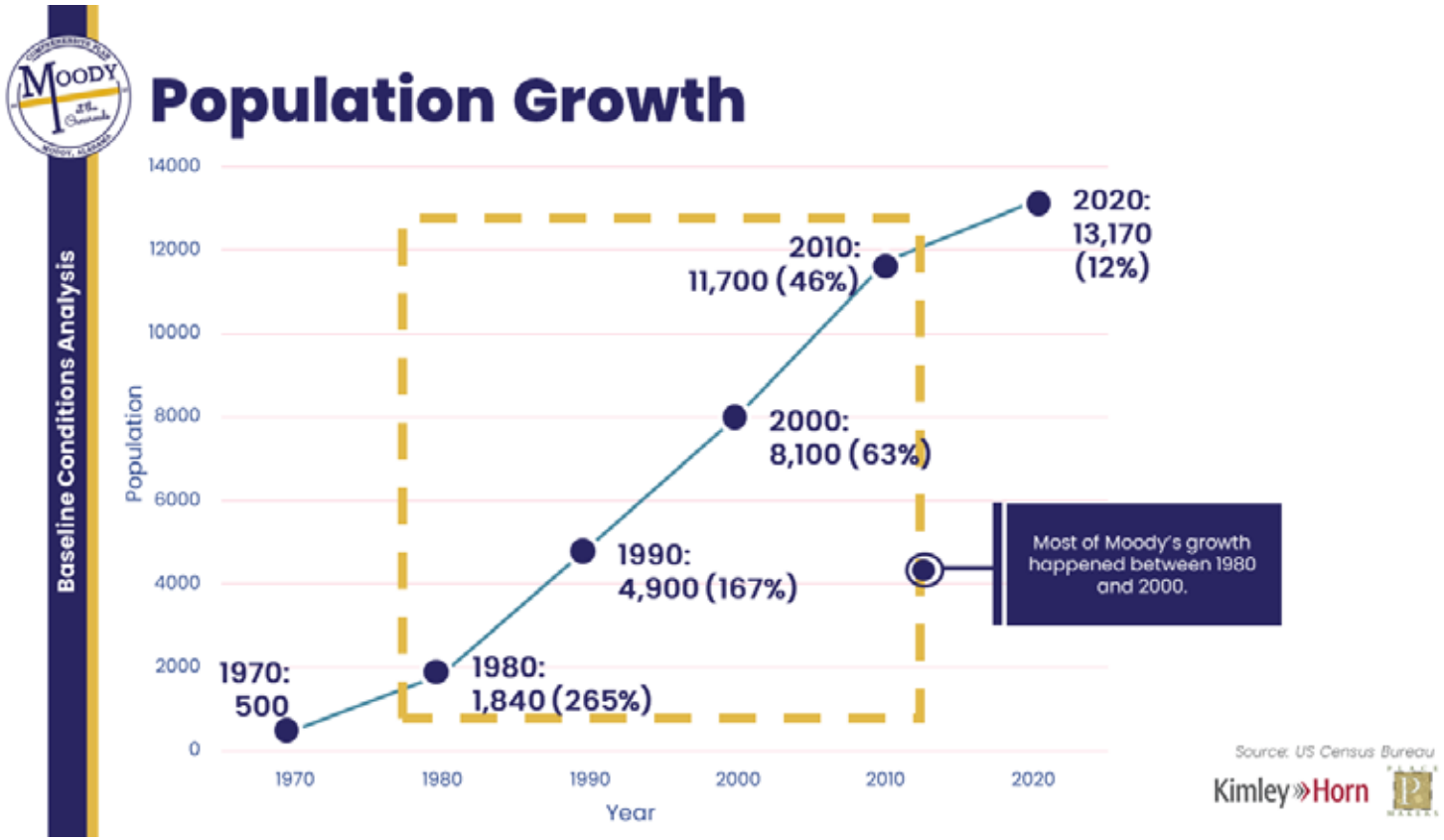
Virtually all neighborhoods are strong / stable.

The areas in red are places that the market suggests are candidates for redevelopment and/or intensification.



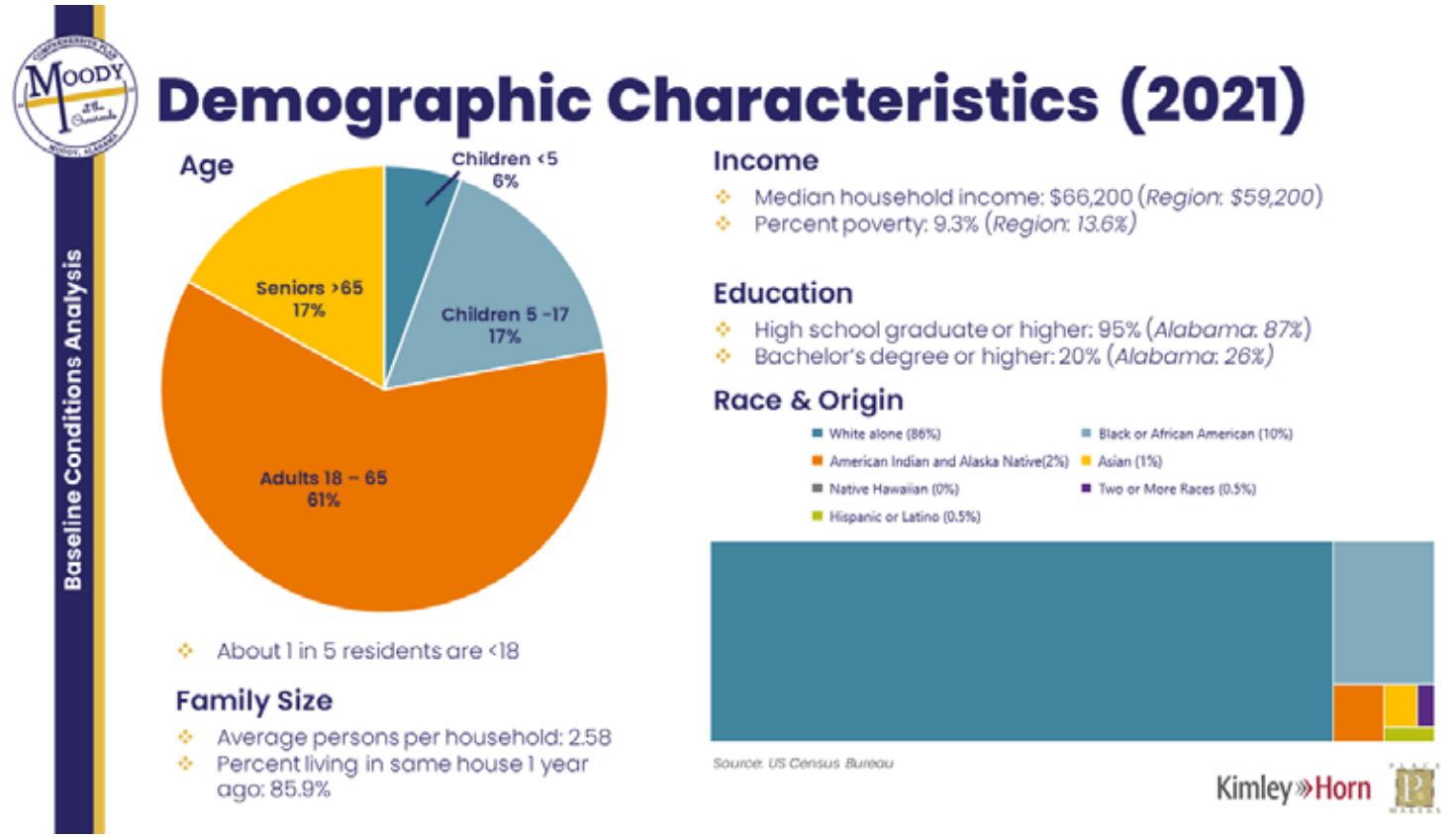
Source: UrbanFootprint





Demographics

The largest period of population growth within Moody was between 1980-2010, when the city added approximately 10,000 new residents. Population growth has tapered somewhat since then, adding about 1,500 new residents between 2010 and 2020 (12 percent).

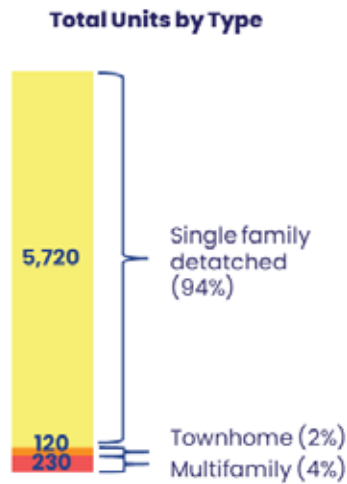
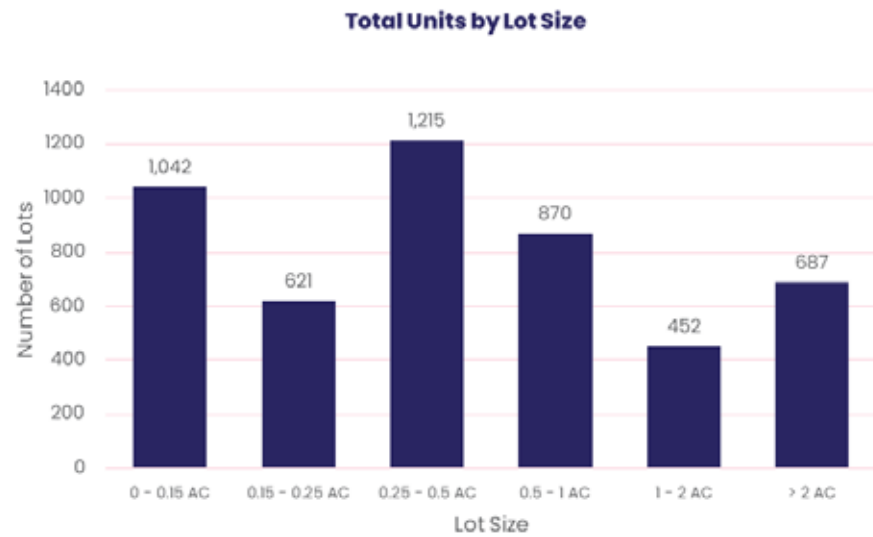


Demographically, Moody is predominantly white and wealthier than the region as a whole, with a median household income of \$66,200 (compared to \$59,200 for the region). About one in five residents is under the age of 18.



Housing Snapshot

Baseline Conditions Analysis



Source: UrbanFootprint



Housing

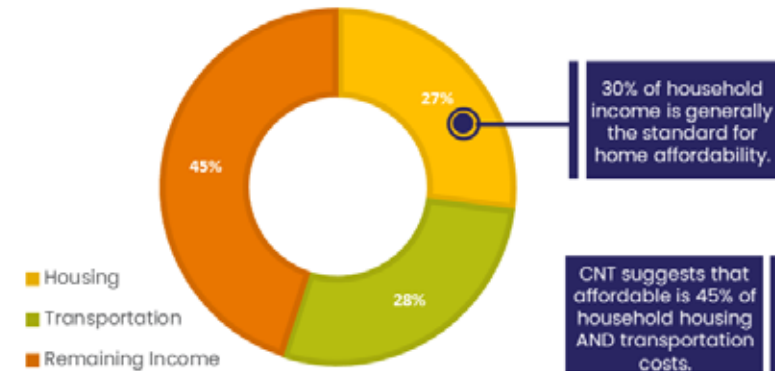
Moody's housing product is almost exclusively single-family detached (5,700 units, or 94 percent of all housing units). There are two apartment communities (230 units, four percent) near the I-20 interchange at US 411 and a few townhome communities (120 units, two percent). A range of lot sizes are represented, including less than a quarter of an acre, between a quarter acre and one acre and greater than one acre.



Housing Affordability

Baseline Conditions Analysis

Average Housing & Transportation Costs % Regional Median Income

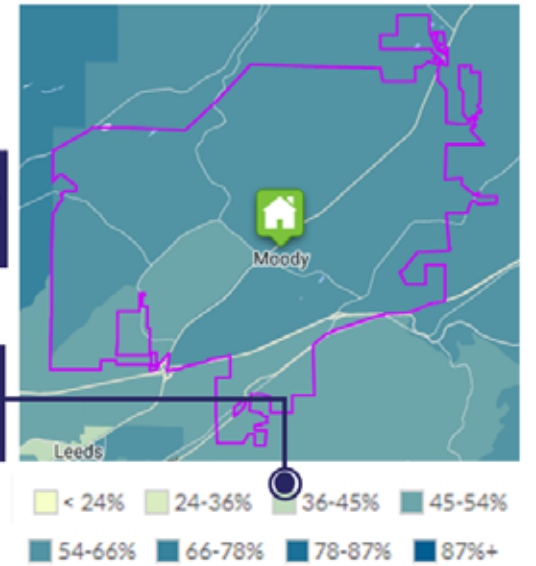


30% of household income is generally the standard for home affordability.

CNT suggests that affordable is 45% of household housing AND transportation costs.

- ❖ Average monthly housing cost: \$1,126
- ❖ Median gross monthly rent: \$1,000
- ❖ Percent owner occupied housing units: 81%
- ❖ Percent renter occupied housing units: 19%
- ❖ Housing costs as percent of income: 27%

Housing & Transportation Costs % Income Map



Source: Center for Neighborhood Technology H+T Affordability Index

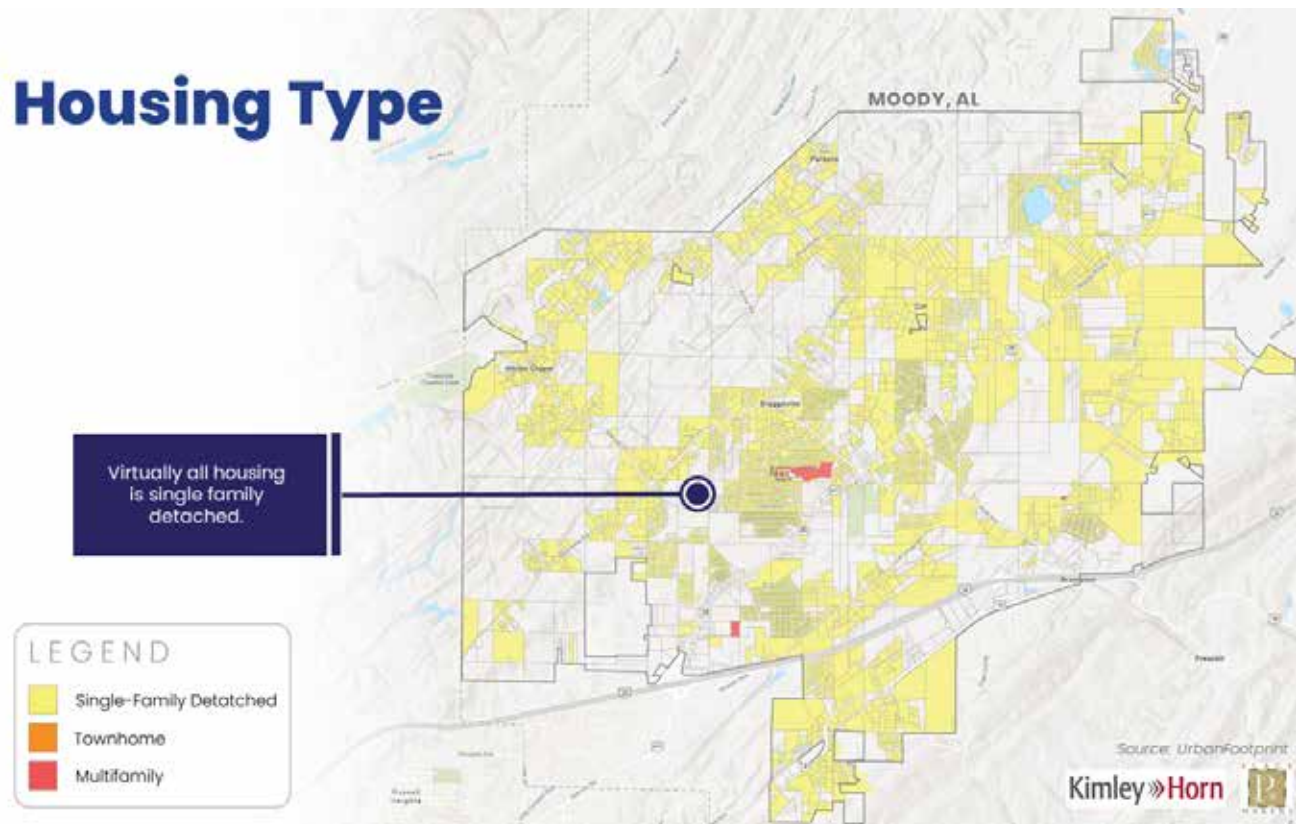


Housing is defined as "affordable" if average monthly costs are less than 30 percent of the regional median household income. Housing costs in Moody are, on average, 27 percent of the regional median income, indicating affordability. However, when transportation costs are factored in, most locations in Moody require residents to spend in excess of 45 percent of the regional median household income, which exceeds the threshold for affordability. This data confirms the belief that Moody residents are willing to trade off a longer commute for lower cost housing.



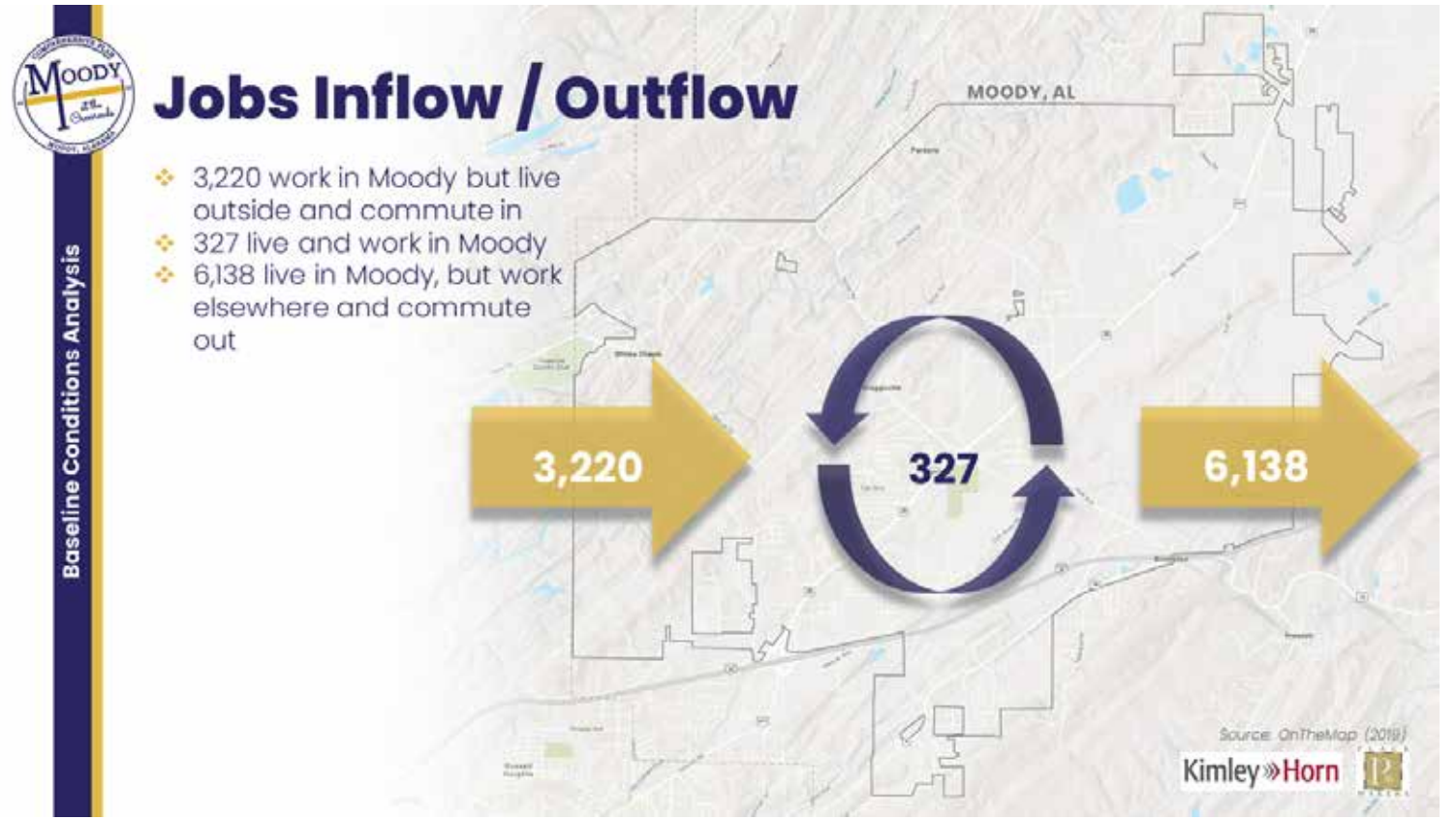
Housing Type

Baseline Conditions Analysis



Source: UrbanFootprint

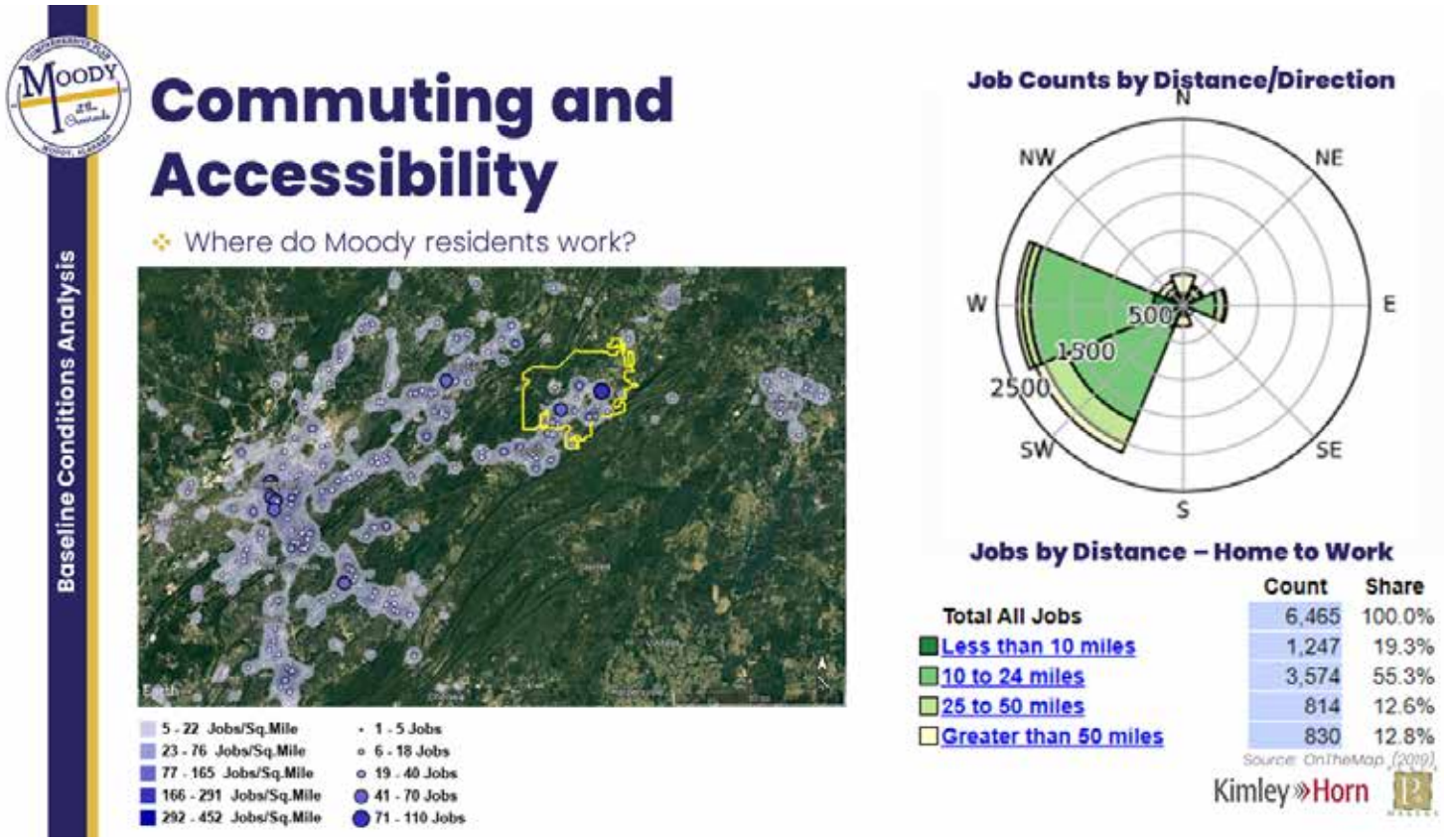




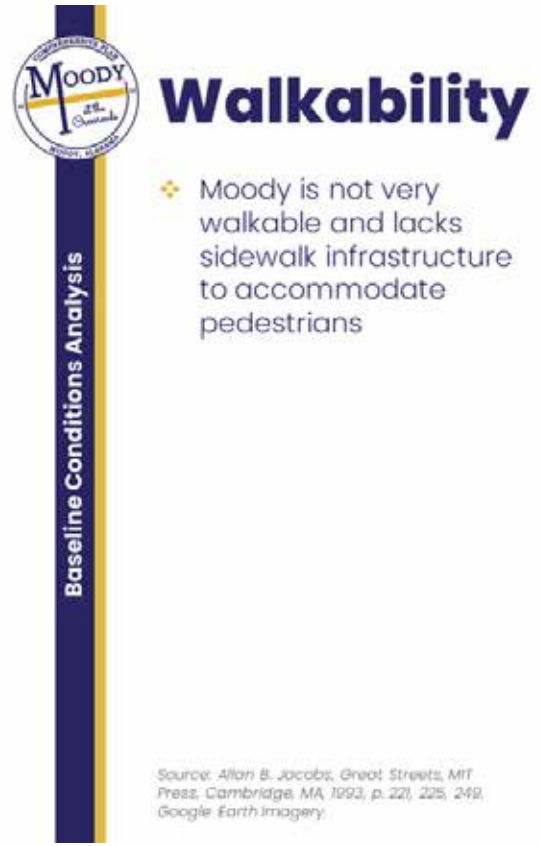
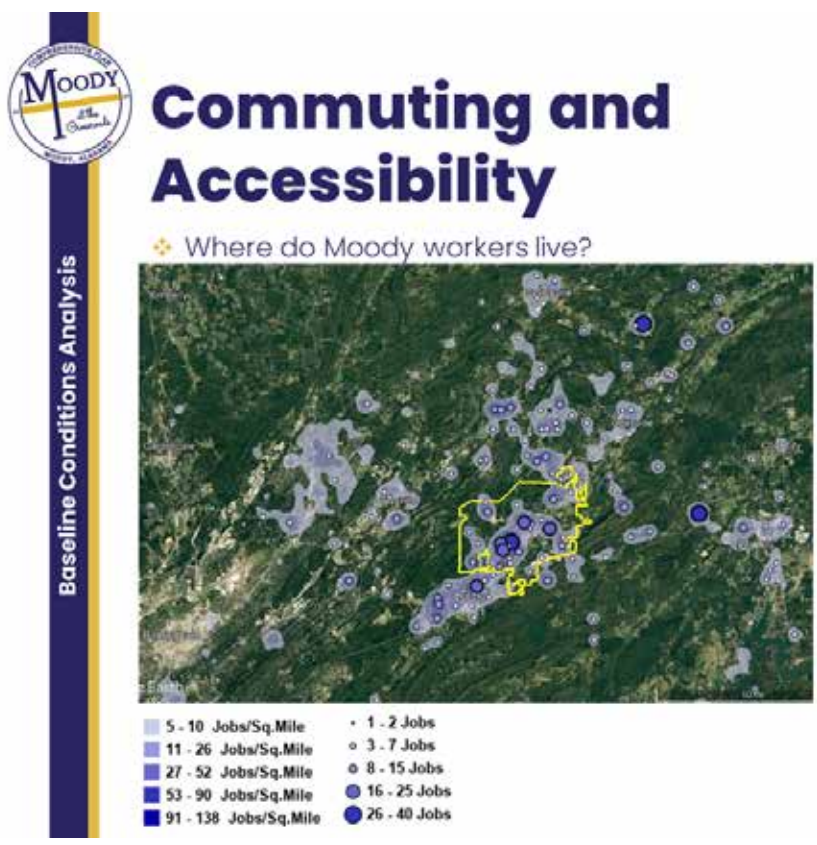
Transportation and Mobility

Driving is the predominant form of transportation in the city, and a majority of residents leave the city to go to work, most of which have a commute greater than 10 miles. Interstate 20 and US 411 are the main regional connectors and see the highest traffic volumes each day. Within Moody, there is limited connectivity, and many routes rely on US 411. There are also limited sidewalks, bike facilities, trails, and public transportation options.

On a normal day, most people in Moody are residents who go somewhere else for work. On average, every day 3,220 people who live somewhere else drive into Moody to come to work, and 6,138 people who live in Moody leave town to go to work. Only 327 people both live and work in Moody.

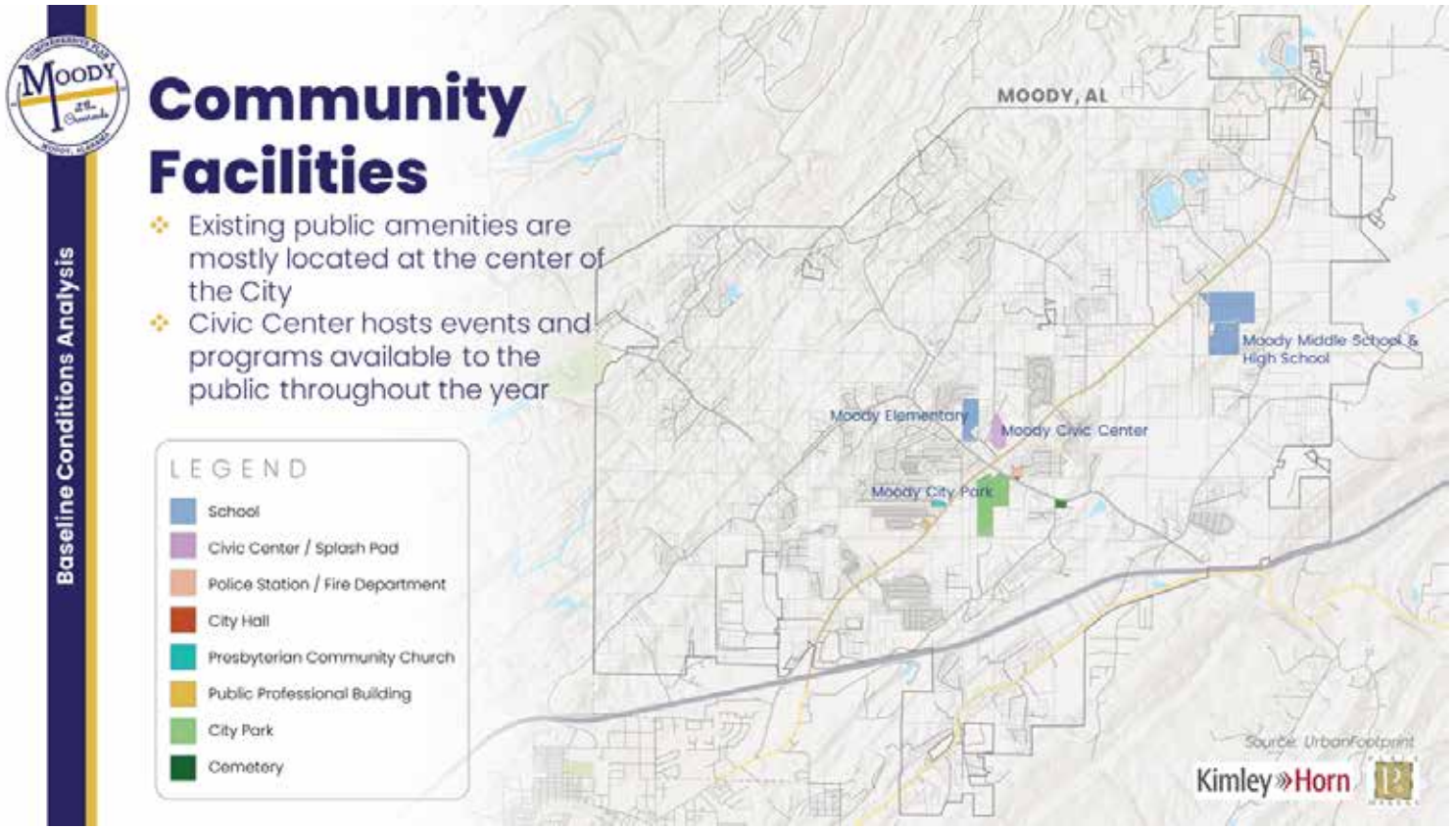


Most of the 6,465 people who live in Moody and hold a job head toward Birmingham for work. Over half of them drive between 10 and 24 miles to work. For the 3,220 people who drive into Moody for work, the jobs are mainly clustered along the bigger roads in the heart of town. Almost 70% of people drive more than 10 miles to these jobs. Having more workforce housing in Moody would decrease traffic for the town and lessen transportation costs for the workers, getting more money to circulate within the local economy.



Walkability is enabled by street networks that provide more ways to get between places. The more intersections per square mile, the more walkable a place tends to be, along with having sidewalks for people on foot. Walk Scores of the examples above demonstrate that walkability also requires an easy walk to most daily needs:

	Intersections/Square Mile	Walk Score
Moody	6	24
Irvine	15	43
Los Angeles	150	69
Venice	1500	62



Infrastructure and Community Facilities

Park, civic center, and emergency services facilities are centrally located and in a good state of repair. The police station is undergoing major renovation and a new station is set to open in January 2024. There are three public schools in Moody: Moody Elementary is located on Park Avenue north of US 411 and Moody Middle and High Schools are located on a combined campus at the northern end of US 411.





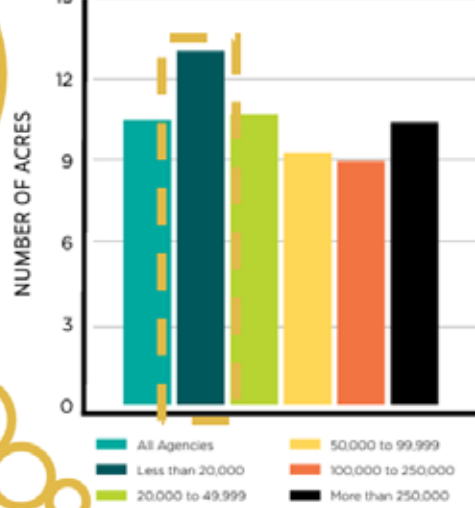
Parks and Community Facilities

- ❖ The City of Moody provides the following facilities:
- ❖ 108 acres of land dedicated to parks/recreation
- ❖ Community center with a splash pad
- ❖ 11 athletic fields
- ❖ 4 tennis courts
- ❖ 1.1-mile walking track
- ❖ Outdoor basketball court
- ❖ Children's playground with adaptive equipment
- ❖ One pavilion for picnics/parties
- ❖ Miracle League Field for physically and mentally challenged children and adults
- ❖ Veterans Memorial Wall

Moody
108 acres of parkland
13,460 population
= 8.0 acres of parkland per 1,000 residents

When compared to municipalities of similar size, Moody provides more park acreage than the lower quartile, yet less than the median.

Average Acres of Parkland Per 1,000 Residents:



	All Agencies	Less than 20,000	20,000 to 49,999	50,000 to 99,999	100,000 to 250,000	More than 250,000
Median	10.4	12.9	10.6	9.2	8.9	10.3
Lower Quartile	5.1	5.2	5.4	4.7	4.6	5.4
Upper Quartile	18.2	21.7	17.2	15.9	16.3	17.5

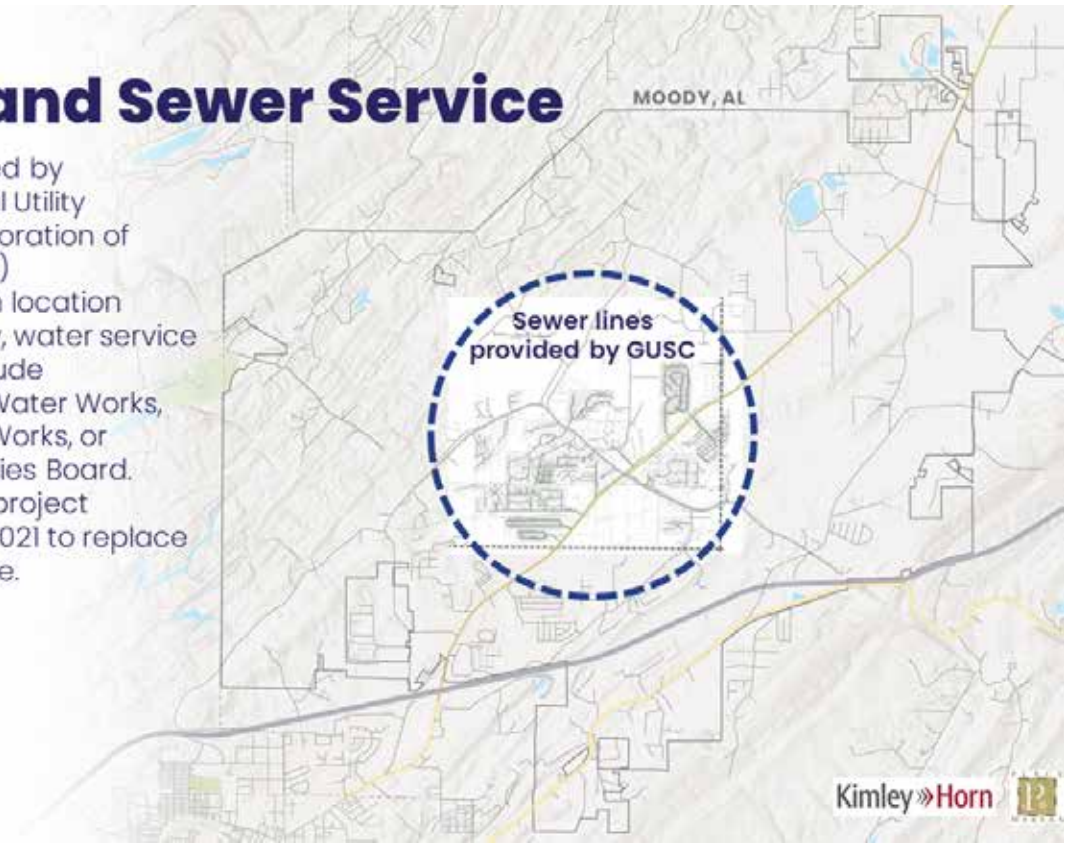
Source: 2022 NRPA Agency Performance Review

Park facilities include a splash pad at the Civic Center and athletic fields, tennis courts, walking track, basketball court, playground and pavilion at Moody Park. Moody has 108 acres of park land, which averages to about 8 acres per 1,000 residents. When compared to municipalities of similar size, Moody provides more park acreage than the lower quartile, yet less than the median, meaning Moody is performing well yet there is room for growth with additional parkland.

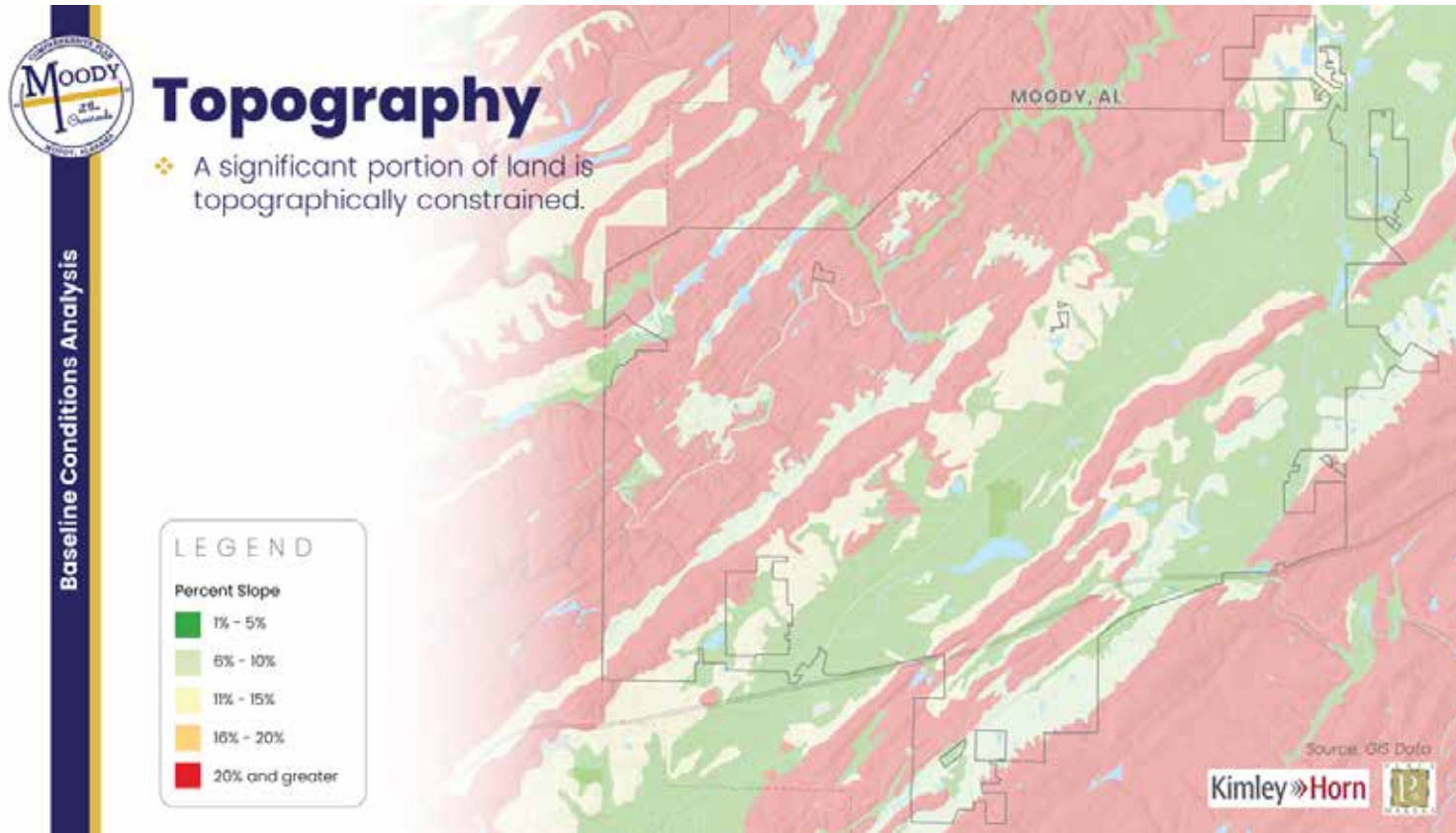


Water and Sewer Service

- ❖ Sewer provided by Governmental Utility Services Corporation of Moody (GUSC)
- ❖ Depending on location within the City, water service providers include Birmingham Water Works, Leeds Water Works, or Odenville Utilities Board.
- ❖ Ongoing city project approved in 2021 to replace sewer mainline.



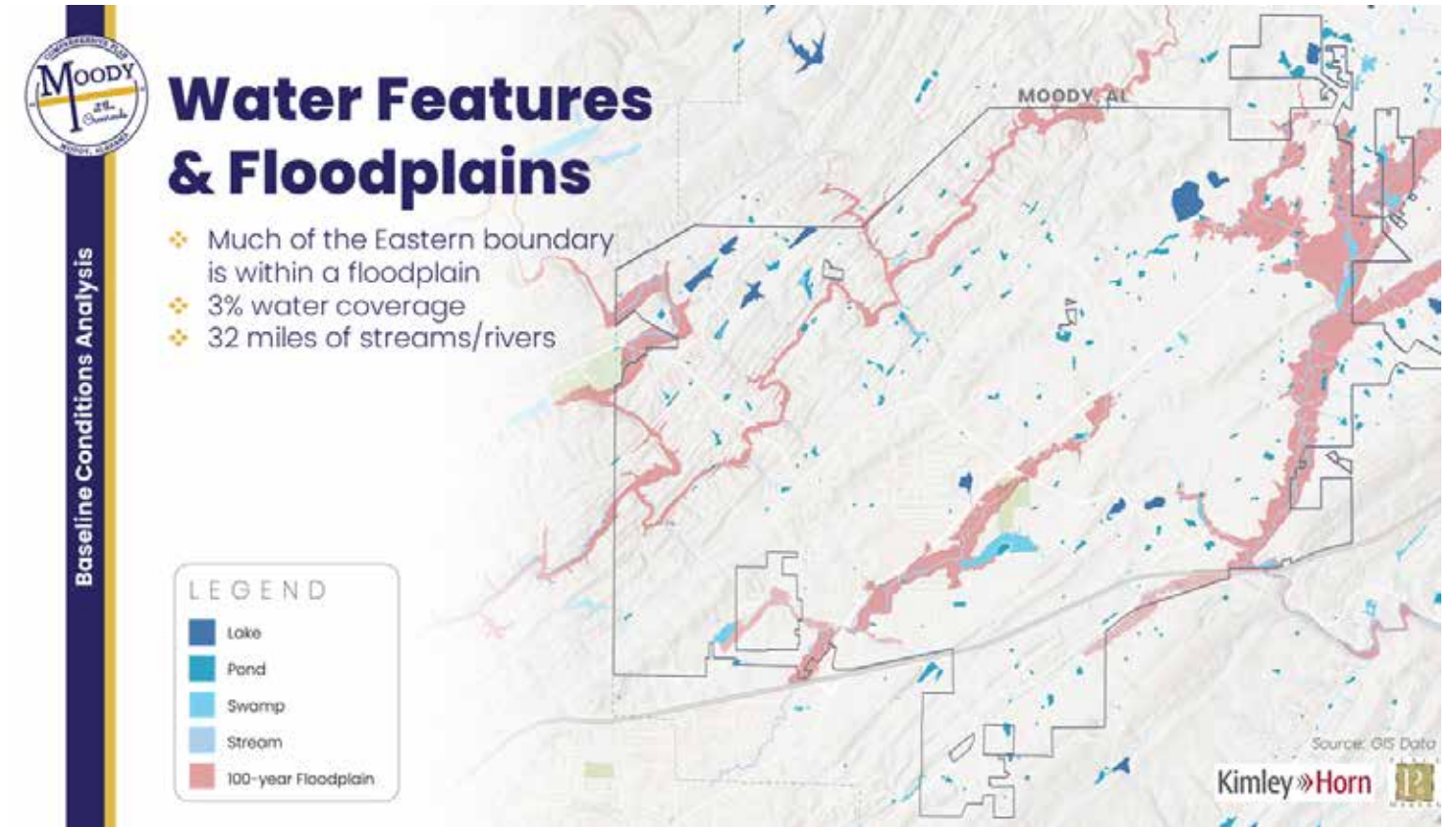
Sewer service is provided by the Governmental Utility Services Corporation of Moody. The City approved a project in 2021 to replace the mainline. Water service is provided by both the Birmingham Water Works, the Leeds Water Works and the Odenville Utilities Board.



88

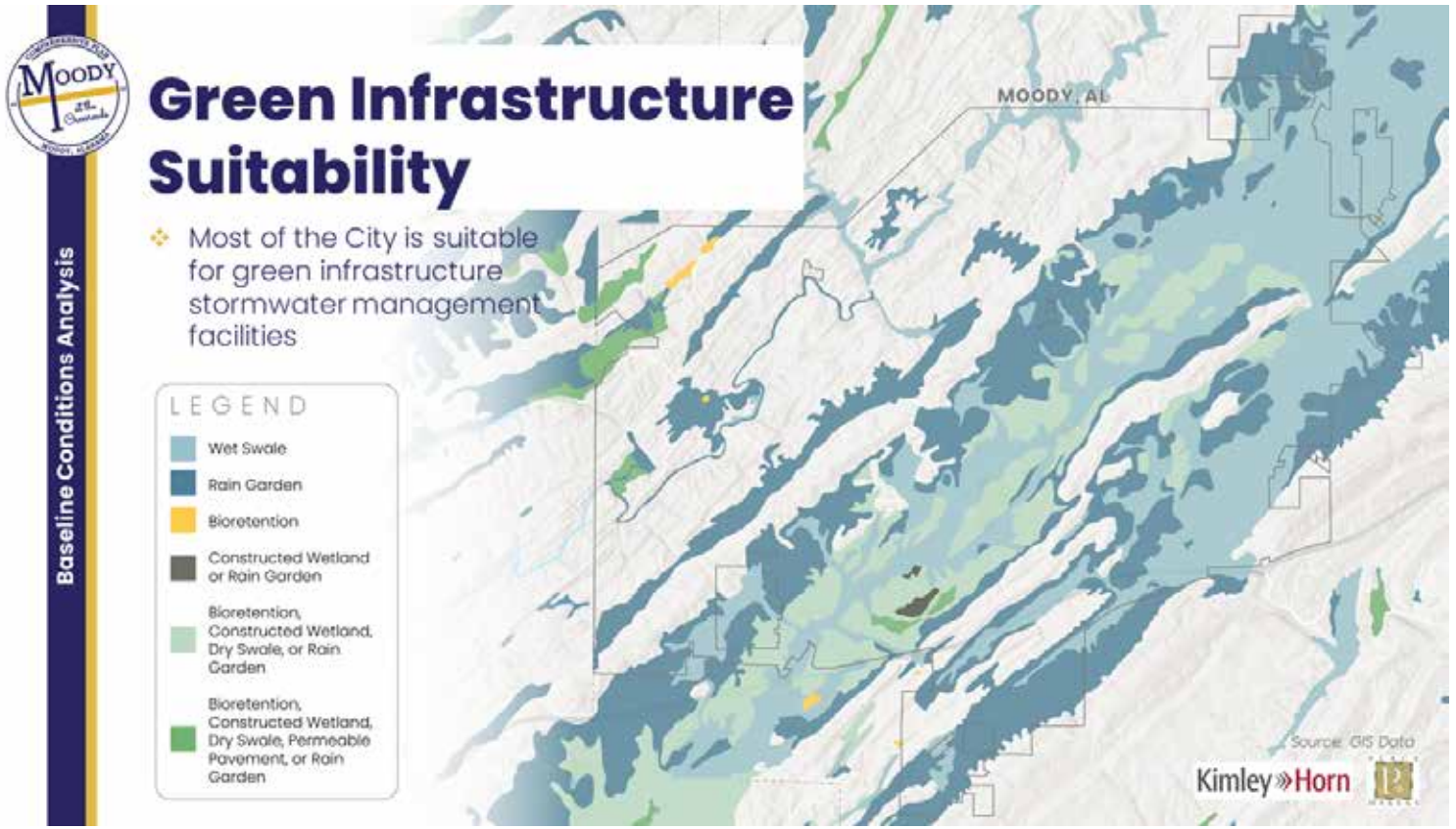
Natural Environment and Open Space

There is still a significant amount of open space in Moody, much of which is constrained by topography, especially in the northwestern portion of the city, and floodplains along the Little Cahaba River and Kelly Creek.

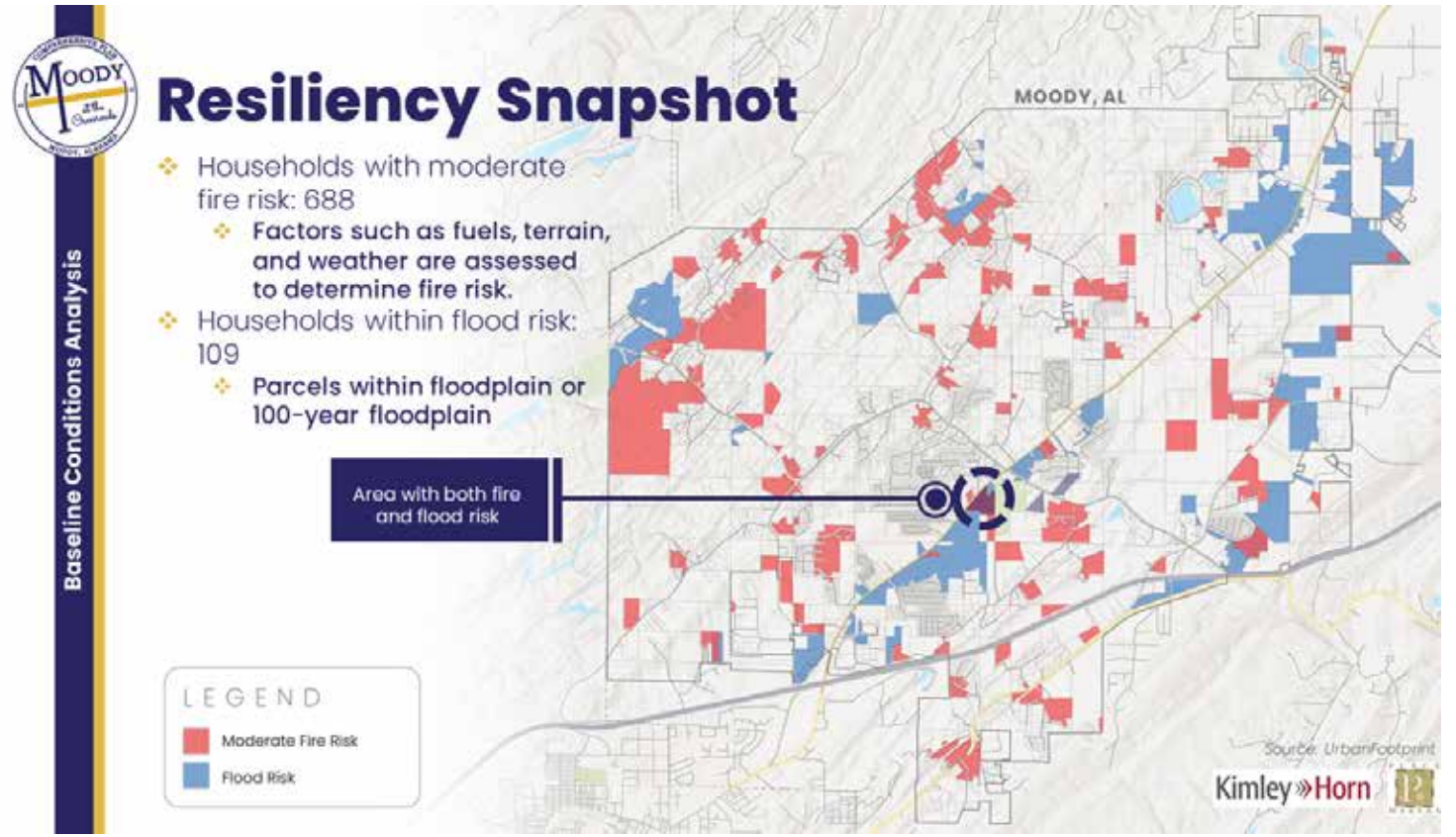


89

Within Moody, there are 32 miles of streams and rivers, providing recreational and aesthetic opportunities. Floodplains along the Little Cahaba River and Kelly Creek inform viable development patterns.



An analysis completed by the Regional Planning Commission of Greater Birmingham reveals that many areas of the city are eligible for green infrastructure treatments, such as bioretention, swales and rain gardens.



Several areas of the city (approximately 700 homes) are at moderate risk of wildfires, as determined by the presence of fuels, terrain and weather. Approximately 100 homes are within, or partially within, the 100-year floodplain, placing them at risk of flooding.



Community Engagement

A thoughtful and comprehensive outreach component is essential to the success of any community plan. Outreach for Moody at the Crossroads included stakeholder interviews, a public open house, an online comment map, and an online survey. This process gathered, processed, and summarized community input. The end result of this process is a solid understanding of community values and priorities, which guides and directs the plan.

INFRASTRUCTURE & FACILITIES			
ELEMENTS	WHAT'S WORKING	WHAT'S NOT WORKING	WHAT'S NEEDED
-12 Education and Facilities	<ul style="list-style-type: none"> Feedback well received and (mostly) positive Teachers are great 	<ul style="list-style-type: none"> Significant gap in tech classes/track in H.S. 	<ul style="list-style-type: none"> Need workbooks for high school (e.g. 2D Engineering, AutoCAD, etc.) Need more resources (e.g. 3D printing) Need earlier career prep in H.S. (starts in 9th grade)
Community Facilities (Public library, etc.)	<ul style="list-style-type: none"> Library is great 		<ul style="list-style-type: none"> Historical Society Food truck vendors & live music at Moody Park
Access to Childcare and Healthcare Services			<ul style="list-style-type: none"> Need outdoor play area facilities Need more sports programs and facilities
Parks & Recreation (Parks, maintenance, recreational programs, etc.)		<ul style="list-style-type: none"> Need more sports programs and facilities 	<ul style="list-style-type: none"> Need small children's play area & youth opportunity for all ages Need to separate from Blum Water works & establish own water & sewer supply
Utilities (Water, sewer, broadband, etc.)		<ul style="list-style-type: none"> Need to separate from Blum Water works & establish own water & sewer supply 	<ul style="list-style-type: none"> Need to separate from Blum Water works & establish own water & sewer supply
Public Safety, Fire, & EMS	<ul style="list-style-type: none"> Police, fire, EMS - engaged - community 		

COMMUNITY OUTREACH AT A GLANCE

450+ SURVEY RESPONDENTS

50+ ONLINE MAP COMMENTS

30+ IN-PERSON EVENT PARTICIPANTS



September/October 2022 Survey Results

Public Online Survey

An online survey was developed and disseminated to residents via the project website, flyers and email. A total of 460 responses were received from mid-August through mid-October, 2022.

The responses revealed that most residents believe the quality of life in Moody is good, and that Moody is growing at an acceptable rate.

The biggest changes residents have seen include:

- Population growth
- Infrastructure demands
- New development
- Increased traffic

Most respondents like:

- Family-friendly atmosphere
- Proximity to Birmingham

Most respondents want:

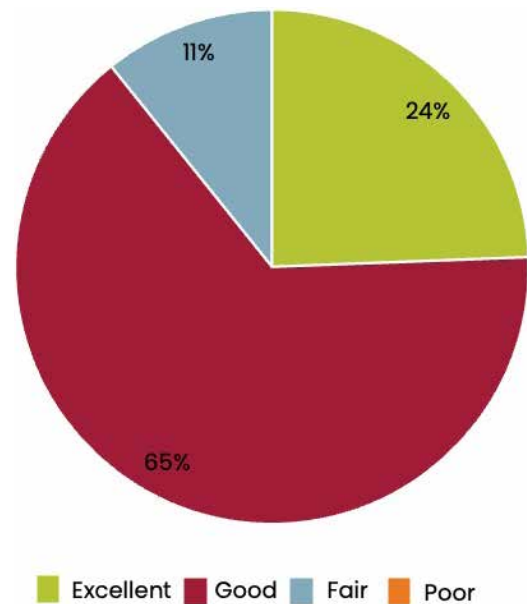
- Increased access to parks and activities
- A central downtown area
- Additional retail, entertainment, restaurant and cultural options

The plan should focus on:

- Road infrastructure and traffic
- Attracting restaurants, entertainment centers, and a town center/ downtown
- Maintaining quality schools
- Senior services
- Park improvements such as parking, better lighting, better bathrooms, and the soccer field

1 How would you rate the quality of life in Moody?

Most residents (89%) believe the quality of life is good or excellent



2 What changes in Moody over the past 10 years have you noticed?

"I think the growth of the community has been a positive. I think we are seeing new businesses being developed in the city limits and we are seeing growth in our schools. I also think that with that growth, we have not always done a good job of ensuring we are staying up with that growth."

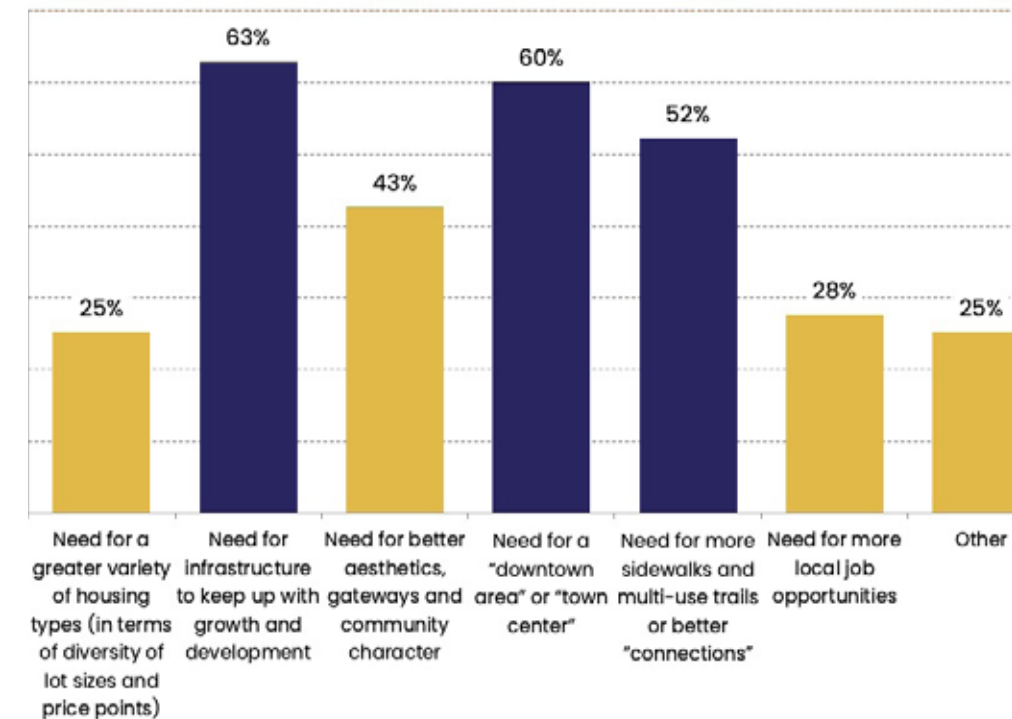
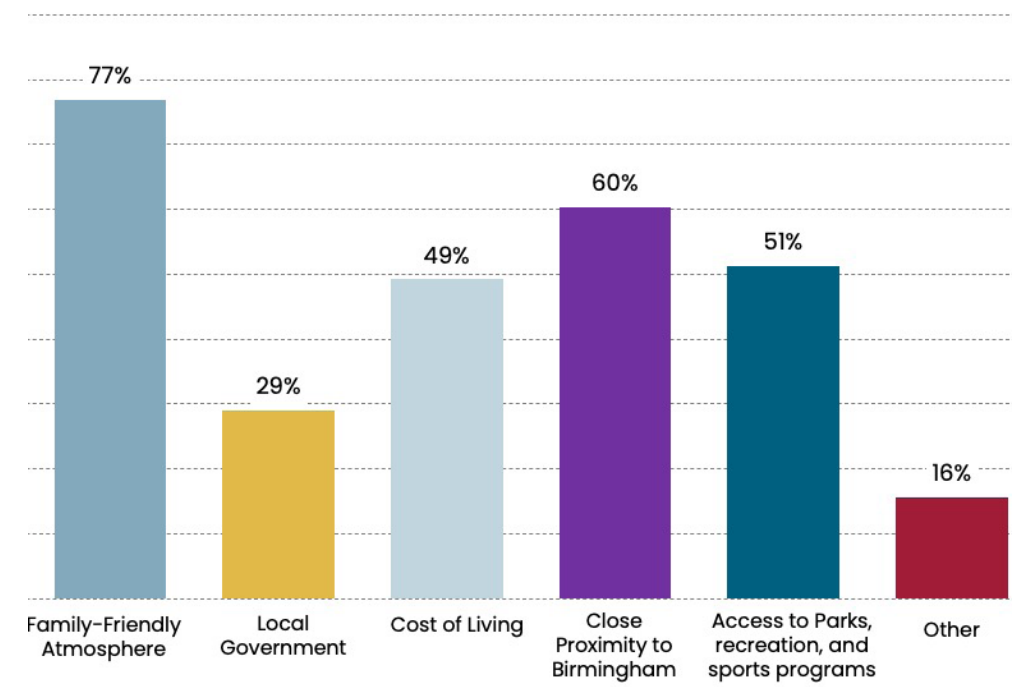
"Need more housing, entertainment, better quality of life, and more retail. Also, we need to focus on attracting more industry, we need more manufacturers or at least build a technology park and focus on being a tech driven town with offices and attract corporations. Schools are better now than 10 years ago, now if we could just get our Parks revamped and up to that level. Provide more things for the kids to do, maybe try and turn the old driving range by the civic center into something similar to Railroad Park."



People have witnessed population growth, infrastructure changes, different restaurants and increased traffic in Moody.

3 What do you like most about living in Moody?

Most respondents like the family-friendly atmosphere of Moody and proximity to Birmingham. Access to recreational activities and parks is another popular feature of the town.



4 What are the most pressing needs that Moody is currently facing?

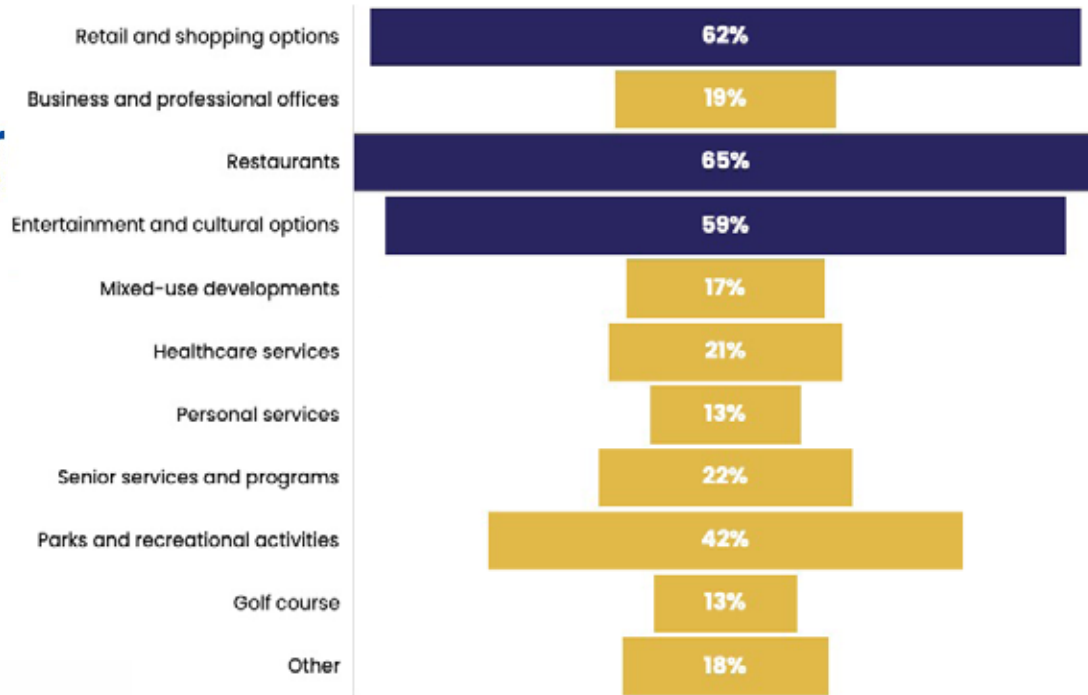
Infrastructure to keep up with growth and development was the most common issue respondents chose.



5 What types of development would you like to see more of in Moody?

Most people would like to have more retail and shopping options (62%), restaurants (65%), and entertainment and cultural options (59%).

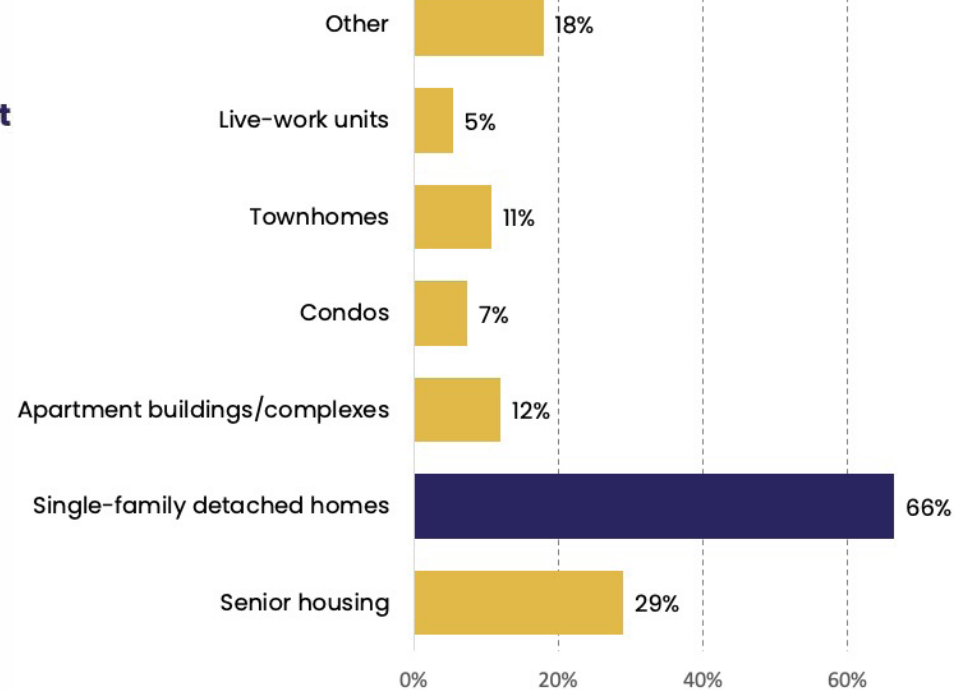
- Others
- Movie theater
- Bowling alley
- Arcade
- Parking lot
- Community pool
- Fishing pond
- Senior program
- Pell city
- Chicken place
- Youth activity
- Grocery store
- Workout facility
- Park
- Good quality restaurant



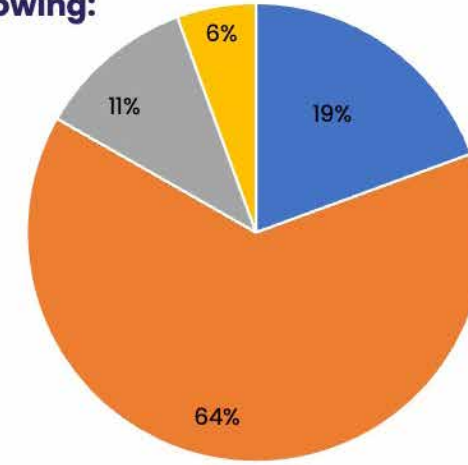
6 Which of the following housing types are most needed in Moody?

Most people (66%) want single-family detached homes.

- Others
- Affordable home
- Garden homes
- Planned community
- Single family
- Larger lots
- Mobile home
- Starter home
- More apartments
- Farm style living



7 Moody is growing:



Most people (64%) believe that Moody is growing at an acceptable rate.

8 Where do you think future development should be directed in Moody?

"We need to clean up older building to allow for new ones, stop allowing garden home communities because it is causing crime to go up and has been for a for years, I don't want to see Moody to look like Homewood or Hoover. It's always been a small family town and that's what I have always loved about Moody. I know we need to grow for revenue but please stop industrializing Moody. There's other forms of revenue."

"Need area for multiuse like downtown area. Build up around where the driving range was with multi type outdoor activities - microbrewery and bands playing. Being close to civic center should make it a success for all around there."

- Moody parkway
- Fast food
- Traffic light
- Downtown area
- Friendly entertainment
- Better Road
- Entertainment
- Publix
- Infrastructure
- School
- Restaurant
- Pell city
- Future development
- Business
- Crossroads
- Gas station
- Park
- Entertainment district
- Brompton area

Future development should be directed towards entertainment centers, road infrastructure, restaurants, schools, town center/downtown, less gas stations, traffic improvements, senior services, schools, revisit existing businesses, and infrastructural developments.

9 Are there any specific improvements you would like to see at public parks and facilities in Moody? What kind of recreational facilities and programs do you feel are currently missing from Moody that you would like to see introduced in the City?

Good addition
Soccer field Better schools Nicer bathrooms
Progressive baseball **Better lighting**
Better parking
Splash pad
Moody city park
Civic center Better care Better management
Guided exercise equipment

"I'd like to see better lighting around the walking track Moody City Park. Better upkeep of the tennis and basketball courts at the park with better lighting. Overall, the park is a huge plus for living in Moody."

"I would love to see updated playground equipment. We have far too many kids playing there daily to have old outdated/ broken playground equipment. I would also like to see more kid-friendly opportunities outside of recreational sports- such as events at the park. Also, We have a civic center membership but quickly discovered it isn't very kid-friendly. Would be a great idea to incorporate the splash pad in the civic center membership."

Improvements need to be focused on parking, parks, civic center, splash pad, better lighting, soccer field, better management, better bathrooms, and better lighting.

10 Which roads in Moody need repairs and/ or upgrades? Please specify the road name(s) and type of desired improvements.

"Intersection of Hwy411 and Park Avenue, the crossroads, repaving, closing drainage ditches adding turn lanes, along with curbing. Redesign or alignment of the intersections of Marketta Spur, Hwy 411 and Carl Jones Road and Hwy 411. TWO traffic lights in such a small space causes slowing traffic make turns difficult and allows accidents to occur. One intersection should be created."

Kelly Creek, Highway, Odenville, Avalon, Brompton, Sanie, Bridge, Marketta, Arbors, Annie, Robbie, Interstate, Oak, Trussville, and Briarcliff need attention.

Elementary school
Sanie road Annie lee
Intersection Crossroad
Brompton exit Moody city limit
Red light Oak blvd Kerr road
Blueridge estates
Turn lane Avalon
County road
Odenville Robbie drive
Blackjack rd
Sanie rd Kelly creek
Park ave intersection
Highway Moody parkway
Bridge Arbors Carl jones road
Stop light Acmar road
Lane road **Marketta spur**
Lake joyce road **Traffic light**

11 My BIG IDEA for the future of Moody is....

Designated downtown area
Friendly focus **Great schools**
Safe place **Fast food**
Better leadership
City Town center
Wooded area **Community**
Entertainment district
Desirable place **Affordable housing**
Thriving city

"Make it a COMMUNITY that looks planned rather than haphazard. Add walking/biking trails. Connect some neighborhoods. Create a town center of restaurants and shops. Create recreational opportunities to attract tourists."

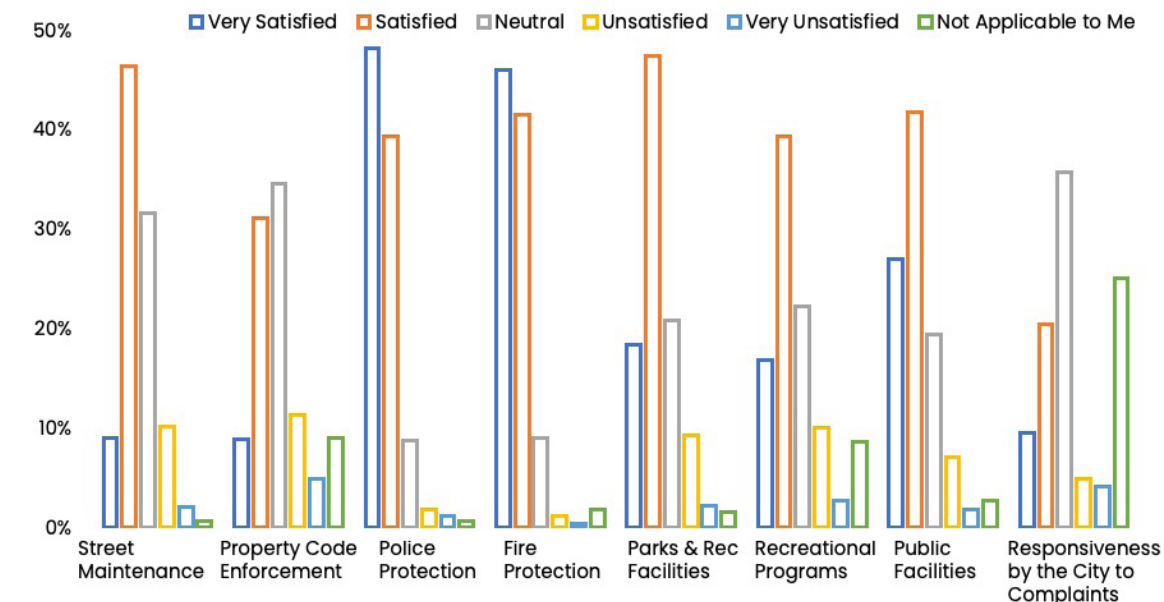
"Get new leadership in office that is not related to each other that would work for the community as a whole and not just for certain income ranges and who donates to who. More black and Hispanic teachers in our school systems. I believe if you are born and raised in a community you should not be able to teach or be public safety officials in that community."

"A safe family-friendly community with a diverse and cultured population supporting local churches and community entertainment for the whole family."

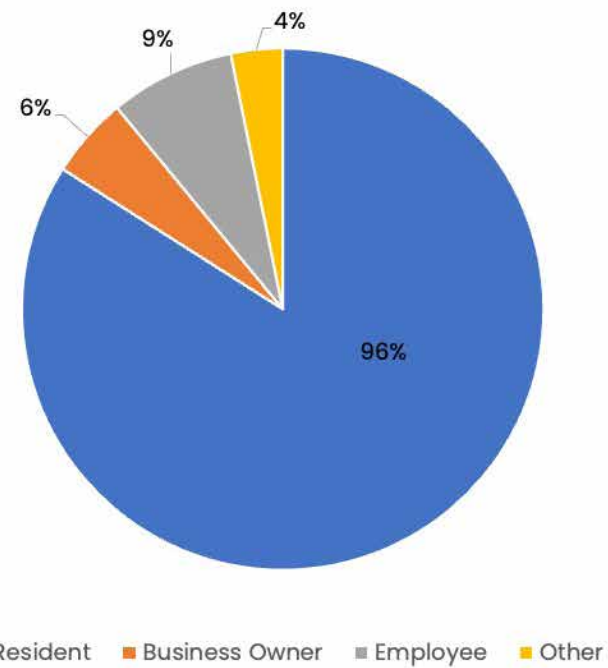
12 Please rate your satisfaction with the following public services

Most people are:

- **Satisfied** with street maintenance, parks and recreation facilities, recreational programs and public facilities.
- **Neutral** about property code enforcement and responsiveness to complaints.
- **Very satisfied** with police protection and fire protection.



13 What is your relationship to Moody?

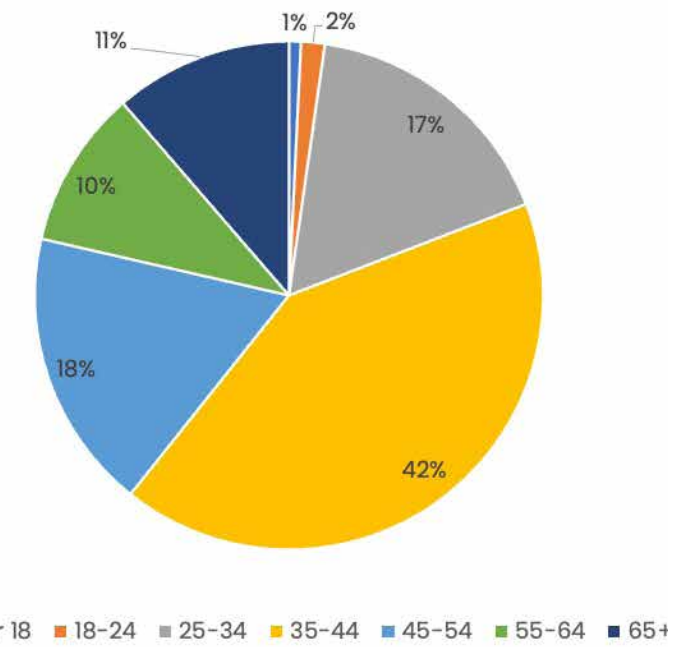


Others
 Former resident parent
 School employee supporter
 Resident Pastor Employee
 Student Retired employee

Most respondents (96%) are Moody residents.

■ Resident ■ Business Owner ■ Employee ■ Other

14 What is your age group?



Most respondents (60%) were between the ages of 35-54.

■ Under 18 ■ 18-24 ■ 25-34 ■ 35-44 ■ 45-54 ■ 55-64 ■ 65+

Online Map

An online mapping tool that utilized WikiMapping software was available for public response from mid-August through mid-October, 2022. Over 50 respondents added their comments and ideas to the map. Key findings included the following statements.

Issues

High School Drive and surrounding roads need to be restriped.

Need stop sign at Acton Road and James Taylor Road.

US 411 and Kerr Road is an unsafe intersection – a traffic light is needed here.

Need traffic light at Kelly Creek Road and State Route 78.

Intersection at US 411 and Park Ave is unsafe for pedestrians and vehicles.

Need a better monument sign when entering Moody.

Pulling out of businesses near crossroads is scary and unsafe.

Opportunities

Land for sale by Bethel would be a great place for a small community center.

Explore costs / benefits of possible annexation of surrounding parcels.

Consider old mining property for recreation.

Leverage the country character of Moody, including horse shows.

Build bike trails, disc golf, and archery in parcel by Kelly Creek Road.

Add connecting road from Carl Jones to the back parking lot of the ballpark to help with traffic flow during games.

Redevelop the crossroads.

Build a clubhouse at the park.

Small amphitheater and outdoor dining options would be great, including a public entertainment space near the park to make an entertainment district. Barrington Parkway could be a good location for this.

Build a greenway and sidewalk from City Park down US 411.

Needs Improvement

Intersection at Kelly Creek Road and Park Ave. needs restriping, better signage, trim back trees and shrubs.

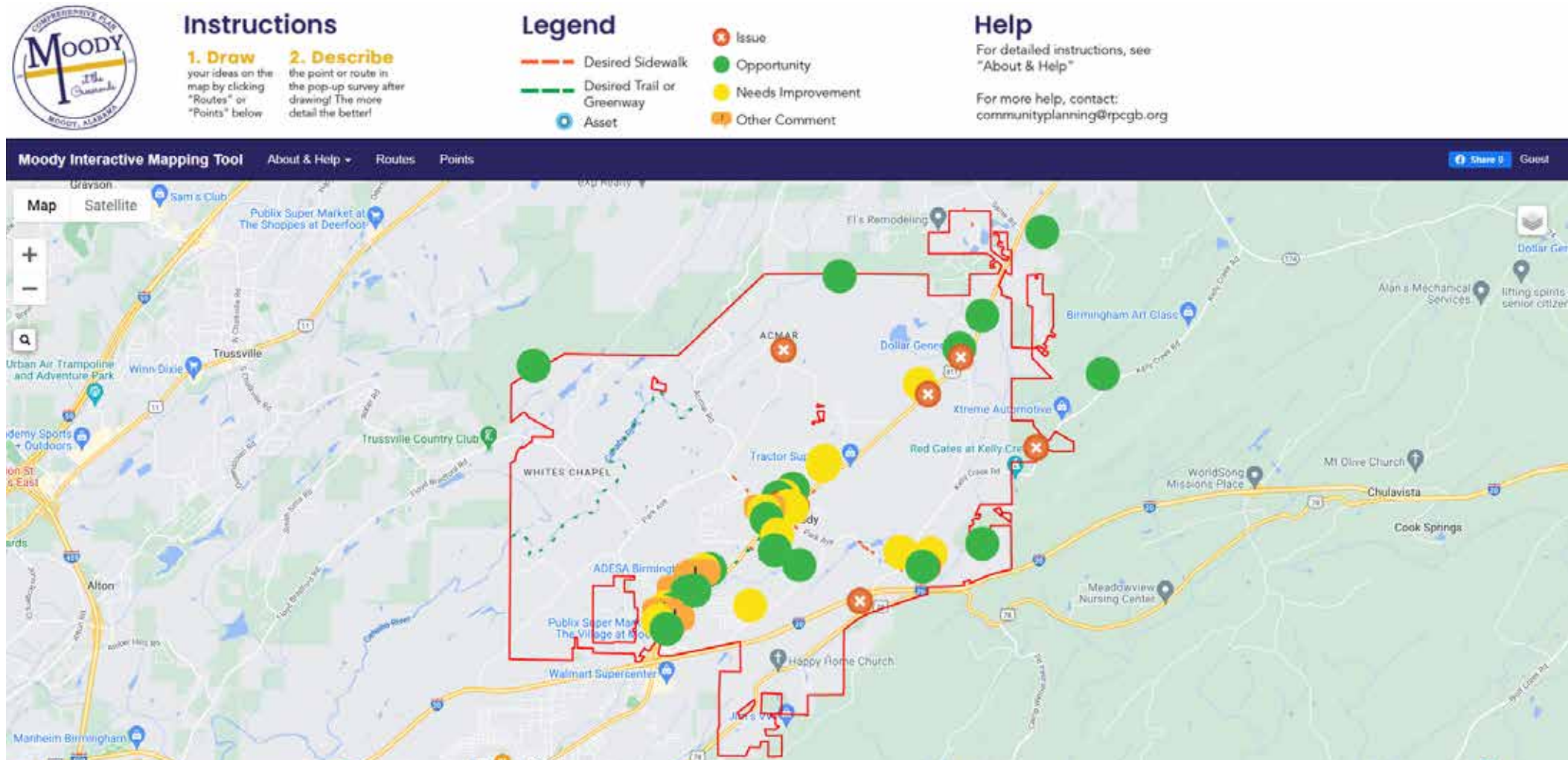
Realignment of Markeeta Spur Road and Carl Jones Road would help safety and traffic flow.

Misalignment of Daniel Drive and Ballpark entrance causes problems. Realign these to connect to each other.

Widen a portion of Park Ave. from US 411 to City Hall to include a center turn lane.

Consider incentives to clean up the unsightly and run-down properties from Blue Ridge Drive to Joey Adkins Drive.

Moody should implement building and signage codes.



Stakeholder Interviews

On October 4-5, 2022, project team members conducted interviews with key stakeholders who have a vested interest in the outcomes of Moody's Comprehensive Plan. The stakeholder group advised that clear communication via social media and word of mouth, developing a strong vision based on the needs and wants of Moody residents, and having a detailed action plan to implement plan recommendations would make this project a success. In addition, the stakeholders provided insight into the values and character of Moody. The information gained was crucial to plan development.

Interests	Weaknesses	Opportunities
New restaurants	Too many used car lots	Lots of land
Trails, parks, and greenspace	Lots of people, which causes lots of traffic	People here will support new businesses
Town Center	Not a lot of businesses	Infrastructure improvements
Intentional businesses	Businesses don't stay too long	
Entertainment and activities	Plenty of banks and fast food, but not enough "restaurants"	Desired Projects/New Developments
	Mom and Pop shops don't stay too long because there is a Walmart	Sidewalks
Challenges	Not a lot of activities in Moody; must drive to Trussville	Trails
Flooding		Activation of Little Cahaba
Competition from other cities		Greenspace
Lack of connectivity and sidewalks		Frisbee golf
Hard to get projects "started" or "on the ground"		More variety of restaurants
		Retail establishments
		Town Center





Public Open House

On October 4, 2022, a public Open House was held at the Moody Community Center. Over 30 people participated in the open house, and the knowledge gained was key to developing the plan. Common themes heard at the open house included:

TRANSPORTATION: Traffic and safety are big concerns, especially on US 411. Residents would like to see strategically placed sidewalks, trails and greenways.

QUALITY OF LIFE: People enjoy living in Moody and think it is a great place to raise a family.

LAND USE AND HOUSING: Residents want more diverse residential, retail, entertainment and dining options.

COMMUNITY CHARACTER: Residents value Moody's rural, small-town identity and want to preserve and protect it.

COMMUNITY FACILITIES: Moody has a great school system and the first responders are engaged with the community. Residents would like to see more park space, better internet access, and the City's own water and sewage system.



OPEN HOUSE: ISSUE BOARD RESULTS

A Land Use and Housing



Housing choice and Affordability:

- Larger lots, more sidewalks, modern residential communities and reduced garden homes

Community Character:

- More park space for sports and hiking trails
- **Used car lots and short-term banks**

Retail and Commercial Options:

- Need for diverse dining options, retail stores and family entertainment venues
- Make use of vacant buildings
- **Chicken places and too many gas station at Brompton exit**

KEY

- What's Needed
- What Works
- What Doesn't Work



OPEN HOUSE: ISSUE BOARD RESULTS

C Infrastructure and Facilities



Community facilities:

- Historical society
- Food truck vendors and live music at Moody Park.
- Welcoming library

Open Space:

- **Terrible smell from landfill permeates the city on humid nights**
- Consider vacant land with slope for hiking trails

K-12 education facilities:

- JH school pick up line need additional road access
- More funding and resources along with more academic options in high school
- Earlier college prep in high school
- Schools and teachers are great
- **Stigmatization of tech career in high school**

Public safety, fire and EMS

- First responders engaged in community is working

KEY

- What's Needed
- What Works
- What Doesn't Work



OPEN HOUSE: ISSUE BOARD RESULTS

B Environment and Open Space



Water features:

- Trails near Black Creek
- Places for outdoor activities. Walking trails
- **No maintenance of creeks and open areas**

Open Space:

- **Terrible smell from landfill permeates the city on humid nights**
- Consider vacant land with slope for hiking trails

Outdoor Recreation:

- More variety options
- Community Pool
- Greenway Trail connecting park to area near Zaxby's
- Good dog park and walking trails at the park
- **Athletic park is run down, and programs are subpar compared to other areas**

KEY

- What's Needed
- What Works
- What Doesn't Work



OPEN HOUSE: ISSUE BOARD RESULTS

D Transportation and Mobility



Mobility choices:

- Roundabouts, sidewalks, bicycle lanes and roundabouts are needed

Street maintenance:

- **18-wheeler traffic has damaged the road on Kelly Creek**

Traffic issues and speeding:

- Improvements at Kelly Creek road at new industrial park and Brompton Road
- Transit to Birmingham
- 411 to Saine entrance to H.S. needs red light for mornings and afternoons.
- **Traffic, speeding, accidents and 18-wheelers on Kelly Creek road, 411 exit, and turn lane for road by Popeye's.**
- **Stop light at 411 Taylor road.**

KEY

- What's Needed
- What Works
- What Doesn't Work



www.moodyatthecrossroads.com