

SHEFFIELD, ALABAMA

REVITALIZATION & REDEVELOPMENT PLAN

PERFORMANCE CRITERIA



SUBURBANOIDS



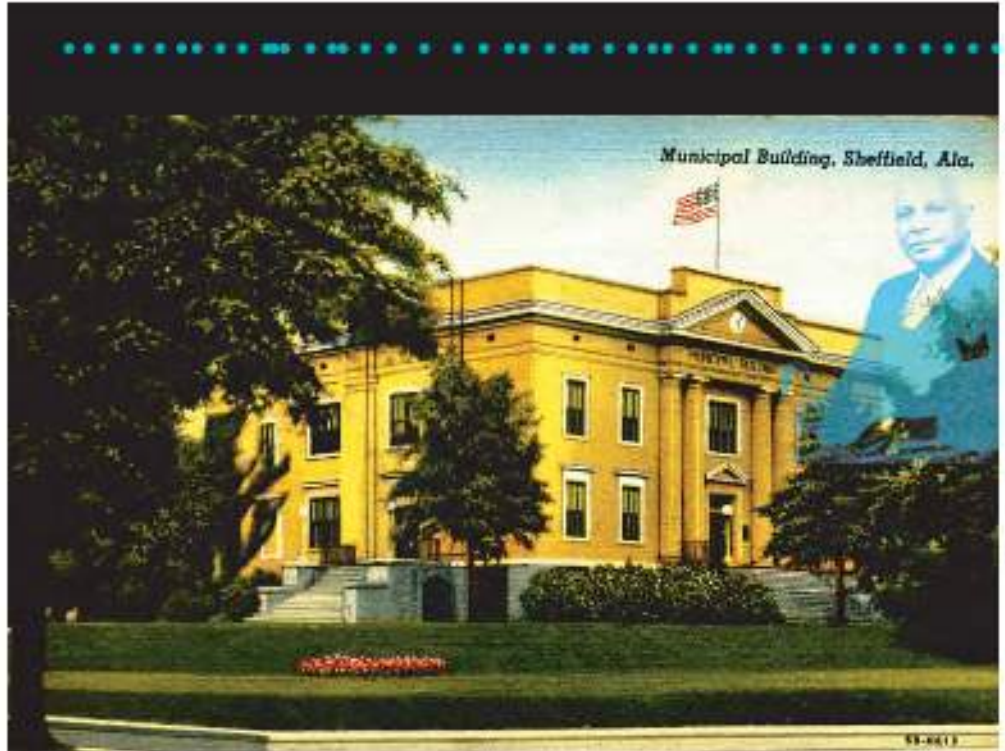
CIVIC SPACE



VITAL LANDSCAPE



PLANNED



Sheffield
Revitalization & Redevelopment
Plan
Performance Criteria

Prepared for:

Sheffield Redevelopment Authority
(SRA)

Prepared by:

The Northwest Alabama Council of Local Governments

SKIPPER Consulting Inc.

&

The Citizens of Sheffield, Alabama

Summer 2006

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&

The City of Sheffield, Alabama

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To create a prosperous city where people can live, work, learn, raise a family in safety, and thrive on its high quality of life, rich cultural heritage, and beautiful natural resources. *Sheffield Redevelopment Authority 2005*

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CONCEPTUAL DESIGN & REDEVELOPMENT PROPOSALS

Introduction:

The Sheffield Revitalization & Redevelopment Plan Performance Criteria provides clear implementation strategies for the fourteen goals and forty-six objectives identified by the citizens of Sheffield. These goals and objectives were identified in order to implement the Sheffield Entertainment District and to raise the quality of life for Sheffield citizens. There are four categories that each of the fourteen goals were placed within. Those categories are Access & Linkage, Comfort & Image, Use & Activities, and Sociability. The role of the Performance Criteria document is to provide an accessible and graphic implementation strategy that accompanies the Sheffield Revitalization & Redevelopment Plan. This document is not a substitute for the redevelopment plan, but is to act as a complementary guide for achieving the citizen identified goals and objectives.

How To Use This Document:

The Performance Criteria and its accompanying four sections provide written guidelines for implementing the identified goals and objectives. Each goal and its accompanying objectives are proposed for implementation through graphic and written performance criteria. In addition to the Performance Criteria, there are implementation criteria that are located within the yellow title block of each objective. Each objective has its own identified implementation leaders, cost estimate, and projected time frame for project implementation.





ACCESS & LINKAGE

1-5 yrs

SRA, SCC, SPC, TVA, SU, SS, PO

A

Goal:

To increase the recreation and waterway access opportunities along the Tennessee River.

Objective: 1 of 3

Design and implement a Sheffield River Trail.

Performance Criteria:

The design of the Sheffield bike and pedestrian river trail should link the residential and commercial districts of Sheffield to the Tennessee River. Incorporation of the trail system to the existing bluff trail and birding trails should be taken into consideration.

Locate the trail with access to viewing stations and locations along the Tennessee River.

Acquire any easements necessary to extend the trail from the Eastern city limit boundary to the Western boundary that will connect Park West, the Sheffield Stand Pipe, Riverside Park, and

Lovers Leap.

Locate the trail easement within the visual edge of the Tennessee River and provide multiple user access points with links to the overall trail system.

In appropriate high use areas, provide pedestrian scale lighting that does not exceed fifteen feet in height.

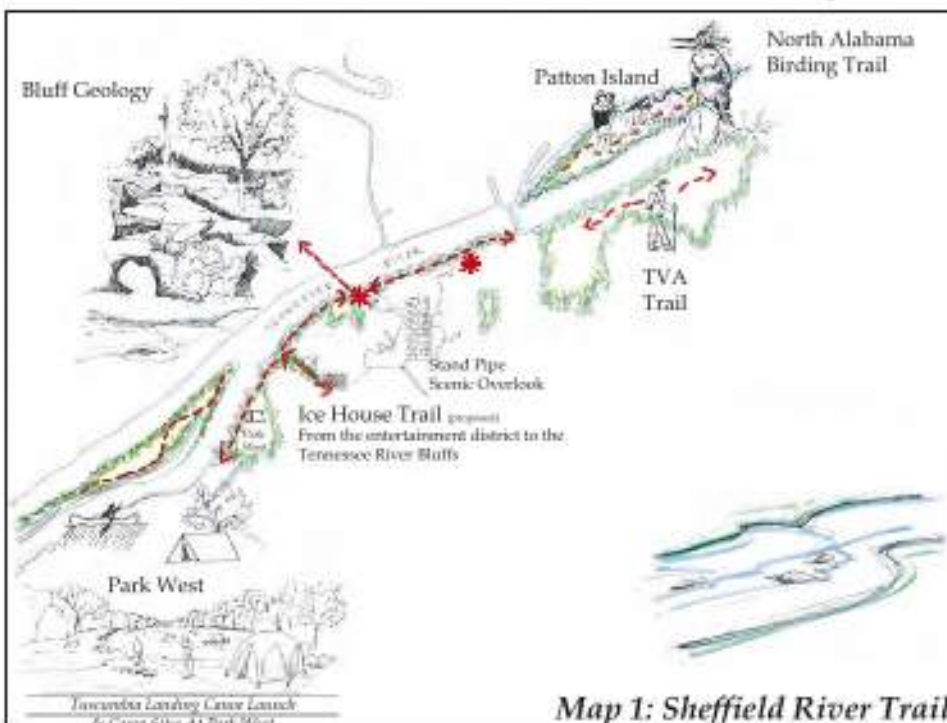


Figure 1



Figure 2

Ample trail width provides room for users to walk side by side as well as allowing for sharing of the trail with bicyclists. The trail system should link downtown Sheffield to the riverfront and other recreational activities.



Map 1: Sheffield River Trail

Pedestrian and bicycle access can capitalize on the existing viewing stations and recreational opportunities. The proposed river trail will follow the Tennessee River linking existing and proposed sites.

Map 1 depicts the general location of existing recreational opportunities as well as proposed trails. (A-1)





ACCESS & LINKAGE

1-5 yrs

SCC

A

Goal:

To increase the recreation and waterway access opportunities along the Tennessee River.

Objective: 2 of 3

Clear and maintain specific viewing stations adjacent to the Sheffield River Trail.

Performance Criteria:

Identify within the Sheffield River Trail Plan the specific sites and areas for removal of plant material and debris for viewing stations. The planning of viewing stations and trail layout should occur in conjunction with a coordinated effort with the Tennessee Valley Authority Watershed Team.

When selecting sites to be cleared of forest growth for viewing stations, the encompassing view shed should be taken into consideration.

Participant impacts on surrounding properties and habitat should be taken into account when

selecting sites for viewing stations.

Maintenance and management programs should be drafted and implemented in order to maintain the quality of viewing stations along the river trail system.

Locate viewing stations at appropriate distances for river trail users.

Construct viewing stations with handicap accessibility and appropriate seating and site furnishings.



Figure 3

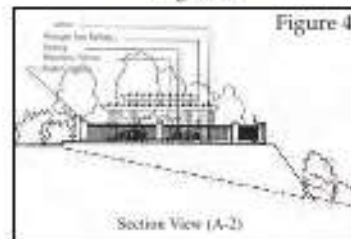


Figure 4

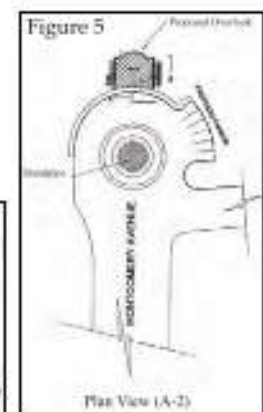
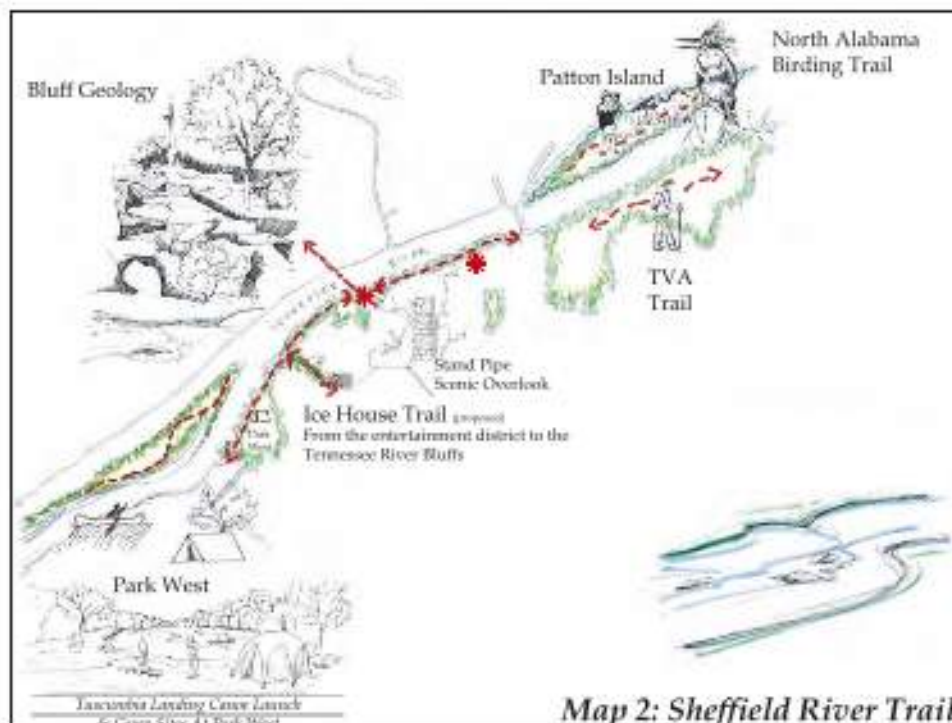


Figure 5



Map 2: Sheffield River Trail

Viewing stations should be designed with the considerations of surrounding characteristics of buildings and their materials. Where no structures are visibly present the materials should blend with the natural surroundings.

Map 2 depicts the general location of existing recreational opportunities as well as proposed trails. (A-1)





ACCESS & LINKAGE

5-10 yrs

SCC, SPA, TVA, BC, PD

8

Goal:

To increase the recreation and waterway access opportunities along the Tennessee River.

Objective: 3 of 3

Maintain and increase recreation and boating access points within Sheffield.

Performance Criteria:

Access points include the development of a Sheffield Marina at or near Riverfront Park or other appropriate locations. The marina can provide recreational opportunities for Sheffield and Shoals citizens.

Non-motorized access points that require a lower impact on the surrounding habitat should be taken into consideration.

Boat access points may be planned with camping and other recreational opportunities.

Boating launch sites can be planned by the following categories and definitions.

- Hard Surface - Site affords float-off and float-on launching for most trailered boats.
- Beach Launch - No float-off or float-on trailered boat capability. Sites will accommodate the approach to the water edge of small and light trailered boats. Boat may then be pushed off or on the trailer.
- Hand Launch - No trailer capacity. Boats must be hand carried to the water.
- Car Top Launch - For canoe/kayak launching with limited parking available.



Figure 6

Various types of boat launches and additional access points can serve a variety of boating enthusiasts.



Figure 7

Reduction of conflict points for boating activities increases the quality of the experience for recreational users.



Figure 6: Sheffield Revitalization & Redevelopment Plan

Map 3 shows the redevelopment study boundary outlined in red. The Sheffield City Hall and incorporated boundary are marked in white and green respectively. The red asterisks demarcate existing boat launches within the city. (A-3)





ACCESS & LINKAGE

1-5 yrs

MPO, QCM, SCC, SPC, TVA, BC, PD

8

Goal:

Encourage the safe and comfortable movement of bicyclists and pedestrians throughout Sheffield and the Shoals Region.

Objective: 1 of 4

In conjunction with the Shoals Area Metropolitan Planning Organization (MPO) and its stakeholders, design and implement a Muscle Shoals Regional Bike and Pedestrian Trail.

Performance Criteria:

The Regional Bike and Pedestrian Trail plan is laid out to connect throughout the four downtown areas of the Quad Cities (Sheffield, Florence, Muscle Shoals, and Tuscumbia). Those cities are labeled on the map with marked points of community or civic focus that lie within the trail route. (Map 4)

Design the trail system to be context sensitive in design and materials so that it complements the various communities and cities it passes

through.

Acquire easements or joint agreements that are sufficient to extend the trail to all four municipalities.

The acquired easement should be no greater than twenty feet wide and no less than 12 feet wide.

The regional trail will be a mixture of existing and planned trails and pedestrian systems already in place. This system includes, but is not limited to, sidewalks, recreational trails, abandoned railroad bridges, and existing vehicular bridges.



Figure 8



Figure 9



Figure 10



Figure 11

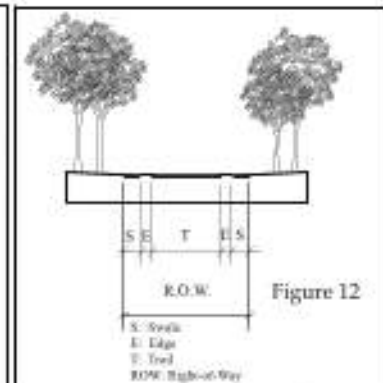
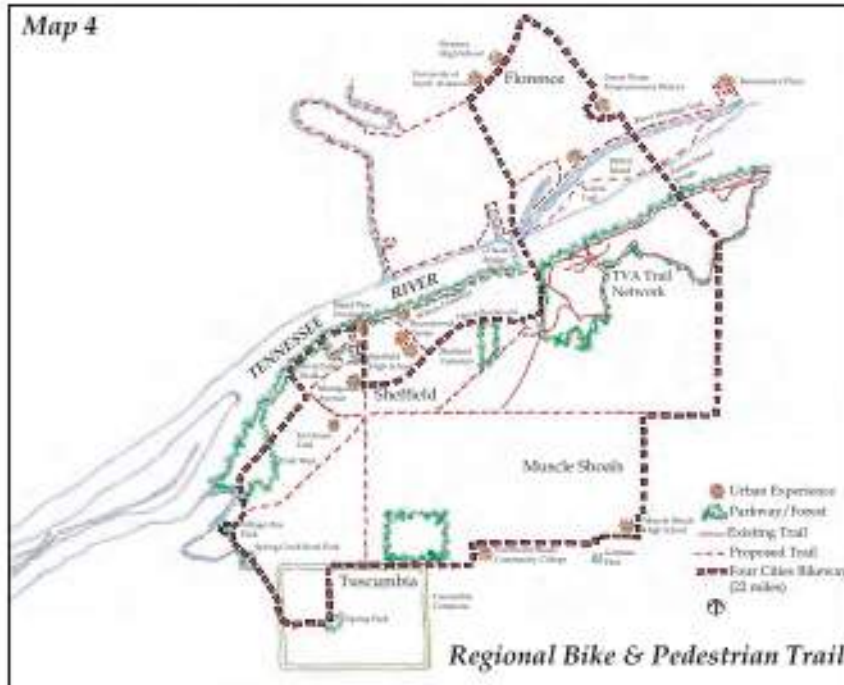


Figure 12: Trail section shows the general design for a Bike and Pedestrian Trail.

Map 4: The Regional bike and pedestrian trail is outlined in red dashes. The trail is designed to link up the four cities of the Shoals Region.





ACCESS & LINKAGE

1-5 yrs

SCC, MPO, SRA, SPC, SU, DM, RE

C

Goal:

Encourage the safe and comfortable movement of bicyclists and pedestrians throughout Sheffield and the Shoals Region.

Objective: 2 of 4

To design and establish a Sheffield Bike and Pedestrian Trail Head. This trail head should serve as a centralized jumping off station for bicycle and pedestrian users in the Sheffield Central Business District.

Performance Criteria:

Love Plaza should provide ample bike racks and

moveable seating for plaza users to prepare for the trail or enjoy the entertainment district.

Buffer planting and parking spaces should be designed to serve as a visual and physical buffer between automobile traffic and plaza users.

Amenities to include directional signs, lighting, street trees, trash receptacles, and moveable seating should comfort and support trail head users.

Love Plaza is to be redesigned as a larger civic space in order to serve as a functional center of activity. Placement of a public library or other civic building to the west of the plaza will enhance plaza activity and the new building.



Map 5: Love Plaza Bike & Pedestrian Trail Head Location (A-6)



Figure 13



Figure 14



Map 6: Proposed Plan For Love Plaza (A-7)





ACCESS & LINKAGE

10-20 yrs

MPO, SCC, SPC, BC, RE

C

Goal:

Encourage the safe and comfortable movement of bicyclists and pedestrians throughout Sheffield and the Shoals Region.

Objective: 3 of 4

Design and implement the Sheffield Bike & Pedestrian System within the Redevelopment Study Boundary and the City of Sheffield.

Performance Criteria:

The City of Sheffield Bike and Pedestrian trail will link the Central Business District to the residential neighborhoods throughout the city.

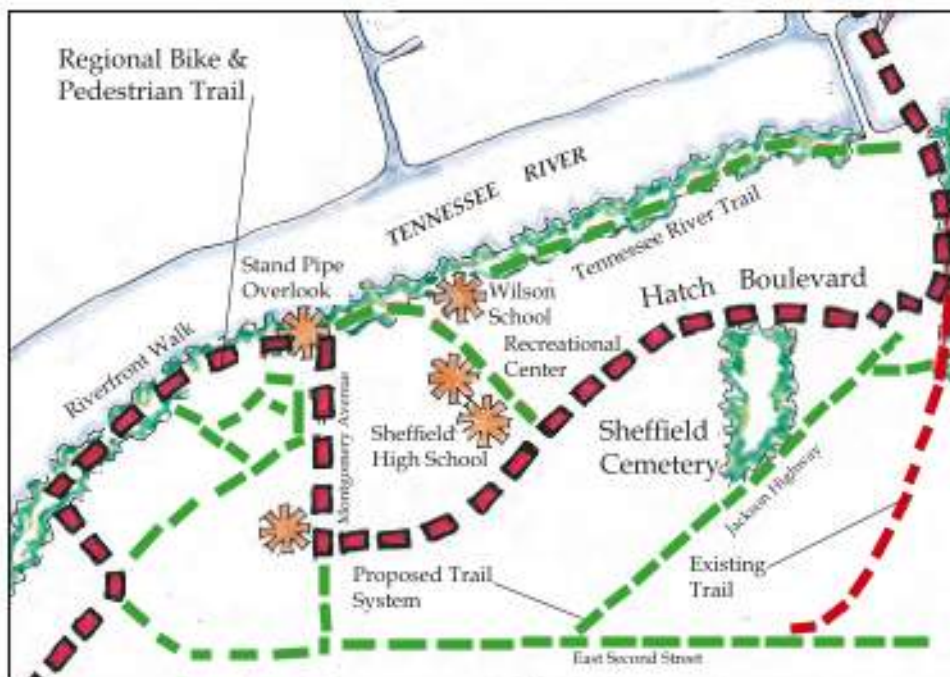
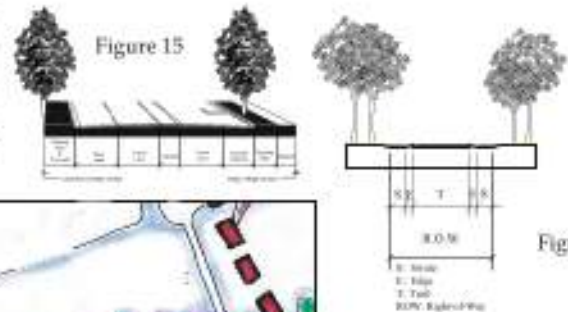
The trail will be composed of existing and proposed sidewalks, nature trails, and bike pathways.

Design pedestrian scale lighting to accompany proposed and existing sidewalks and trails. The lighting should be context sensitive to the neighborhood or district where it is located.

Space pedestrian and vehicular lighting at appropriate intervals throughout the pathways of the city.



Map 7: Proposed Bike and Pedestrian route for implementation 2006/2007 (A-8)



Map 8 (A-4)

— Sheffield Bike & Pedestrian System





ACCESS & LINKAGE

10-20 yrs

MPO, SPC, PD, RE

UN

Goal:

Encourage the safe and comfortable movement of bicyclists and pedestrians throughout Sheffield and the Shoals Region.

Objective: 4 of 4

Create and promote bike and pedestrian oriented modes of transportation within the existing and redeveloped residential neighborhoods.

Performance Criteria:

Establish subdivision guidelines that require the installation of sidewalks within new or redeveloped residential properties.

Establish design guidelines for typical sections of the bike and pedestrian plan. The guidelines will be context sensitive to the district or neighborhood that the trail is passing through.

Provide a construction and maintenance category for bike and pedestrian trails within the Sheffield Capital Improvements Program.

Establish a committee within the Sheffield Planning Commission to promote and monitor implementation and strategies for achieving a pedestrian friendly city.

Encourage compact and pedestrian oriented centers of commercial and residential development.

Encourage the reduction of frequent curb cuts across sidewalks and the lengthy distances between commercial and residential buildings.

Determine and set standards for the setback of buildings from the sidewalk.

Prohibit parking between commercial buildings and public right of ways.

Do not permit the construction of walls without windows or ornaments on public streets. Establish minimum commercial square footage

standards for commercial businesses.

Establish development guidelines that prohibit parking lots from being located on street corners. Limit the amount of curb cuts and driveways crossing sidewalks in commercial districts.

In auto oriented areas, require buildings to be located up to the sidewalk.

Establish design guidelines and an architectural review committee that requires landscaped and well-lit pedestrian pathways connecting to parking lots.

Encourage the development of store fronts that break up the visual appearance of store fronts.

Permit negotiation of design guidelines for visually prominent residential and commercial entrances, such as unique stoops.



Figure 17



Figure 18



Figure 19



Figure 20

Figures 17-20: The adjacent images represent key components to a successful pedestrian and bicycle oriented city. The width of sidewalks and placement of buildings up to the sidewalk create visually pleasing and pedestrian friendly environments. Sidewalks linking up residential neighborhoods to commercial areas provide a high quality of life through better health and convenience.





ACCESS & LINKAGE

10-20 yrs

MPO, NWSOC, QCM, SPC, SRA, UNA, BC, HKH, SACC

UN

Goal:

To create and fund a mass transit system for Sheffield and the Shoals Region.

Objective: 1 of 2

Involve regional stakeholders and the Shoals Area Metropolitan Planning Organization (MPO) in a regional transportation process that designs and provides a cost estimate for a fixed route regional mass transit system.

Performance Criteria:

The regional system should establish a seven day fixed route schedule that provides connections within the four cities of the Shoals Area.

The transit strategy should involve a route or routes that have input from municipal officials and stakeholders within the Shoals Area. It is important that the system be planned and staffed with appropriate routes and stops based on user input and projected growth within the residential and commercial areas of the Shoals.

Marketing and promotion of the transit system should be done prior to start up and continue through the duration of the system.

Organization of transit routes by a symbol or color system designated for specific routes should be implemented prior to system startup.

A facilities storage and maintenance plan should be drafted and put into place.

A metro arts program should be studied and implemented to promote local and regional art and provide quarterly or monthly changes in transit promotion.

Sales and management facilities should be organized and staffed with appropriate personnel for a mass transit system operation. Special promotions and programs should be enacted in order to encourage ridership across income levels and age groups. The diversity of users will

determine the true success of the transit system.

Interaction and updates on mass transit services will be coordinated through web sites and consumer e-mail updates.

Special park & ride and weekend & holiday shuttles can be provided for special events and holidays. Special event shuttles should be coordinated with the individual municipalities and event organizers.

The time cost allocation to public transit users can be extremely high if the system is not planned with multiple routes and pickups on a timely basis.



Figure 21



Figure 22



Figure 23



Figure 24

Figures 21-24: User friendly signs and transit stop shelters encourage the use of mass transit. A critical element to achieving an ethnically and economically diverse use of mass transit is system frequency and multiple transit routes.



Map 9: The transportation use map shows the percentage of public transportation users throughout the United States. (A-9)





ACCESS & LINKAGE

1-5 yrs

MPO, QCM, BC, DM, SACC

C

Goal:

To create and fund a mass transit system for Sheffield and the Shoals Region.

Objective: 2 of 2

Set milestones and an initial strategy to link local hotels and downtown Sheffield.

Performance Criteria:

Hotel and entertainment district transit routes should be evaluated and implemented based on hotel customer base and a cost benefit analysis to the district.

Funding for the transit program can be considered through local transportation funds as well as the application of a business improvement district tax and patron user fees.

A promotional strategy for special events and entertainment district venues should be

used within the hotels and any regional marketing strategies.

Hotel transit routes should be laid out to coordinate with other hotels, while offering an expedient manner to arrive at the appropriate destination.

The hotel and entertainment district route should operate between the hours of 4:00 p.m. until 2:00 a.m.

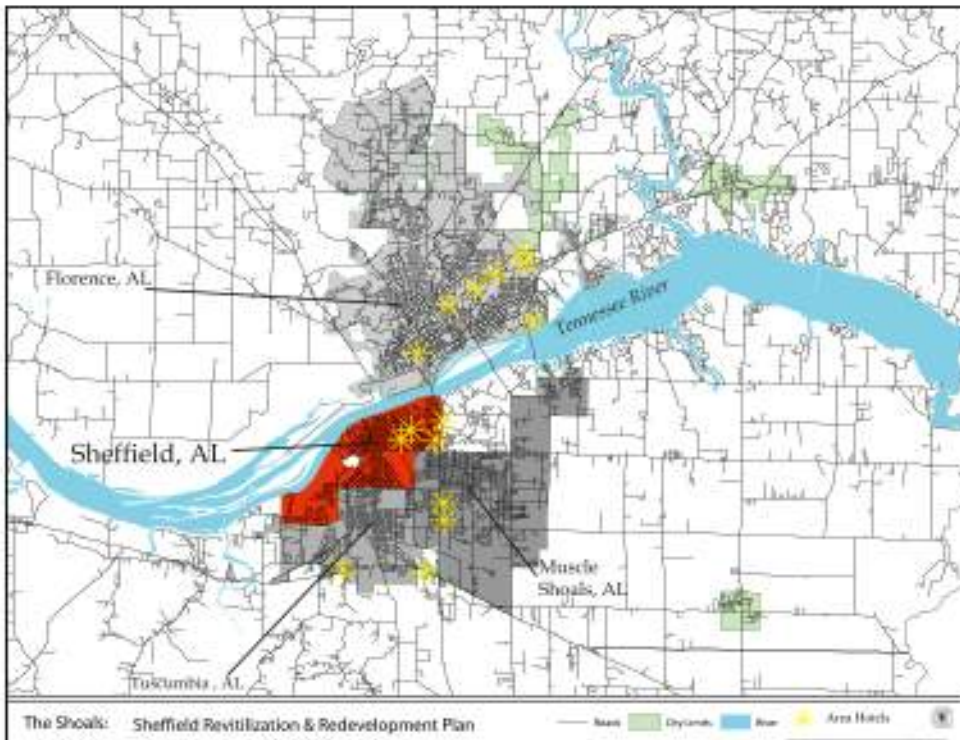
Consistency in route schedule and publication of the hotel and entertainment district times and route will enlarge the customer base of the entertainment district.



Figure 25



Figure 26



Map 10: The majority of Shoals Area hotels are marked with an asterisk. The City of Sheffield corporate boundary is highlighted in red. The performance criteria for this objective encourage the linking of Shoals Area tourists to spend time in the Sheffield Entertainment District. (A-10)

Map 10





ACCESS & LINKAGE

5-10 yrs

MPO, QCM, MWSCC, SCC, SPC, BC, SACC

E

Goal:

To redevelop and enhance the transportation thoroughfares and commercial gateways of the city.

Objective: 1 of 8

Through the Shoals Area Metropolitan Planning Organization (MPO), encourage the re-evaluation of matching funds for the planning, engineering, and relocation of the Sheffield Railroad Relocation as studied by the U.S. Department of Transportation, Federal Highway Administration, and Alabama Department of Transportation.

Performance Criteria:

The community meetings and design review for the preparation of this document have determined that the impact of a Sheffield bridge overpassing the Norfolk Southern Railroad would be economically and visually degrading to the City of Sheffield. The construction of a Sheffield Overpass goes against the urban design principles put forth in this document.

As of the publication date of this document there is a \$5 million allocation with a 75% match for a total amount of \$8 million for project preliminary engineering.

The estimated total cost for the relocation of the Norfolk Southern Railroad was estimated at \$28 million in 1994.

Out of the \$8 million allocated for the project, zero dollars have been spent.

The environmental assessment for project RRS-881719(1) was approved by the Federal Highway Administration on May 9, 2001.

The proposed action reviewed by the environmental assessment involves "the relocation of a portion of the Norfolk Southern Railroad on a new corridor outside of downtown

Sheffield and the Tri-Cities area. The Tri-Cities area includes the town of Sheffield, Tuscumbia, and Muscle Shoals."

Citizen involvement by the Alabama Department of Transportation (ALDOT) held citizen involvement meetings on March 15, 1994, October 20, 1994, and again on December 2, 1999. The meetings were attended by approximately 92, 32, and 1,991 people respectively.

Benefits to the local communities would be as follows:

- Improved traffic conditions (less delays, less potential for accidents, etc.).
- Improved emergency vehicle access throughout the area.
- Improved opportunity to attract businesses and commercial developers to the downtown area.
- Reduction of noise and air pollution.
- Potential for developing previously less accessible property.
- Potential for developing a pedestrian and bicycle rails to trails system on an abandoned rail line.

Enclosed Information taken from:

Traffic Improvements Report Sheffield, AL. Evaluations of Possible Alternatives for Alleviating Existing Rail and Street Traffic Conflicts Within the Sheffield, AL Area, August 1994.

Finding of No Significant Impact Project RRS-8817(1) Sheffield Railroad Relocation West of Tuscumbia To East of U.S. 43 Colbert County, AL. Prepared by: U.S. Department of Transportation, Federal Highway Administration, and ALDOT.





ACCESS & LINKAGE

1-5 yrs

MPO, QCM, SPC, SU

UN

Goal:

To redevelop and enhance the transportation thoroughfares and commercial gateways of the city.

Objective: 2 of 8

Continued On The Following Page

Encourage the planning and development of a Southern transportation access that provides the context of a parkway style transportation route (Proposed Shop Pike Parkway).



Figure 27: Shop Pike Parkway Perspective Rendering



Map 11: Existing Shop Pike Road Location (A-21)



Map 12: Shop Pike Parkway Sectional View (A-11)





ACCESS & LINKAGE

1-5 yrs

MPO, QCM, SPC, SU

UN

Goal:

To redevelop and enhance the transportation thoroughfares and commercial gateways of the city.

Objective: 2 of 8

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Encourage the planning and development of a Southern transportation access that provides the context of a parkway style transportation route (Proposed Shop Pike Parkway).

Performance Criteria:

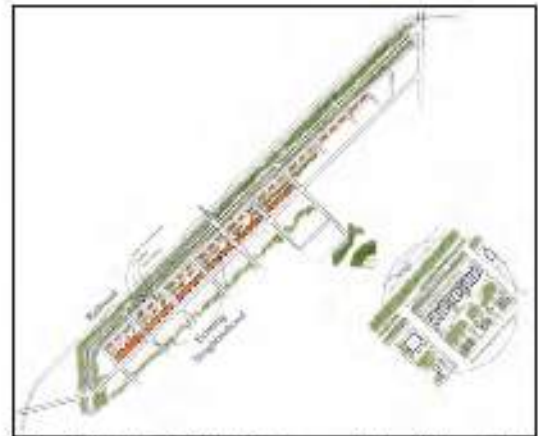
The design proposal for Shop Pike Parkway is composed in a manner that complements existing conditions along Shop Pike. The parkway's objective is to move vehicular traffic quickly through a Southern transportation thoroughfare, while offering new residential opportunities.

In order to move traffic efficiently along the parkway, the future landuse adjacent to the parkway will be limited to neighborhood residential use type.

Placement of the parkway along West Montgomery Avenue has been unable to achieve the proposed objective. West Montgomery Avenue currently contains multiple commercial and residential landuse types that require a higher right-of-way purchase price and do not achieve a future landuse necessary for efficient movement of vehicular traffic along a parkway style corridor.



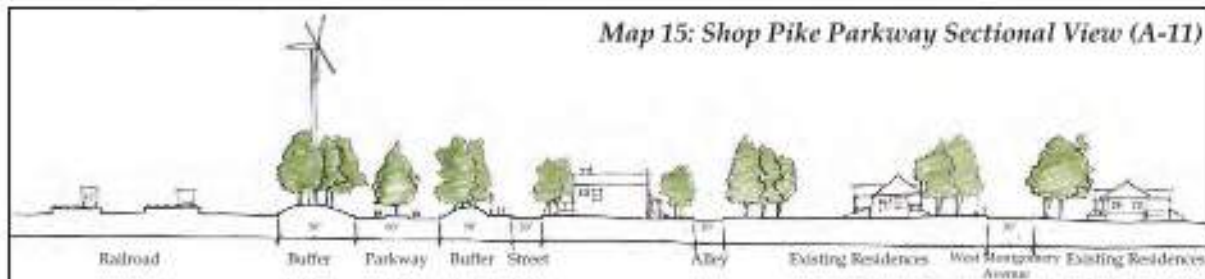
Figure 28: Shop Pike Parkway Perspective Rendering



Map 13: Shop Pike Parkway Plan View (A-12)



Map 14: Shop Pike Parkway Proposed Residential Development (A-13)



Map 15: Shop Pike Parkway Sectional View (A-11)





ACCESS & LINKAGE

1-5 yrs

MPO, QCM, SPC, SU

UN

Goal:

To redevelop and enhance the transportation thoroughfares and commercial gateways of the city.

Objective: 2 of 8

Continued From Previous Page

Encourage the planning and development of a Southern transportation access that provides the context of a parkway style transportation route (Proposed Shop Pike Parkway).

Performance Criteria:

The intersection of Shop Pike, South Montgomery Avenue, and the Norfolk Southern Railroad culminates in multiple conflict points.

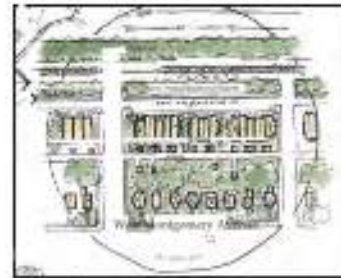
The aforementioned intersection needs analysis and proposed conflict resolutions by a qualified traffic engineer. The analysis should be completed prior to development of Shop Pike Parkway.

The parkway contains separate streets and pedestrian paths for the adjacent neighborhood. In addition to the separation of traffic by the adjacent access, are the two fifty foot buffer strips that are raised and planted with evergreen and deciduous trees and shrubs.

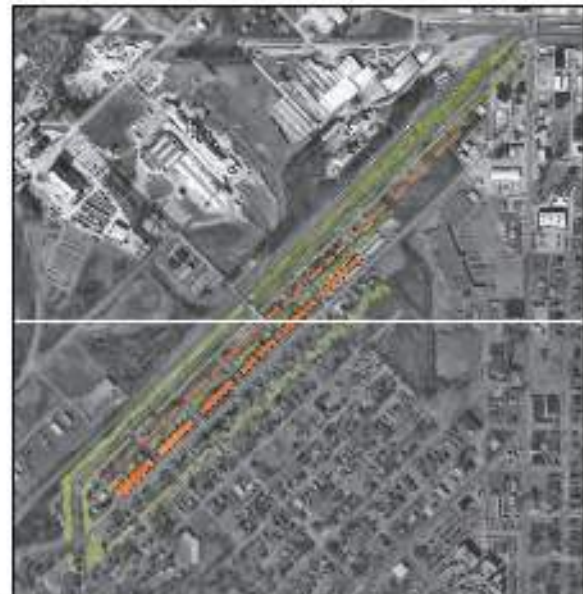
The continuation of the Southern transportation corridor should be planned and developed in conjunction with the City of Tuscumbia. Previous discussions of this portion of the corridor have gone under the name Hook Street Extension to State Highway 72.



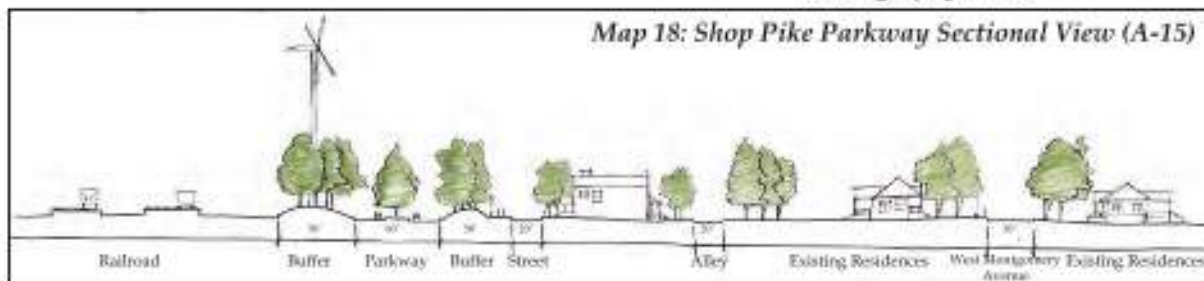
Figure 29: Shop Pike Parkway Perspective Rendering



Map 16: Shop Pike Parkway Proposed Residential Development (A-13)



Map 17: Parkway Illustrative Plan Over Aerial Photography (A-14)



Map 18: Shop Pike Parkway Sectional View (A-15)





ACCESS & LINKAGE

1-5 yrs

MPO, SCC, SPC, SRA, TVA, BC, PO, PD

E

Goal:

To redevelop and enhance the transportation thoroughfares and commercial gateways of the city.

Objective: 3 of 8

Encourage and promote the appropriate development of a major retail center at the junction of Jackson Highway, Woodward Avenue, and Hatch Boulevard. This area was formally called Nathan Boulevard. The development should be in a context and form that supports the objectives of the redevelopment plan.

Performance Criteria:

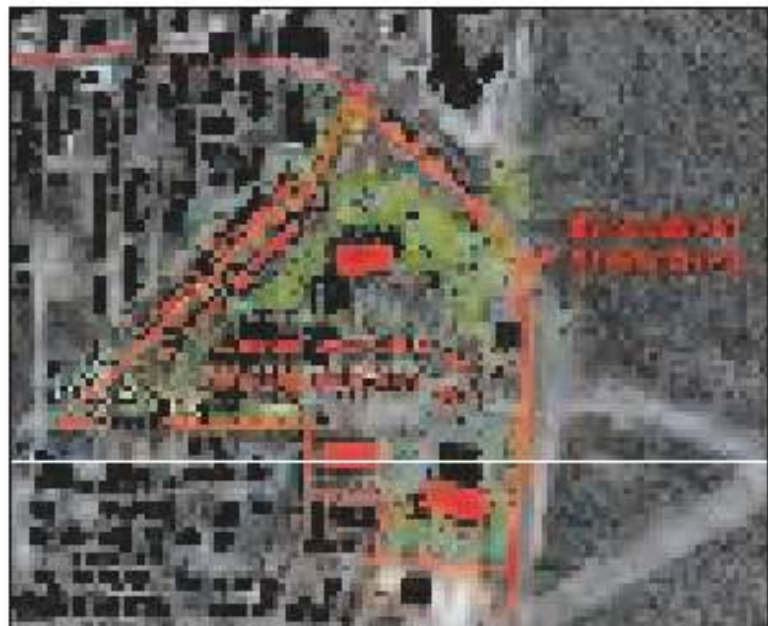
The illustrative concept plan for the Nathan Boulevard Commercial District is designed to compliment Jackson Highway as a thoroughfare to the Sheffield Central Business District.

The commercial district that fronts Jackson Highway will compliment existing conditions, while also reflecting a neighborhood commercial district. The commercial space fronting Jackson Highway should contain live work units with commercial space on the first floor and residential space on the second floor.

The small and mid-box retail/commercial development is wrapped in a landscape buffer of low height. This buffer compliments the suburban atmosphere that is reinforced by design guidelines to be overlaid onto Jackson Highway.



Map 19: Nathan Boulevard Commercial Development (A-16)



Map 20: Nathan Boulevard Commercial Development/Existing Conditions (A-17)





ACCESS & LINKAGE

1-5 yrs

MPO, SBCE, SCC, SRA, SPC, SU, BC

8

Goal:

To redevelop and enhance the transportation thoroughfares and commercial wayfinding routes of the city.

Objective: 4 of 8

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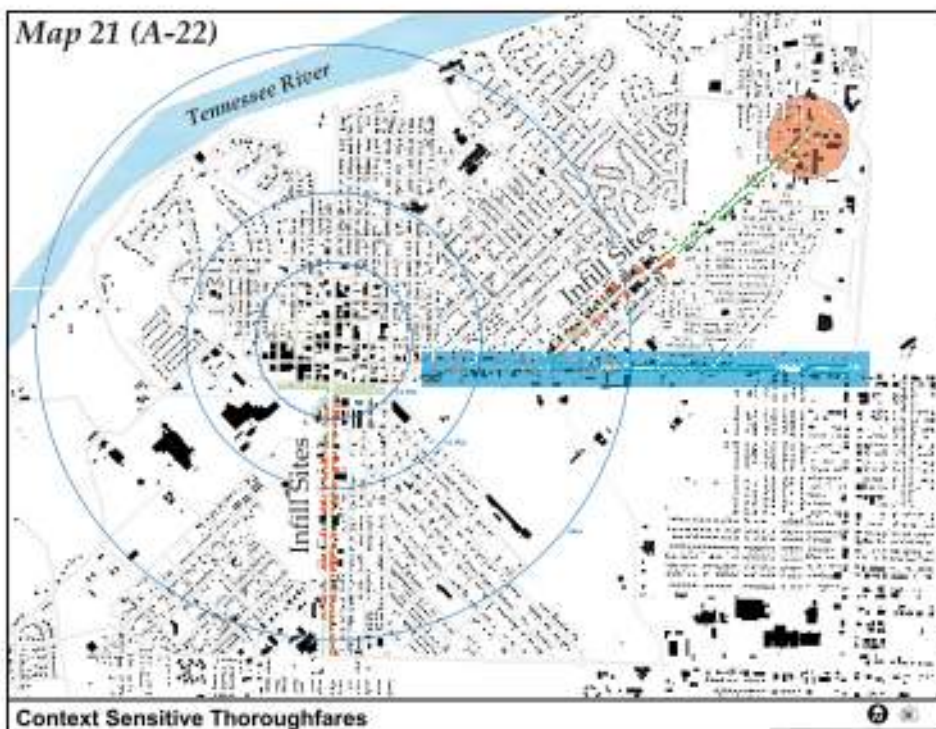
Encourage the design and implementation of East Second Street as a context sensitive thoroughfare from the junctions of Woodward Avenue to Annapolis Avenue.

Performance Criteria:

The East Second Street thoroughfare has been designed in a manner that will enhance the redevelopment proposals planned for downtown Sheffield. The context sensitive design capitalizes on existing features and historical development patterns that break the street into three divisions. Each division moves the automobile from a Suburban

atmosphere into an Urban/Suburban area and lastly into an Urban atmosphere as East Second Street moves into the Sheffield Central Business District.

The Suburban guidelines require a larger setback of the buildings from the pedestrian walkway. The Urban/Suburban Design Guidelines require a narrower setback of 12 feet. The Urban Design Guidelines require a zero setback with buildings fronting onto the pedestrian oriented street.



The Jackson Highway wayfinding thoroughfare is highlighted in blue with the Nathan Boulevard mixed use commercial redevelopment highlighted in orange. Identified sites for commercial infill sites buildings are shown as red structures on the map. Existing buildings are shown in black.





ACCESS & LINKAGE

1-5 yrs

MPO, SBCE, SCC, SRA, SPC, SU, BC

8

Goal:

To redevelop and enhance the transportation thoroughfares and commercial wayfinding routes of the city.

Objective: 4 of 8

Continued From Previous Page

Encourage the design and implementation of East Second Street as a context sensitive thoroughfare from the junctions of Woodward Avenue to Annapolis Avenue.

Performance Criteria:

The adjacent street sections show the proposed setbacks and street design for East Second Street. Design guidelines should be completed for each of the three divisions along East Second Street. These guidelines should be drafted by a qualified landscape architect and/or a City Planner. All redevelopment guidelines should follow the redevelopment plan and the attached performance criteria. The completed design guidelines should be adopted by the Sheffield City Council and shall be enforced by the Sheffield Planning Commission.

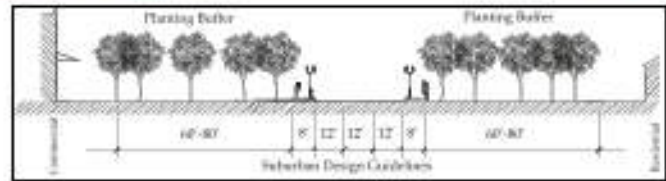


Figure 30

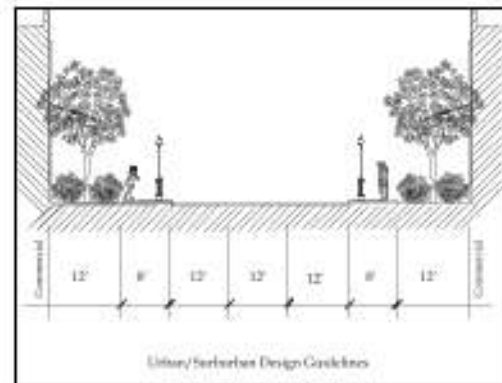


Figure 31

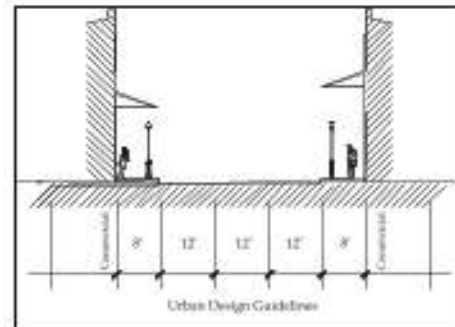


Figure 32



Map 22 : East Second Street Thoroughfare (A-23)

Commercial infill buildings are shown in red with existing buildings shown in black.





ACCESS & LINKAGE

1-5 yrs

MPO, SRA, DM

C

Goal:

To redevelop and enhance the transportation thoroughfares and commercial wayfinding routes of the city.

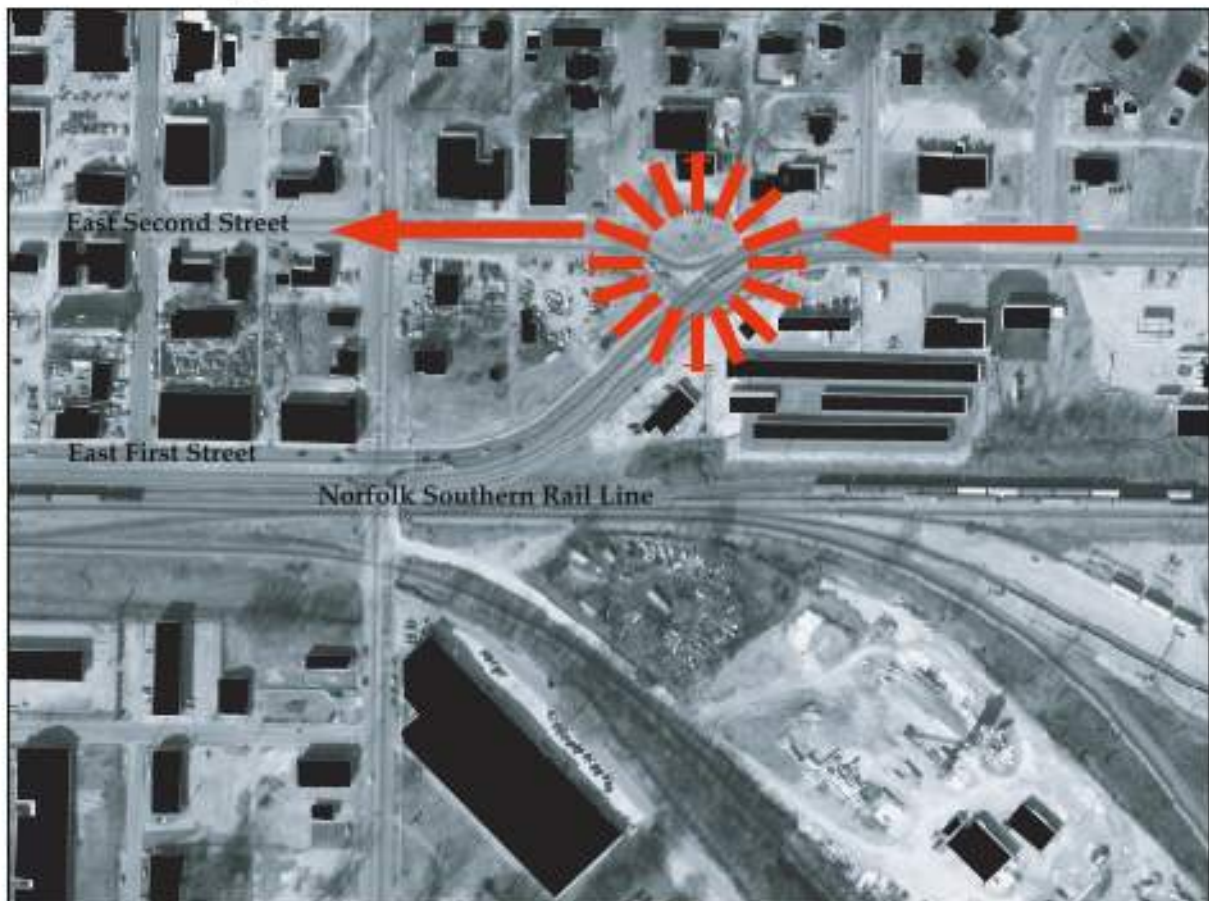
Objective: 5 of 8

Encourage the redesign and removal of the forced turn at the Sheffield gateway along East Second Street between Dover Avenue and Annapolis Avenue.

Performance Criteria:

The intersection of East Second Street and East First Street act as one of two predominate gateways into downtown Sheffield. Existing conditions encourage automobile traffic

to bypass the Sheffield Central Business District (CBD) and continue away from the commercial center and then outside of Sheffield proper. The redesign should allow for continued flow of traffic into the CBD, while through traffic will have a forced turn onto East First Street. Adjacent properties and additions of architectural gateway features should be taken into consideration while planning and engineering of the East Second Street/East First Street intersection is underway. (Map 23)



Map 23 (A-24)





ACCESS & LINKAGE

1-5 yrs

MPO, SBCE, SCC, SRA, SPC, SU, BC

8

Goal:

To redevelop and enhance the transportation thoroughfares and commercial wayfinding routes of the city.

Objective: 6 of 8

Continued On The Following Page

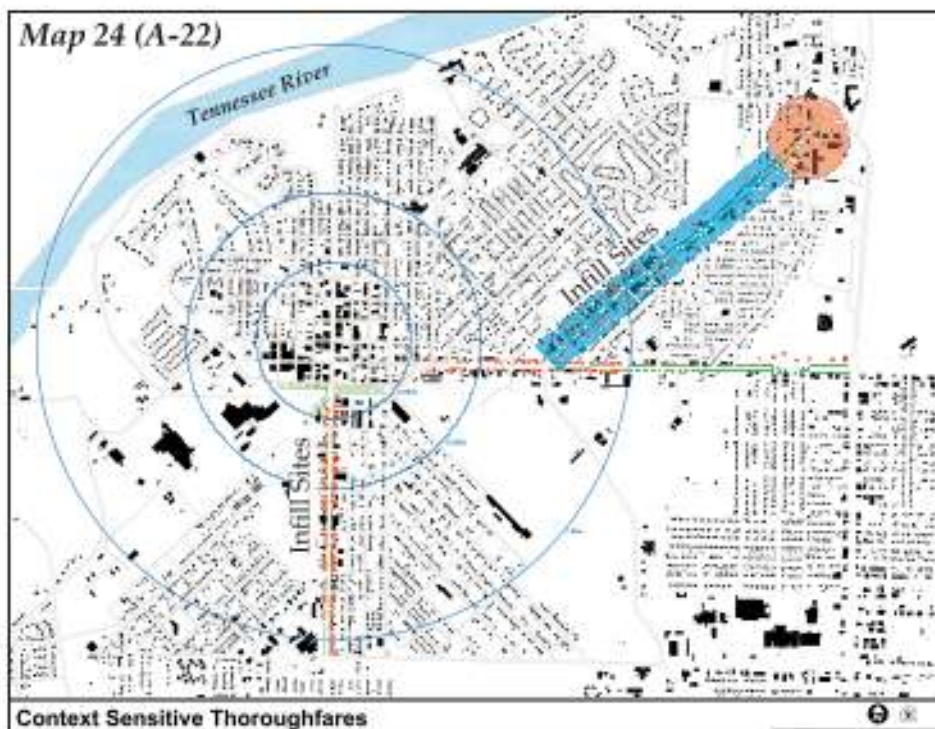
Encourage the design and implementation of Jackson Highway as a context sensitive thoroughfare from the junction at Nathan Boulevard to the junction at Second Street.

proposed setbacks and street design for Jackson Highway. Design guidelines should be completed for each of the three divisions along Jackson Highway. These guidelines should be drafted by a qualified landscape architect and/or a City Planner. All redevelopment guidelines should follow the redevelopment plan and the attached performance criteria. The completed design guidelines should be adopted by the Sheffield City Council and shall be enforced by the Sheffield Planning Commission.

Performance Criteria:

The Sheffield Redevelopment Plan has identified Jackson Highway as one of four thoroughfares that will act as a wayfinding route into downtown Sheffield. Three of the four have been proposed for redevelopment to carry the majority of automobile traffic into and out of downtown Sheffield.

The adjacent street sections show the



The Jackson Highway wayfinding thoroughfare is highlighted in blue with the Nathan Boulevard mixed use commercial redevelopment highlighted in orange. Identified sites for commercial infill sites buildings are shown as red structures on the map. Existing buildings are shown in black





ACCESS & LINKAGE

1-5 yrs

MPO, SBCE, SCC, SRA, SPC, SU, BC

8

Goal:

To redevelop and enhance the transportation thoroughfares and commercial gateways of the city.

Objective: 6 of 8

Continued From Previous Page

Encourage the design and implementation of Jackson Highway as a context sensitive thoroughfare from the junction at Nathan Boulevard to the junction at Second Street.

Performance Criteria:

Map 25 is the Jackson Highway Thoroughfare. This thoroughfare contains two setback types for redevelopment along Jackson Highway. The Suburban Design Guidelines contain 60 to 80 feet of building setback from the right-of-way with a planting buffer. The Urban/Suburban Design guidelines require a 12' setback along Jackson Highway from the right-of-way boundary.

The Suburban Design Guidelines begin at the intersection of Jackson Highway and State Street and continue Southwest until the intersection of Jackson Highway and Oakwood Avenue. From the intersection of Jackson Highway and Oakwood Avenue begins the 12' setback along Jackson Highway until the intersection of Jackson Highway and Second Street.

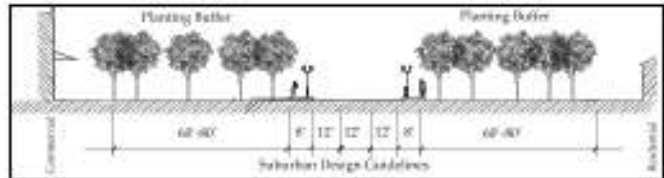


Figure 33

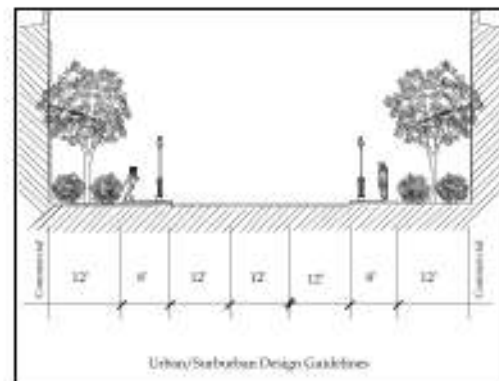
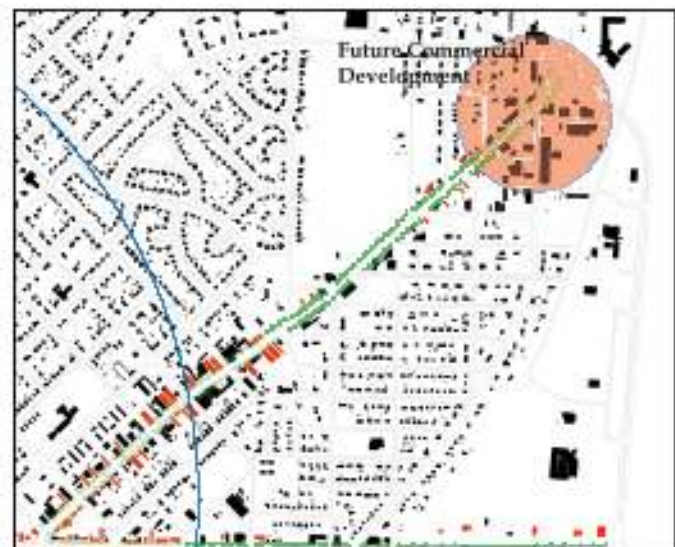


Figure 34



Map 25: Jackson Highway Thoroughfare (A-22)





ACCESS & LINKAGE

1-5 yrs

MPO, SBCE, SCC, SRA, SPC, SU, BC

8

Goal:

To redevelop and enhance the transportation thoroughfares and commercial wayfinding routes of the city.

Objective: 7 of 8

[Continued On The Following Page](#)

Encourage the design and implementation of South Montgomery as a context sensitive thoroughfare from the junction of First Street to the junction of Avalon Avenue.

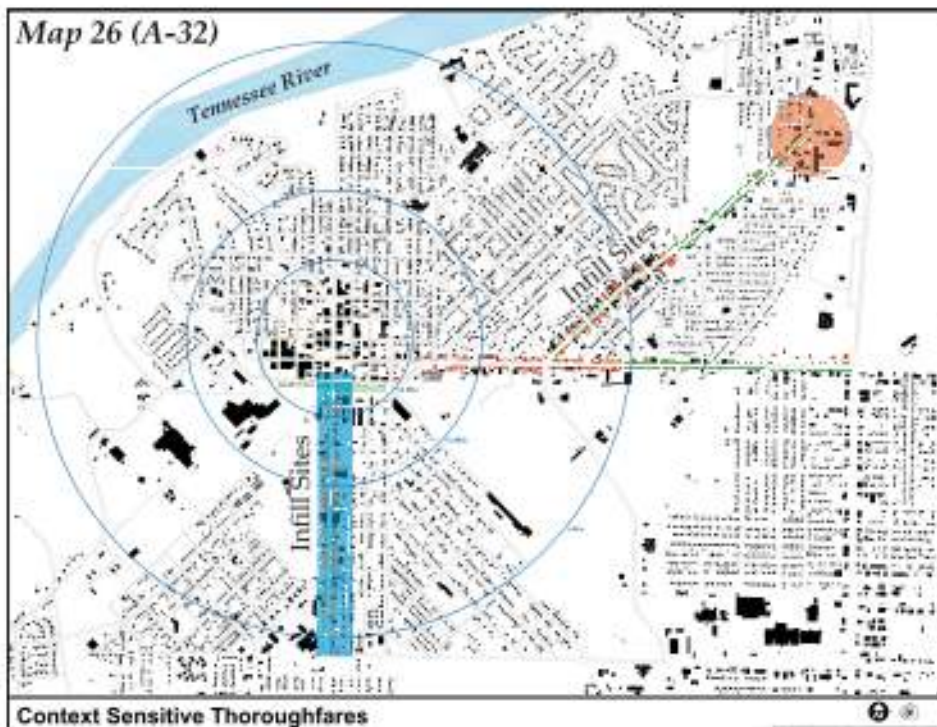
Performance Criteria:

The South Montgomery wayfinding thoroughfare acts as the historic link between Sheffield's sister city of Tusculumbia. This thoroughfare also connects Sheffield's southern residential neighborhoods to the Sheffield Central Business District.

Commercial development along South Montgomery Avenue has occurred sporadically

with inconsistent development patterns and land uses. In order to mitigate and strengthen the connection between downtown Sheffield and South Montgomery commercial and residential areas, the redevelopment defines the entire length of South Montgomery Avenue as being under the Urban/Suburban design guidelines. These requirements have a 12' setback with a required planting buffer.

Parking areas are to be placed in the rear or along the side of a structure with the overall concept being to achieve pedestrian connectivity and a higher density of structures fronting the wayfinding route. A large planting buffer is proposed along the Norfolk Southern Rail line right-of-way just South of the South Montgomery Avenue and First Street intersection.



The South Montgomery wayfinding thoroughfare is highlighted in blue with the Nathan Boulevard mixed use commercial redevelopment highlighted in orange. Identified sites for commercial infill are shown as red structures on the map. Existing buildings are shown in black.





ACCESS & LINKAGE

1-5 yrs

MPO, SBCE, SCC, SRA, SPC, SU, BC

8

Goal:

To redevelop and enhance the transportation thoroughfares and commercial wayfinding routes of the city.

Objective: 7 of 8

Continued From Previous Page

Encourage the design and implementation of South Montgomery as a context sensitive thoroughfare from the junction of First Street to the junction of Avalon Avenue.

Performance Criteria:

Figure 35 shows the 12 foot setback requirement for redeveloped properties along South Montgomery Avenue. Each structure will contain parking in the rear of the building or along the side with access to South Montgomery Avenue. Buffer plantings are required within the setback areas from the public right-of-way to the structure.

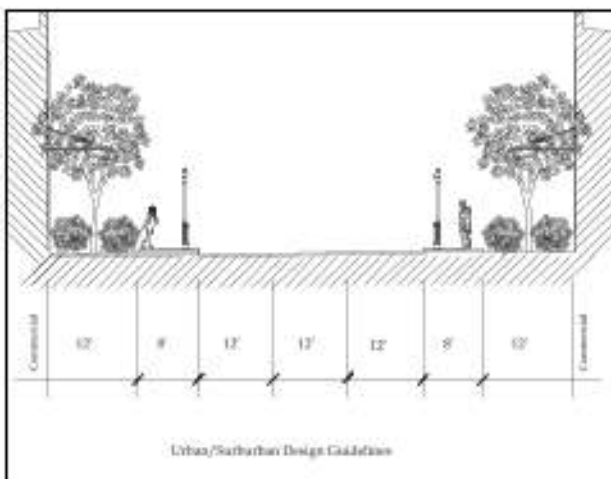


Figure 35



Commercial infill buildings are shown in red with existing structures shown in black.

Map 27: South Montgomery Thoroughfare (A-23)





ACCESS & LINKAGE

5-10 yrs

SRA, SPC, SU, DM

C

Goal:

To redevelop and enhance the transportation thoroughfares and commercial gateways of the city.

Objective: 8 of 8

Encourage the design and enhancement of the South Montgomery Sheffield gateway at the junction of South Montgomery, North Montgomery, and First Street.

Performance Criteria:

Proposals for the development of a unique gateway and threshold from South Montgomery Avenue into the Sheffield Central Business District include windmills that celebrate the gateway, while providing a unique power source to the city. This proposal, along with many others, needs to be collected and evaluated through a call for proposals that includes funding for further study and analysis. The gateway into downtown Sheffield should celebrate and demarcate the crossing into downtown, while reaching into the city's horizon to determine its future.



Figure 36



Figure 37



Figure 38



Map 29 (A-23)



The Sheffield downtown gateway should provide visual interest, while marking the threshold into Sheffield's Entertainment District.





COMFORT & IMAGE

1-5 yrs

SRA, BC, DM, TVAA, SS

8

Goal:

Direct and guide those who live, work, and visit the City of Sheffield.

Objective: 1 of 2

Design a way finding system that complements the civic identity of Sheffield and provides information and direction to vehicular and pedestrian users.

Performance Criteria:

The Sheffield wayfinding system should be comprehensive in nature, while providing unique signage for the city. A complete sign and wayfinding plan should be completed in order to phase in a city wide signage program that includes gateway signs, historic signs, thoroughfare signs, commercial district signs, and street signs. The City of Florence has an excellent example of a city wide signage plan and implementation program with accompanying cost estimates. This plan can be made available by the City of Florence or through the Northwest Alabama Council of Local Governments (NACOLG).



Figure 39

Figure 39 illustrates one possibility for a street sign that capitalizes on the unique musical heritage of the city.

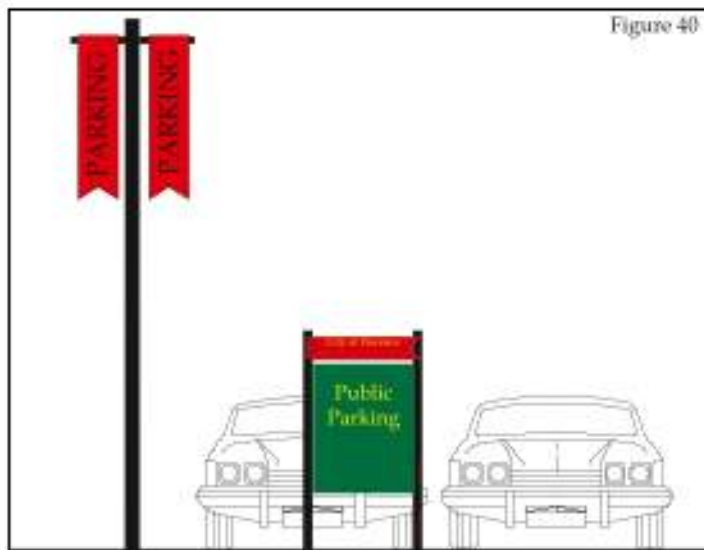


Figure 40



Figure 41





COMFORT & IMAGE

1-5 yrs

SRA, SCC, BC

8

Goal:

Direct and guide those who live, work, and visit the City of Sheffield.

Objective: 2 of 2

Design sign guidelines for specific thoroughfares and commercial districts that reinforce the Sheffield citizen envisioned goals and objectives for each district and thoroughfare.

Performance Criteria:

The Sheffield sign ordinance should be reevaluated for conformity to the Sheffield Redevelopment Plan. The Redevelopment Plan identifies four wayfinding thoroughfares and multiple commercial districts and residential neighborhoods. Each of the identified areas should be evaluated for appropriate sign regulations that complement the surrounding area, while considering a comprehensive approach.

The citizens of Sheffield clearly identified their city as a community of unique cultural heritage. Future redevelopment is to capitalize on the



Figure 42: Monument Style Sign



Figure 43: Low Pedestal Sign



Figure 44: Blade Sign

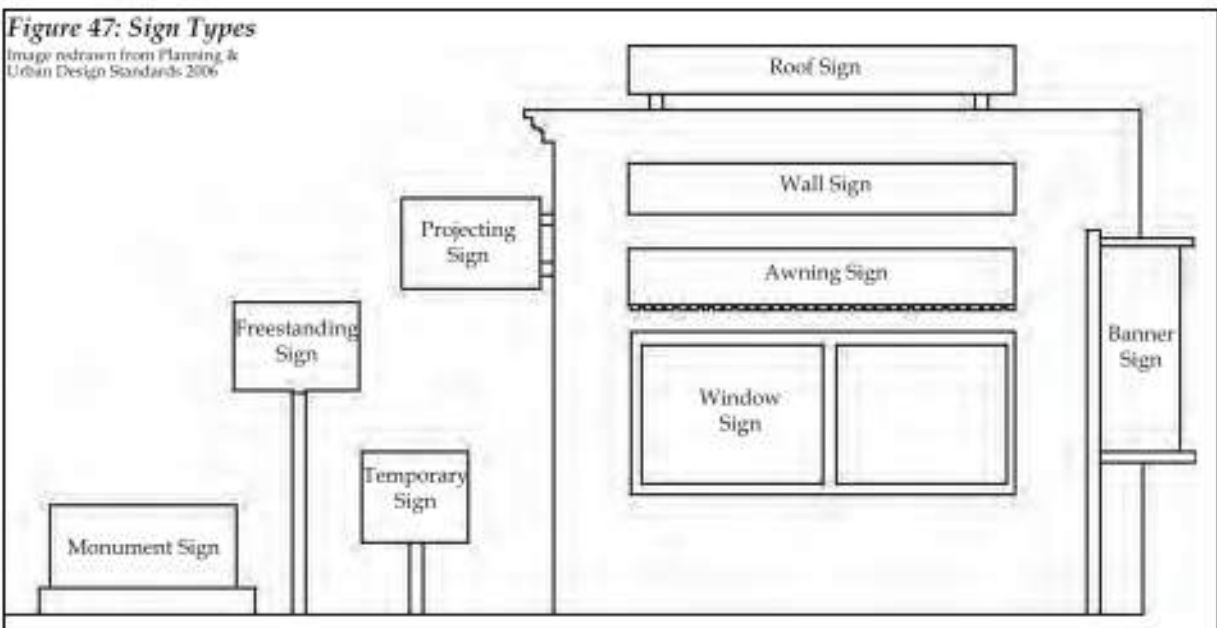


Figures 45 and 46: Wall Sign Painted

unique history and opportunities of arts and musical heritage within the city. In order to do this, signage should be at a pedestrian scale and not for automobiles traveling at a speed over 40 miles per hour. All new signage regulations should be unique to the district they are placed upon with coordination from a Sheffield Wayfinding and Signage Plan.

Figure 47: Sign Types

Image redrawn from Planning & Urban Design Standards 2006





COMFORT & IMAGE

1-5 yrs

MPO, SRA, SPC, SU, DM, TVAA

8

Goal:

Encourage the visual and physical enhancement of the pedestrian and vehicular experience of the Sheffield Central Business District.

Objective: 1 of 2

Continued On The Following Page

Establish a visual and performing arts district that contains a streetscape design complementing an active vehicular and pedestrian atmosphere. It is recommended that this district be concentrated along Third Street between Montgomery Avenue and Raleigh Avenue.

Performance Criteria:

The conceptual design for the Third Street Arts District is composed in a manner that complements the overall redevelopment goals and objectives. The Sheffield Entertainment District concepts include the absence and

presence of street trees within the Sheffield CBD. The Montgomery Avenue section within the Sheffield CBD should have no street trees placed along it. Street trees should be placed along intersecting streets as shown in the concept drawing. (Map 30)

Reconstruct the Third Street Arts District, maintaining the existing center lines, in order to accommodate large pedestrian crowds and exterior dining.

Delineate permanent on-street parking spaces through the use of paving distinguished from travel lanes.

Install curb extensions at vehicular intersections in order to reduce the width of the roadway from curb to curb.

Design and install crosswalks made of paving materials distinguished from travel lanes with a texture and color that induces drivers to slow down, while also improving the aesthetic quality of the street.



Map 30: Sheffield CBD Illustrative Concept Plan (A-18)





COMFORT & IMAGE

1-5 yrs

MPO, SRA, SPC, SU, DM, TVAA

8

Goal:

Encourage the visual and physical enhancement of the pedestrian and vehicular experience of the Sheffield Central Business District.

Objective: 1 of 2

Continued From Previous Page/

Continued On The Following Page

Establish a visual and performing arts district that contains a streetscape design complementing an active vehicular and pedestrian atmosphere. It is recommended that this district be concentrated along Third Street between Montgomery Avenue and Raleigh Avenue.

Performance Criteria:

Utilize a lighting plan and fixtures that will enhance the overall appearance of the project area without compromising pedestrian movement.

Design lighting that is appropriate in function and scale for both pedestrian and the vehicle.

Design efficient lighting that minimizes light trespass and pollution.

Select luminaires styles, colors, and finishes that complement the architectural features of the adjacent facades and streetscape.

Street light standards should not exceed twenty (20) feet in height.

Light standards should reflect the general character of other street furniture, architecture, and overall desired street character.

Design sidewalks that provide a comfortable refuge for pedestrians with street trees, benches, seat walls, trash receptacles, and other pedestrian amenities strategically

located so as not to interfere with pedestrian movement.

Plant trees along both sides of Third Street in a manner that when mature they will create a continuous canopy during the summer months. Locate street trees where shown on the concept plan.

Design sidewalks that will accommodate the pedestrians projected to be generated by proposed uses, as well as those pedestrians who are projected to use the Sheffield Entertainment District.

Sidewalks should be separated from travel lanes by an 8' foot wide strip of pavement that will accommodate parked vehicles.

Sidewalks as shown on the redevelopment concept plan should correspond with the placement of 11' foot travel lanes and 8' foot parking lanes.

Sidewalks to comply with ADA standards.

Benches, seat wall, trash receptacles, and other pedestrian amenities located along sidewalks in the Third Street Arts District are not to interfere with pedestrian movement.

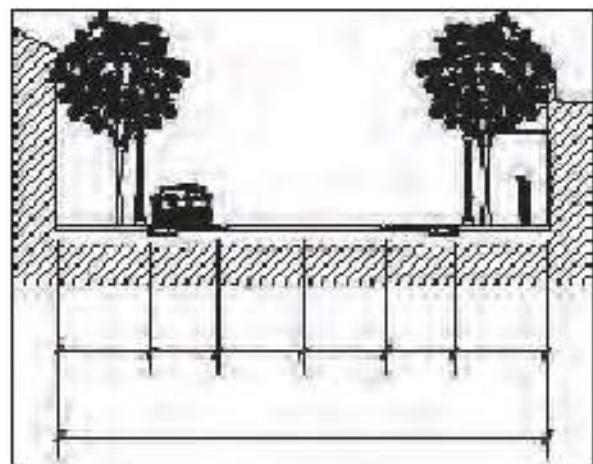


Figure 48





COMFORT & IMAGE

1-5 yrs

MPO, SRA, SPC, SU, DM, TVAA

8

Goal:

Encourage the visual and physical enhancement of the pedestrian and vehicular experience of the Sheffield Central Business District.

Objective: 1 of 2

Continued From Previous Page

Establish a visual and performing arts district that contains a streetscape design complementing an active vehicular and pedestrian atmosphere. It is recommended that this district be concentrated along Third Street between Montgomery Avenue and Raleigh Avenue.

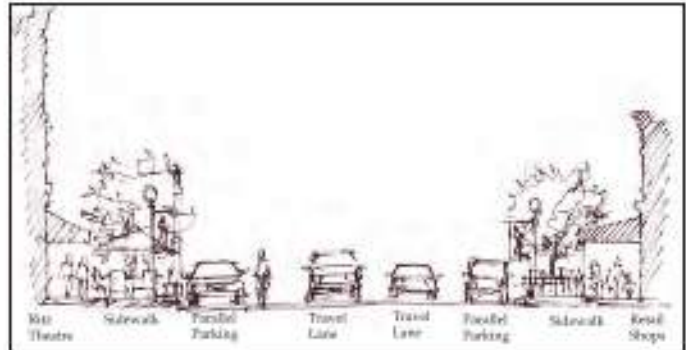
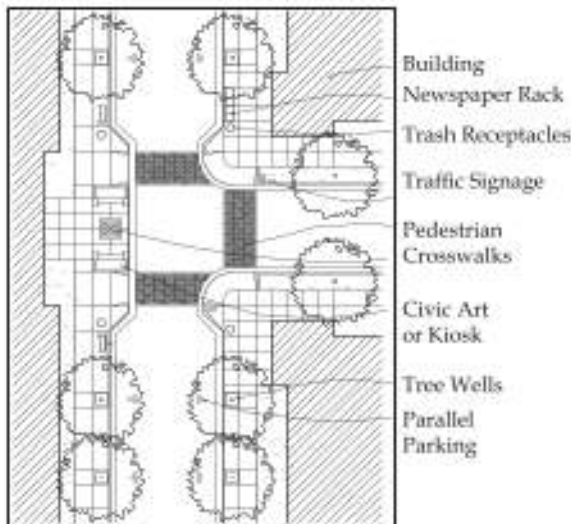


Figure 49

Performance Criteria:

The redevelopment of Third Street should include sign regulations, management practices, and municipal programs that encourage arts related events and venues along Third Street. The renovation and planning of under utilized properties should be completed in conjunction with the management association of the Ritz Theatre.

In order to strengthen the vitality and civic life along the Third Street Arts District, the street should not be shut down or closed with the exception of specific events for short periods of time. With further planning and investment, Third Street will become the performing and visual arts collector for the Sheffield Entertainment District.



Map 31: Appropriate Location for Pedestrian Amenities (A-19)

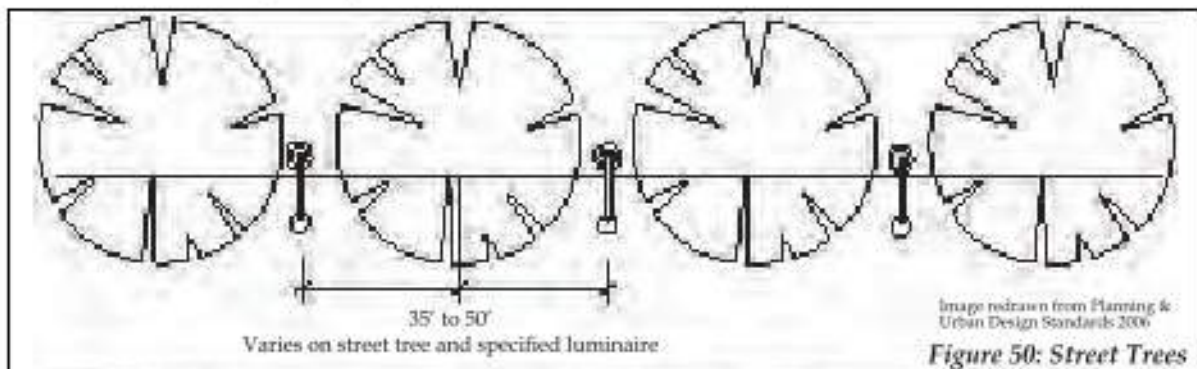


Figure 50: Street Trees





COMFORT & IMAGE

5-10 yrs

MPO, SBCE, SPC, SRA, DM, TVAA

UN

Goal:

Encourage the visual and physical enhancement of the pedestrian and vehicular experience of the Sheffield Central Business District.

Objective: 2 of 2

Continued On The Following Page

Design and implement a Montgomery Avenue streetscape enhancement that is constructed to functionally support the Sheffield Entertainment District. This project will be located along Montgomery Avenue and is bounded from the North by Sixth Street and to the South by First Street.

Performance Criteria:

The Sheffield Entertainment District streetscape should:

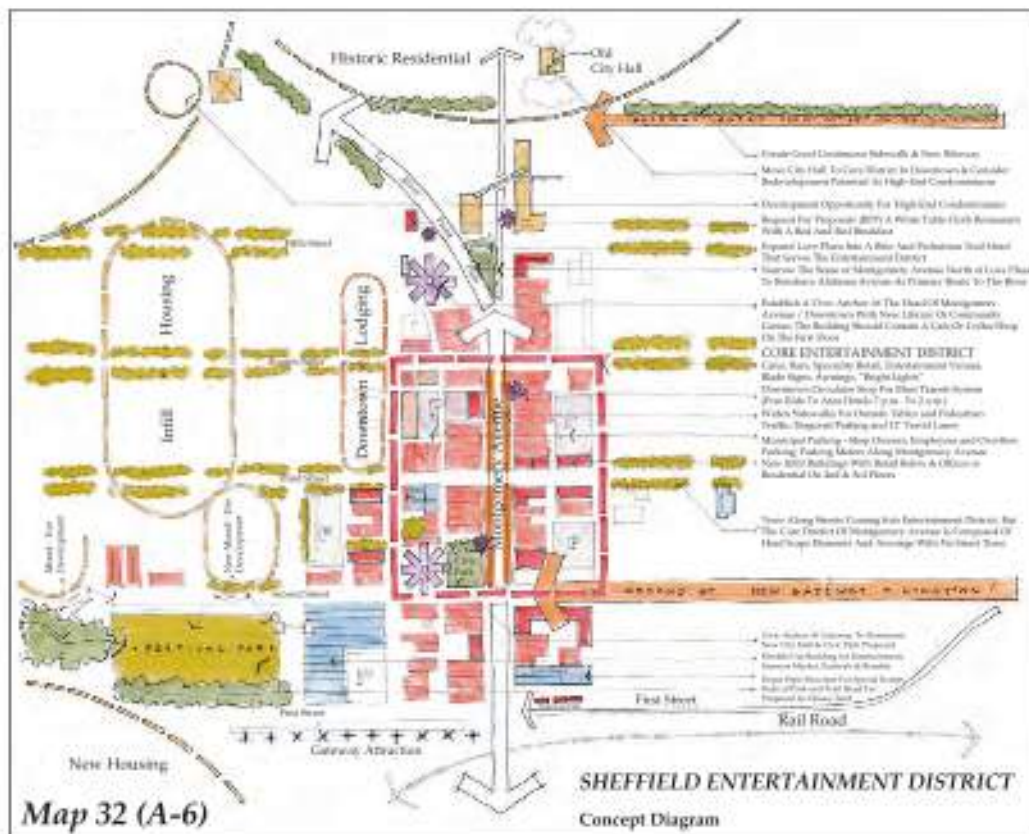
Reinforce a scale and form of development that emphasizes sensitivity to the pedestrian environment.

Accommodate the parking area needs, while still maintaining a pedestrian oriented urban environment.

Encourage active ground floor uses to animate the street, such as restaurants, shops, and services.

Include the adaptive reuse and sensitive rehabilitation of existing older buildings.

Encourage the economic viability of the area as well as a diversity of uses and activities.





COMFORT & IMAGE

1-5 yrs

MPO, SRA, SPC, SU, DM, TVAA

8

Goal:

Encourage the visual and physical enhancement of the pedestrian and vehicular experience of the Sheffield Central Business District.

Objective: 2 of 2

Continued From Previous Page/

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Design and implement a Montgomery Avenue streetscape enhancement that is constructed to functionally support the Sheffield Entertainment District. This project will be located along Montgomery Avenue and is bounded from the North by Sixth Street and to the South by First Street.

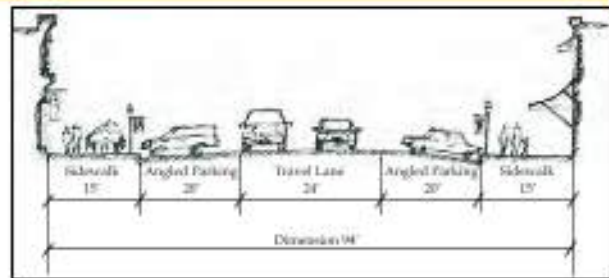


Figure 51

Performance Criteria:

In order to achieve the designed goals and objectives of the Sheffield Entertainment District, the following criteria and guidelines should be followed.

Building facades at the street level shall be broken into distinct vertical bays of no more than 25 feet in width. Pilasters and recesses/projections shall be used to achieve this standard.

Canopies and awnings should be used to provide shade, business recognition, and to supplement facade massing standards.

Window systems shall be no more than 25 feet in width without being interrupted by another building.

For buildings with frontage on Montgomery Avenue the front facade shall occupy the full street frontage.

Buildings with frontage on Montgomery Avenue shall not exceed 75 feet (approximately 5 office stories) and shall be a minimum of 31 feet. The minimum first floor height shall be 16 feet from finished floor to finished floor. A minimum of 40% of the first floor facade area facing public streets shall be transparent, as calculated from the first floor level to the second floor level.

Maximum sill height shall be 3 feet above the sidewalk level. The maximum window head height shall be 10 feet. Reflective glass and overlay tinted glass are discouraged.

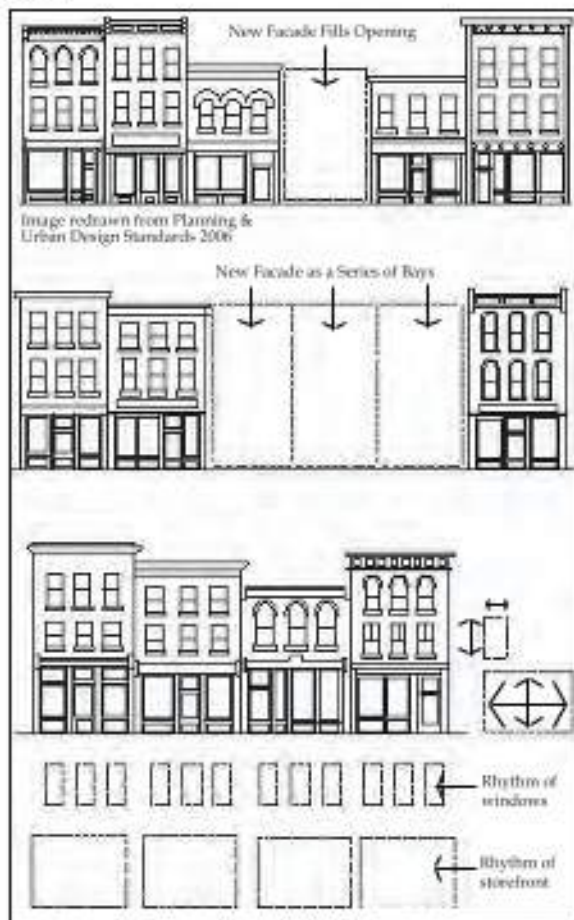


Figure 52: Main Street Infill Development





COMFORT & IMAGE

1-5 yrs

MPO, SRA, SPC, SU, DM, TVAA

B

Goal:

Encourage the visual and physical enhancement of the pedestrian and vehicular experience of the Sheffield Central Business District.

Objective: 2 of 2

Continued From Previous Page/

Continued On The Following Page

Design and implement a Montgomery Avenue streetscape enhancement that is constructed to functionally support the Sheffield Entertainment District. This project will be located along Montgomery Avenue and is bounded from the North by Sixth Street and to the South by First Street.

Performance Criteria:

Curvilinear architectural elements such as balconies and other projections are encouraged.

Vinyl siding is prohibited.

Canopies and awnings are encouraged above building entrances facing public streets and above storefronts. Canopies and awnings shall not be of a synthetic material (i.e. plastic).

Surface parking lots shall not be located between any building and its adjacent street. Parking lots shall not have frontage on public streets. If parking lots must be on front streets outside the Focus Development Blocks, they should have a wall or buffer plantings.

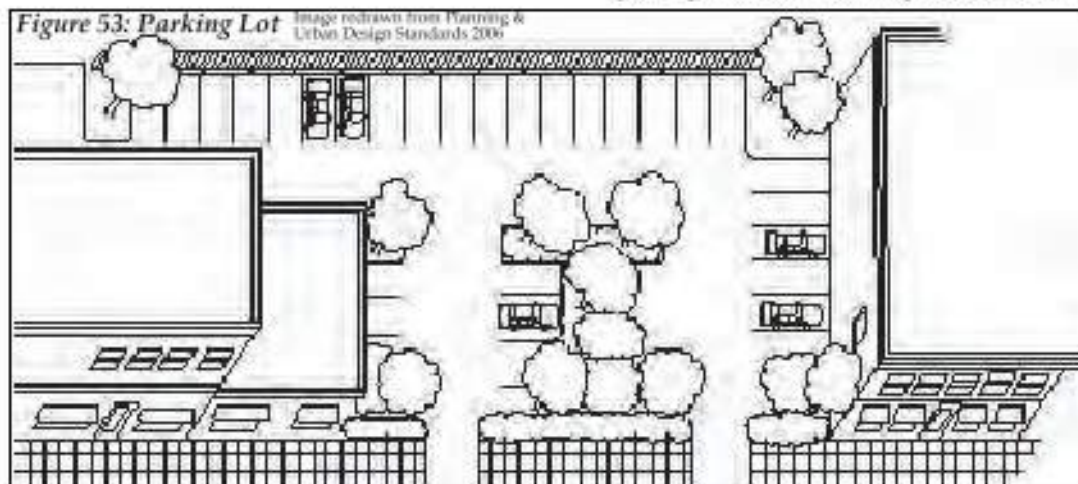
Signage within the Sheffield Entertainment District should be guided by sign standards. Some permitted sign types should be: applied letter signs, awning signs, facade mounted signs, facade painted signs, blade/projecting signs, object signs, and window signs. Design standards for the signs should be established in a revised Sheffield sign ordinance by overlay and district designations.

Streetscape enhancements and design guidelines should be implemented in order to achieve a pedestrian oriented environment. This environment should include narrow travel lanes, spacious sidewalks for pedestrians, dining and street activities, varied paving patterns, and textures.

Permanent on-street parking spaces should be delineated through the use of paving distinguished from travel lanes.

Install curb extensions at vehicular intersections in order to reduce the width of the roadway from curb to curb.

Design and install crosswalks made of paving materials distinguished from travel





COMFORT & IMAGE

1-5 yrs

MPO, SRA, SPC, SU, DM, TVAA

B

Goal:

Encourage the visual and physical enhancement of the pedestrian and vehicular experience of the Sheffield Central Business District.

Objective: 2 of 2

Continued From Previous Page/

Continued On The Following Page

Design and implement a Montgomery Avenue streetscape enhancement that is constructed to functionally support the Sheffield Entertainment District. This project will be located along Montgomery Avenue and is bounded from the North by Sixth Street and to the South by First Street.

Performance Criteria:

lanes with a texture and color that induces drivers to slow down, while also improving the aesthetic quality of the street.

Utilize a lighting plan and fixtures that will enhance the overall appearance of the project area without compromising pedestrian movement.

Design lighting that is appropriate in function and scale for both pedestrian and vehicle.



Figure 54

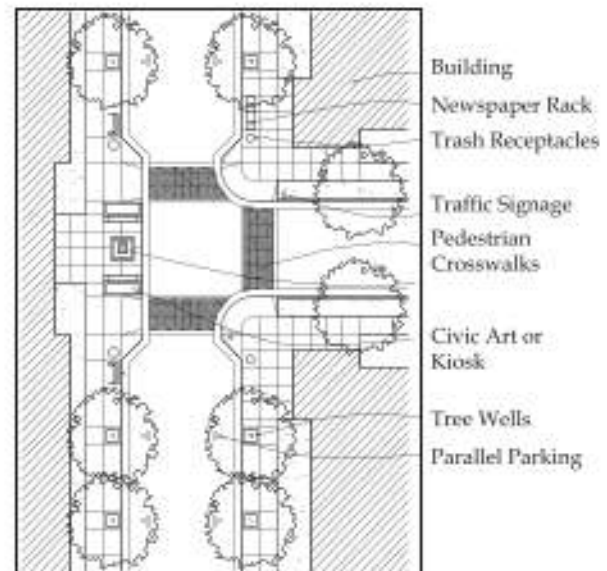


Figure 55

Figure 56: Parking Structure

Image redrawn from Planning & Urban Design Standards 2006





COMFORT & IMAGE

1-5 yrs

MPO, SRA, SPC, SU, DM, TVAA

B

Goal:

Encourage the visual and physical enhancement of the pedestrian and vehicular experience of the Sheffield Central Business District.

Objective: 2 of 2

[Continued From Previous Page](#)

Design and implement a Montgomery Avenue streetscape enhancement that is constructed to functionally support the Sheffield Entertainment District. This project will be located along Montgomery Avenue and is bounded from the North by Sixth Street and to the South by First Street.

Performance Criteria:

Select luminaires styles, colors, and finishes that complement the architectural features of the adjacent facades and streetscape.

Design sidewalks that will accommodate the pedestrians projected to be generated by proposed uses. The width and placement of amenities upon the sidewalk should follow the enclosed longitudinal section and a amenities placement plan.

Design sidewalks that provide a comfortable refuge for residents with benches, seat walls, trash receptacles, and other pedestrian amenities strategically located so as not to interfere with pedestrian movement.

Sidewalks should be separated from 12 foot travel lanes by a 18 to 20 foot wide strip of pavement that will accommodate parked vehicles.

All sidewalks and pedestrian amenity placement should correspond to ADA standards.





USE & ACTIVITIES

1-20 yrs

MPO, QCM, SPC, TVA, UNA, SACC, SEDA

A

Goal:

Encourage the implementation of mixed use development principles for living, working, and shopping in a centralized location.

Objective: 1 of 6

Inform and involve regional economic agencies and municipal governments in the redevelopment plans and goals for the City of Sheffield.

Performance Criteria:

Distribution of the Sheffield Redevelopment Plan and accompanying Performance Criteria to local, regional, and state agencies will be important to achieving the redevelopment plan.

The City of Sheffield should promote accomplishments that are achieved within the plan as well as those key sister cities or partners that helped achieve the objective.

Updates to Sheffield and Shoals citizens on completion of identified objectives should be undertaken, while additional projects are under consideration.

Involvement of adjacent municipalities and county governments provides local and regional support as well as political capital. In the end, the City of Sheffield cannot achieve a regional entertainment district without support from her friends and neighbors.

Redevelopment projects of this scale are long range in nature. Without specific plans in place to celebrate the cities accomplishments, citizens may forget their achievements. The Sheffield Redevelopment Authority should plan for promotion and celebration of new construction and future redevelopment purposes.



Figure 57: Muscle Shoals Logo



Figure 58: Florence Logo



Figure 59: Alabama Seal



Figure 60: NACOLG Logo





USE & ACTIVITIES

1-5 yrs

SBCE, SPC, SRA, SCC, BC

B

Goal:

Encourage the implementation of mixed use development principles for living, working, and shopping in a centralized location.

Objective: 2 of 6

Reevaluate the Sheffield existing zoning ordinance for conflicts and revisions that will support a mixed land use type of development and eliminate potential public health hazards.

Performance Criteria:

The existing zoning ordinance for the City of Sheffield is based on a euclidian zoning type that separates the lots and land use types into districts. These districts do not allow for mixed use style development types nor does the zoning ordinance provide for flexibility in lot sizes and parking requirements.

It is suggested that the Sheffield zoning ordinance be revised into a form based ordinance. The new ordinance should compliment the concepts put forth by the citizens of Sheffield as they are outlined in the Sheffield Redevelopment Plan. The advantages of the form based code will allow for specific building types to be identified within the ordinance as well as flexible parking regulations and revised setback requirements necessary to achieve the plan. The form based ordinance will be more concerned with the issue of style and form of structures and less about the use within them. The need for a form based code is a sign of Sheffield's evolving economy from an industrial base to a commercial and tourism center.



Figure 61: Very Low Density



Figure 62: Low Density



Figure 63: Medium Density



Figure 64: High Density

Images taken from the SmartCode 2005, www.placemakers.com





USE & ACTIVITIES

1-5 yrs

SRA, BC, SCC

A

Goal:

Encourage the implementation of mixed use development principles for living, working, and shopping in a centralized location.

Objective: 3 of 6

Establish a Tax Increment Finance District (TIF) in conjunction with Sheffield businesses and property owners within the defined Central Business District.

Performance Criteria:

The State of Alabama enabling legislation allows for municipalities within Alabama to implement Tax Increment Financing Districts or TIF financing within a delineated area of the city. Alabama State law requires that the area be blighted or economically depressed. For specific legislation please reference Title 11, Subtitle 2, Chapter 99 on Tax Increment Districts.

A simplistic version of the TIF district works in the following steps.

I. Identify and determine through written description the TIF district boundary.

II. The city then assess the existing tax revenue

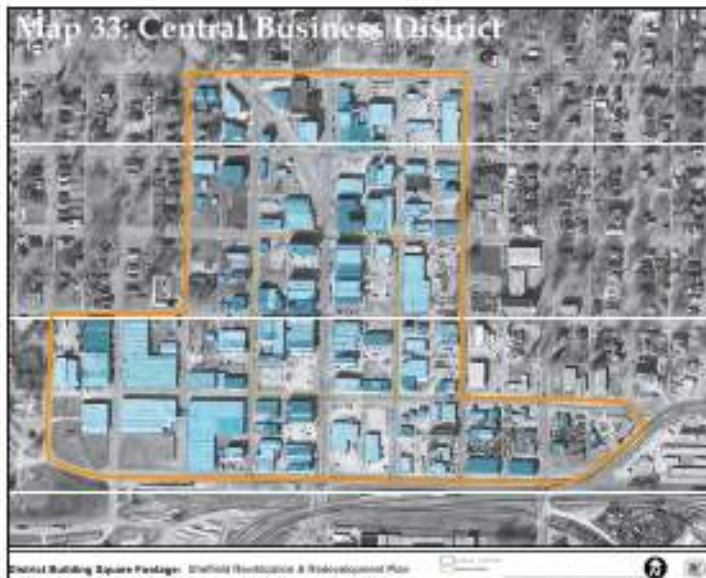
produced within the defined area.

III. Redevelopment occurs within the TIF district through public and private partnerships. Municipal bonds and other public funds are often used.

IV. Any tax revenues above and beyond the initial tax revenues identified in step II are then used to pay back the public investment and to continue with public improvements.

V. It is advised that a certain percentage of the tax increase within the district continue to fund public education programs.

Business Improvement Districts (BID) may also be used within municipalities in Alabama. However, restrictions and approval by specific state legislation may be required. A BID is a public and private sector partnership in which property and business owners of a defined area elect to make a collective contribution to the maintenance, development, and marketing of their commercial district.



Map 33 shows the Sheffield Central Business District boundary. It is proposed that the Sheffield TIF be implemented within the Focus Development blocks or the overall Central Business District. (A-25)



Figure 65



Figure 66



Figure 67



Figure 68





USE & ACTIVITIES

5-10 yrs

SRA, SPC, SU, DM

UN

Goal:

Encourage the implementation of mixed use development principles for living, working, and shopping in a centralized location.

Objective: 4 of 6

Design and implement a vehicular parking plan that provides the appropriate amount of parking for an entertainment district. This parking strategy should include plans for expansion of parking facilities when necessary.

Performance Criteria:

The Sheffield Redevelopment Plan concept diagram requires parking lots be placed within the rear of blocks fronting along Montgomery Avenue. These lots may be developed into parking decks as needed and when funds are available. Current estimates project the cost of constructing a multi-level parking deck to be between \$9,000 and \$11,000 per parking space.

There are 177 off street parking spaces and 59 on street parking spaces within the Focus Development blocks. There are 657 off-street parking spaces and 178 on-street parking spaces within the entire Central Business District.



Map 34: Landuse of Sheffield (A-26)

The current parking supply within the CBD will accommodate approximately 30,000 square feet of entertainment space.

Parking lots and parking decks should be designed in a manner that provides trees, lighting, and plantings that serve to break up large areas of pavements. In addition to plantings, there should be low walls that serve as visual breaks between pedestrian sidewalks and automobile parking areas.



The blue color on map 32 highlights proposed parking lots that should be city owned and redeveloped to a quality that complements the overall district. (A-6)





USE & ACTIVITIES

5-10 yrs

SRA, SPC, DM

E

Goal:

Encourage the implementation of mixed use development principles for living, working, and shopping in a centralized location.

Objective: 5 of 6

Plan and implement the scale, location, and size of redevelopment and construction of buildings and uses within the Sheffield Focus Development Blocks.

Performance Criteria:

Each building needs to be identified for what is to go in it. The lots contained within the Focus Development Blocks of downtown Sheffield should be planned and redeveloped for specific uses that will achieve the citizen envisioned entertainment district. Design development should further explore the concepts laid out in the concept plan shown on A-6. In addition to identifying venues and uses for specific buildings, there should be design development and construction drawings completed for the civic park, Montgomery Avenue, parking lots, infill commercial sites, and Second, Third, and Fourth Streets. Further development drawings should reference the Sheffield Redevelopment Plan and the Sheffield Redevelopment Plan Performance Criteria prior to finalization and construction.

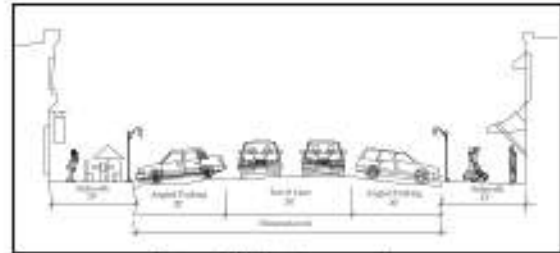


Figure 69: Montgomery Avenue



Figure 70: City Hall



Map 36 (A-40)



Map 37 (A-6)





USE & ACTIVITIES

5-10 yrs

SRA, SHA, SPC, DM, PD, PO

UN

Goal:

Encourage the implementation of mixed use development principles for living, working, and shopping in a centralized location.

Objective: 6 of 6

Encourage the development of mixed use structures with commercial venues on the ground floor and monthly and nightly rental units above.

Performance Criteria:

In order to aid in the success of the Sheffield Entertainment District there should be an increase in residents and housing opportunities within the Focus Development Blocks and the Sheffield Central Business District. Current zoning ordinances for the city allow for mixed use buildings with commercial on the first floor and residential above. The majority of the Sheffield Central Business District is zoned B-3, which allows for commercial and loft style residences.

Further redevelopment of downtown can capitalize on public funding that partners private and public entities into creating additional housing units. These partnerships should center around the Sheffield Housing Authority and the need for additional at market rate housing and subsidized units within the city. The U.S. Department of Housing and Urban Development provides programs to non-entitlement communities like Sheffield via the state managed Community Development Block Grant Program (CBDG). Within Appendix D there are outlines of the CBDG non-entitlement program and a description of the Section 108 program and the BEDI program.



Figure 71



Figure 72



Figure 73



Figure 74





USE & ACTIVITIES

1-5 yrs

SCC, SRA

C

Goal:

Establish a critical mass of structures to contain unique venues for a lively commercial district.

Efforts made by the city council to fund and hire the executive director will set the stage for future success within the downtown.

Objective: 1 of 5

Fully fund the Sheffield Redevelopment Authority with an executive director and development staff. This authority should be mandated to implement the Sheffield Revitalization and Redevelopment Plan and provide the staff and expertise to do so.

Performance Criteria:

The creation of the Sheffield Redevelopment (SRA) Authority by the City of Sheffield was complete in October of 2005. The SRA has been charged with managing and implementing the day to day redevelopment activities within the city. Specifically, the SRA is charged to implement the Sheffield Redevelopment Plan and the Sheffield Redevelopment Performance Criteria. The SRA should immediately focus on the acquisition and redevelopment of commercial properties within downtown in order to initiate the Sheffield Entertainment District. Daily management and development of the entertainment district can either be done by the Sheffield Redevelopment Authority or through lease and management agreements with a private developer. Current entertainment district developers have not fully involved themselves in the opportunities that downtown Sheffield has to offer. Should the SRA choose to pursue private management of the entertainment district, a complete list of blocks hampering private developers must be created.

In the absence of private management the SRA should initiate steps to acquire, develop, and manage the Sheffield Entertainment District. The SRA has full authority and collective knowledge to do so and should initiate steps immediately to start redevelopment.

An executive director for the SRA must be established with funding, staff, and office space.





USE & ACTIVITIES

5-10 yrs

SRA, SHA, PD, RE

E

Goal:

Establish a critical mass of structures to contain unique venues for a lively commercial district.

Objective: 2 of 5

Continued On The Following Page

Through private and public partnerships, acquire and refurbish key historic structures within the identified focus development blocks in downtown Sheffield.

Performance Criteria:

The refurbishment and redevelopment of downtown Sheffield has focused around the existing cultural resources of the city. In order to further protect these historic assets, there should be a complete assessment of buildings within the Focus Development Blocks and the Central Business District (CBD). What is important to remember during this assessment is that the façade of the building is the greatest asset for a unique entertainment district. Redeveloped structures must be in sound condition and empty street corners and vacant lots must have buildings rebuilt with similar materials and quality of those around them.

Historic tax credits exist for structures that are rehabilitated within a National Register of Historic Places District or individual structure. These districts or places are divided into residential type districts and commercial districts. Once a district is approved by the Alabama Historic Review Board, commercial properties within the district are eligible for historic tax credits. Eligible properties do not have to contain a commercial use, but must be an income producing and may not be the owner's primary residence. In addition the structure must have been identified as a contributing structure to the overall historic district from which it is contained.

The federal tax credits area dollar-for-dollar reduction of federal income tax liability. Calculated as a percentage of the qualified rehabilitation expenditures, (QREs) Section 47 offers a 20% tax



Figure 75



Figure 76



Figure 77



Figure 78

credit for substantial rehabilitation of certified historic buildings, and a 10% tax credit for rehabilitations on non-historic, non-residential buildings built before 1936.

The tax credit program for historic buildings is administered by each State's Historic Preservation Office (SHPO) and requires design approval by the SHPO and the National Park Service, a division of the U.S. Department of Interior. One hundred and twenty days should be allowed from the date of the application for the state and federal approval of the project. Do not begin construction until approval has been given for the rehabilitation.

The compliance and recapture period for the federal rehabilitation credits is five years from the date the property is placed in service. Twenty percent of the recapture risk is reduced every year.

The Alabama Historic Commission may be reached by the following contact information:
Alabama Historic Commission
468 South Perry Street
Montgomery, Alabama 36130-0900
334-242-3184
334-240-3477





USE & ACTIVITIES

5-10 yrs

SRA, SHA, PD, RE

E

Goal:

Establish a critical mass of structures to contain unique venues for a lively commercial district.

Objective: 2 of 5

[Continued From Previous Page](#)

Through private and public partnerships, acquire and refurbish key historic structures within the identified focus development blocks in downtown Sheffield.

Performance Criteria:

Alabama Historic Commission Rehabilitation Tax Credit Program

Chloe Mercer

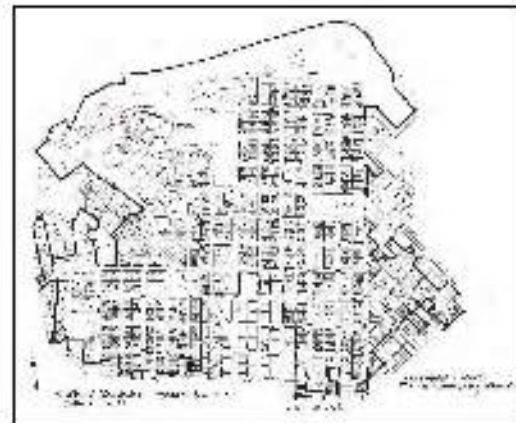
334-230-2669

cmercerc@preserveala.org

The City of Sheffield Residential Historic District was reviewed for approval by the Alabama Historical Commission Review Board (AHCRCB) on March 14, 2002. Approval was given for the defined residential district shown on Map 38 on May 16, 2002. The City of Sheffield Commercial Historic District is under review by the AHCRCB and must be completed and affirmed for properties within the commercial district to be eligible for the 20% tax credit. (Map 39)

"In addition to historic tax credits are New Markets Tax Credits. The New Markets Tax Credit is a 39% credit on an equity investment to a Community Development Entity (CDE), that is claimed over a 7 year compliance period (5% over the first three years and 6% over the last 4 years). The CDE must then make a Qualified Equity Investment or loan to a Qualified Business in a Qualified Low-Income Community (LIC's). Most commercial and mixed-use real estate development projects located in LIC's are Qualified Businesses. (Residential projects without a commercial component do not qualify.) The New Markets program is designed to encourage investments in Low Income Communities (LICs) that traditionally have had poor access to debt and equity capital."

"The additional equity that a combined historic/New Markets Tax Credit investment brings to a rehabilitation project can have a positive impact in a number of ways. The additional equity reduces the project's debt burden. Nonprofit developers of real estate may use the extra cash to reduce their fundraising burden. The New Markets Tax Credit and the historic tax credit are natural allies. Low-Income Communities are defined as U.S. census tracts with a 20% poverty rate or household incomes at or below 80% of the area or statewide median, whichever is greater. Due to this liberal definition, 40% of all U.S. and most Central Business District census tracts qualify for the New Markets Tax Credits. The IRS has provided specific guidance that allows for the twinning of the Historic Tax Credit (HTC) and the New Market Tax Credit (NMTC)."



Map 38: Residential Historic District (A-28)



Map 39: Commercial Historic District (A-29)





USE & ACTIVITIES

5-10 yrs

SCC, SRA, BC

UN

Goal:

Establish a critical mass of structures to contain unique venues for a lively commercial district.

Objective: 3 of 5

Establish an outdoor amphitheater within a five minute (1/4 mile radius) walk of the Third Street and Montgomery Avenue junction.

Performance Criteria:

The placement and size of the Sheffield amphitheater will impact the success of the Sheffield Entertainment District. The amphitheater must be within a five to seven minute walk of the Focus Development Blocks and should contain capacity to hold visitors for major events. The current proposal locates the amphitheater within a new festival park that wraps around the southwest section of the Sheffield Central Business District.

The Sheffield Entertainment District Amphitheater and accompanying amenities are not designed to compete with the Alabama Music Hall of Fame. The district is conceived in a manner where the Alabama Music Hall of

Fame may be resited within an urban area that provides existing infrastructure and pedestrian amenities. The current location for the Alabama Music Hall of Fame is isolated from existing commercial infrastructure and is unable to contribute to adjacent structures or a massing of public amenities. This opportunity is put forth here only to generate discussions about future opportunities for musical heritage in the Shoals.



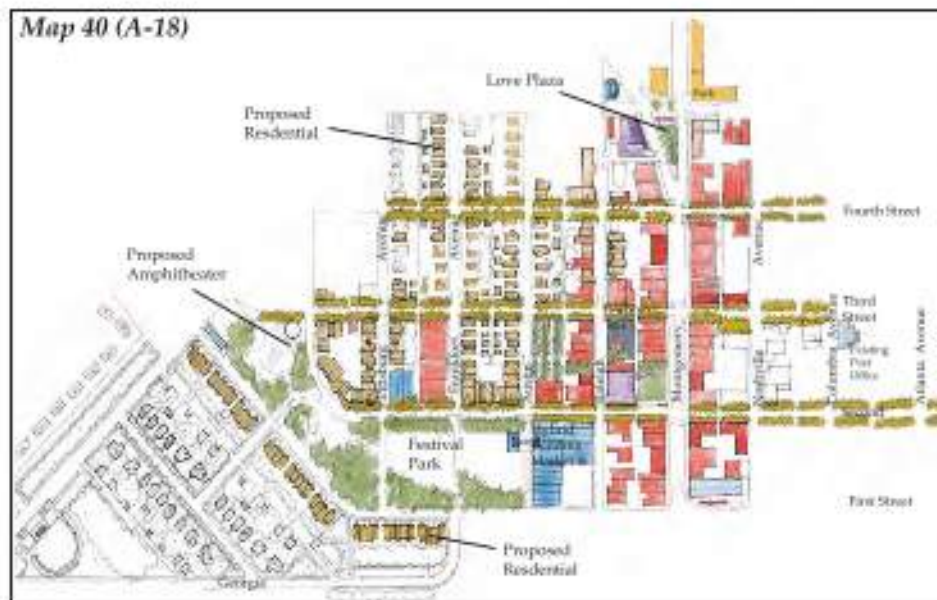
Figure 79: Washington D.C.



Figure 80: Long Island, New York



Figure 81: Loveland, Colorado





USE & ACTIVITIES

10-20 yrs

SCC, SPC, SRA

UN

Goal:

Establish a critical mass of structures to contain unique venues for a lively commercial district.

Objective: 4 of 5

Design and develop the form and location of Sheffield civic structures that act to bring citizens into downtown such as the Library, City Hall, Cultural Museum, Visitors Center, and Chamber Building.

Performance Criteria:

The opportunity to generate pedestrian and automobile traffic within the Central Business District (CBD) can be increased through the massing and appropriate placement of civic buildings. Every civic structure that is placed within the Focus Development Blocks or adjacent streets serves to provide pedestrian activity. Commercial venues feed off of civic traffic generators, while pedestrian activity contributes to a viable and active downtown. In short, the appropriate placement of public buildings contributes to the economic viability of a CBD.



Figure 82: Public Library



Figure 83: Chamber Building



Figure 84: Cultural Museum



Figure 85: Visitors Center



Map 41 (A-6)

The adjacent map outlines the Focus Development Blocks in a red dashed line and illustrates the location for a new city hall or other prominent civic structure.





USE & ACTIVITIES

1-5 yrs

SRA, SPC

A

Goal:

Establish a critical mass of structures to contain unique venues for a lively commercial district.

Objective: 5 of 5

Encourage the implementation of a Sheffield Main Street Program within the Sheffield Central Business District.

Performance Criteria:

The National Trust Main Street Program began in the 1970's. The Main Street Program combines economic development with historic preservation to revitalize historic commercial districts and neighborhood centers. The program consists of technical assistance and consulting services on a fee-for-service program. The program "provides direct, on-site technical assistance to towns, cities, and urban neighborhoods," through information, research, and training materials for commercial district revitalization. The Main Street Program works with Your Town Alabama for revitalization initiatives within the State of Alabama.

The state contact for the Alabama Main Street Program is:

Elizabeth Brown, Deputy SHPO
334-242-2663
e-mail: ebrown@preserveala.org.

The Your Town Alabama web site may be viewed at yourtownalabama.org and is supported in part by the Appalachian Regional Commission.



Figure 86: Alabama Main Street Program Logo



Figure 87: Federal Main Street Program Logo



Figure 88: Anniston, AL



Figure 89: Fairhope, AL



Figure 90: Mobile, AL





USE & ACTIVITIES

5-10 yrs

SPC, SCC, HKH, PD, SS

UN

Goal:

Stimulate growth and development in the identified economically distressed and physically marginalized neighborhoods in the City of Sheffield.

Objective: 1 of 2

Establish a private/public partnership that consists of stakeholders from the marginalized communities and is mandated to improve the quality of their community on a neighborhood level.

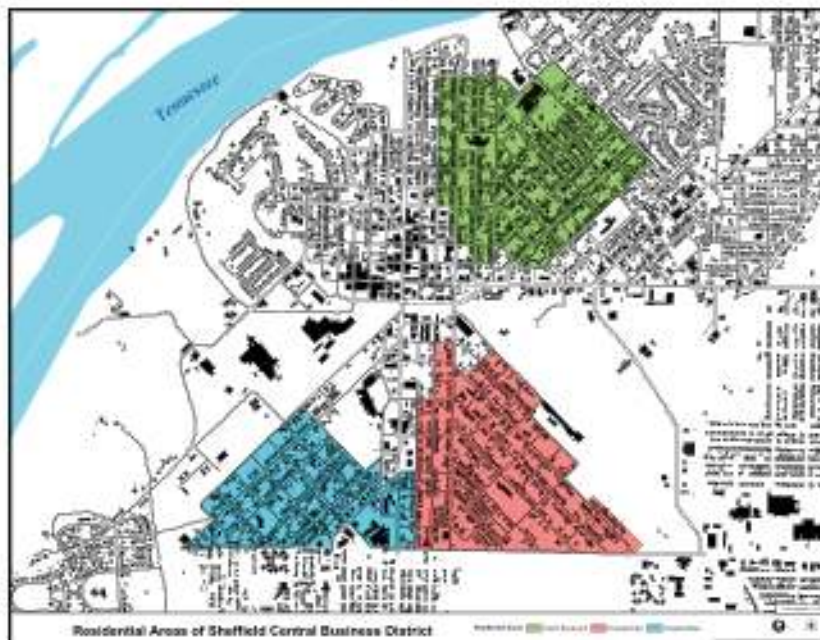
Performance Criteria:

Partnerships for rehabilitating the identified neighborhoods should focus on existing social capital within the districts. The Hospital East and Hospital West neighborhood Districts highlighted below in red and blue respectively should capitalize on the growing health core sector developing in the community. Partnerships for marginalized neighborhoods should establish objectives and strategies that will provide for reinvestment and rejuvenation of housing stock and neighborhood amenities. Arrangements



Figure 91: Rendering of new neighborhood

for incentives for owner occupied housing, rehabilitation and first time home buyer assistance within the neighborhood should be created. These partnerships may be spearheaded by the Sheffield Housing Authority.



The highlighted residential areas show three of the five residential neighborhoods that are in need of reinvestment.

Map 42 (A-27)





USE & ACTIVITIES

5-10 yrs

SHA, SRA

A

Goal:

Stimulate growth and development in the identified economically distressed and physically marginalized neighborhoods in the City of Sheffield.

Objective: 2 of 2

Establish housing and rehabilitation programs to create a mixed income neighborhood that provides a higher quality of life to current and future residents.

Performance Criteria:

The following housing and rehabilitation programs are but a few programs in operation in today's municipalities. Each program should be evaluated for its appropriateness and feasibility within the City of Sheffield and to the overall household income level within the Florence-Muscle Shoals MSA.

Single Family Rehabilitation Program:

This program provides assistance for full, typical housing rehabilitation. It addresses all health and safety hazards associated with roofs, and the heating, electrical, or other major systems in a house. Improvements covered under this program may also include paint, floors, kitchens, baths, major base systems, and in some cases an additional bedroom.

- The maximum loan for this program is \$75,000 per project.
- The maximum amortization period is 30 years.
- The current interest rate for this program would be 3% APR.

Rental Rehabilitation Loan Program and Non-Profit Rehabilitation Program:

This loan program provides for moderate or substantial housing rehabilitation services needed by most rental property structures over 10 years old. It is designed to benefit low and very-low income families who reside in investor-owned properties. The investor-owner of such property must apply for this assistance.



Figure 92: Chattanooga, TN



Figure 93: Chattanooga, TN



Figure 94: Chicago, IL



Figure 95: Virginia

To be eligible, the project must currently have a minimum of 60% low or very-low tenants and/or vacancies. The investor-owner also must agree to continue to rent low or very-low income families.

- The loan amount per visit is \$30,000 up to a maximum loan of \$100,000 for four or less units and \$250,000 for five or more units.
- The maximum amortization period is 30 years.
- The proposed interest rate is 6% APR.

Non-Profit Rehabilitation Program:

This loan program is to finance the moderate and substantial rehabilitation of residential projects owned by recognized 501(C)(3) non-profit organization. These projects are to be located within the City of Sheffield and shall directly benefit low or very-low income families. An eligible residential project under this program is defined as a structure, held in title by the non-profit organization, which serves families whose income meets low or very-low income criteria.

- The maximum loan amount shall not exceed \$100,000.
- A loan amount in excess of the loan limits visited above may be applied for on a case by case basis.
- The interest rate will be conditional and will range from zero to three percent (0-3%) per year.





USE & ACTIVITIES

10-20 yrs

SPC, SRA

UN

Goal:

Encourage the planning and development of unique attractions and experiences within the City of Sheffield.

Objective: 1 of 3

Seek out and then plan for additional citizen envisioned attractions within the City of Sheffield.

Performance Criteria:

The Sheffield Redevelopment Plan and accompanying Performance criteria were generated from an intensive public involvement process. This process focused on the Sheffield Central Business District (CBD) and the thoroughfares and wayfinding routes into downtown.

However, the redevelopment plan does not cover every redevelopment opportunity within the city and should not attempt to do so. With this said there should be a concentrated effort to update the Sheffield Comprehensive Plan in order to plan for future redevelopment within the city. A comprehensive plan will guide overall planning decisions and project proposals that will then strengthen future opportunities and aid in the decision making process.

Future opportunities and attractions within undeveloped and redeveloped properties should be weighed carefully for their compliance with the Sheffield Redevelopment Plan.



Figure 96: Roller Coaster



Figure 97: Branson, Missouri



Figure 98: Beale Street, Memphis



Figure 99: Smoky Mountain National Park





USE & ACTIVITIES

10-20 yrs

SU, SRA, TVAA, SBCE

UN

Goal:

Encourage the planning and development of unique attractions and experiences within the City of Sheffield.

Objective: 2 of 3

Seek the feasibility, design, and development of stairs on the exterior of the Sheffield Stand Pipe.

Performance Criteria:

Opportunities for unique attractions capitalizing on the existing assets within the City of Sheffield create events and sites for citizens and visitors alike. The Sheffield Stand Pipe terminates Montgomery Avenue as it ends at the Sheffield Overlook. The Stand Pipe is an active watertank for the city and continues to serve residents as a storage reservoir.

Citizens participating in the Sheffield Charrette identified the Stand Pipe as a historic landmark that is underutilized within the community. Proposals for the Sheffield Stand Pipe capitalized on a new overlook with seating and other amenities for users. The Charrette participants envisioned a winding staircase wrapping around the standpipe to the top of the structure. On top would be a lookout station overlooking the city to the South and the Tennessee River to the North.

Funding for preliminary analysis and feasibility should be created to move forward with this project. In addition, the Sheffield Redevelopment Authority should prioritize this project and identify partnerships and stakeholders for the staircase development.

The Sheffield Standpipe staircase could be planned and constructed to celebrate a pivotal moment in Sheffield's history or one of many great accomplishments to come in the future.



Figure 100: Sheffield Stand Pipe





USE & ACTIVITIES

5-10 yrs

SRA, SCC

B

Goal:

Encourage the planning and development of unique attractions and experiences within the City of Sheffield.

Objective: 3 of 3

Plan, budget, and prepare for four to seven year updates to the Sheffield Revitalization and Redevelopment Plan.

Performance Criteria:

The Sheffield Redevelopment Plan is designed to provide comprehensive guidance to the redevelopment of the Sheffield Central Business District and its transportation thoroughfares. The Sheffield Redevelopment Authority (SRA) should budget and plan for updates to the redevelopment plan every four to seven years. Once the goals and objectives of the plan are nearing completion or an abundance of redevelopment projects are underway, the SRA will need to initiate an entertainment district management plan. This plan in conjunction with an entertainment district management plan should guide the citizens of Sheffield and the SRA to an active and vibrant downtown.





USE & ACTIVITIES

5-10 yrs

SPC, SCC, SKA, PD, PO

UN

Goal:

Encourage the development and enhancement of multiple types of recreational opportunities.

Objective: 1 of 3

Develop public parade grounds that can contain multiple activities. These grounds should be located within a 1/4 mile radius of the Third Street and Montgomery Avenue junction.

Performance Criteria:

The City of Sheffield parade grounds should provide Sheffield residents with a flexible location for events requiring a large open area. Adjacent to the parade grounds there should be higher density homes that serve to activate the parade grounds as well as provide an amenity to the residences. The redevelopment plan places the parade grounds within the proposed festival park that is a five to seven minute walk from the Sheffield Entertainment District.



Figure 101



Figure 102



Figure 103



Figure 104

Map 43



Map 37 shows the proposed festival park with the higher density housing and the Sheffield Parade Grounds. Additional mixed income housing will be key to success of the Sheffield Entertainment District. (A-18)





USE & ACTIVITIES

1-20 yrs

SPC, SCC, SKA, PD, PO

D

Goal:

Encourage the development and enhancement of multiple types of recreational opportunities.

Objective: 2 of 3

Encourage the development of public parks within a 1/4 mile radius of the Third Street and Montgomery Avenue junction.

Performance Criteria:

In order to provide a higher quality of life to new residents of the Sheffield Central Business District, there should be carefully planned and developed public parks. Parks and open spaces within the CBD and the city should accompany higher density residential and mixed use developments. The addition of public amenities to mixed use developments and townhomes increases the value of the unit and provides adjacent recreational facilities and civic spaces. Proposed parks and civic spaces do not necessarily need to be large, but plentiful and appropriately located. Consultation with urban design and planning professionals should be undertaken in conjunction with a review of compliance with the Sheffield Redevelopment Plan.



Figure 105: Coriscana, TX



Figure 106: Ironwood, MA



Figure 107: Chicago, IL

Map 44



The adjacent map shows the proposed location of the new civic space and additional residential units within the Central Business District. (A-18)





USE & ACTIVITIES

10-20 yrs

SRA, SPC, SCC

UN

Goal:

Encourage the development and enhancement of multiple types of recreational opportunities.

Objective: 3 of 3

Encourage the planning and redevelopment of Park West to include mixed-use recreational opportunities as well as non-traditional recreational development. The development proposals should capitalize on the heritage of Sheffield and Tuscumbia Landing. Stakeholder and Sheffield citizen involvement is strongly encouraged during the planning, design, and implementation of a development proposal.

or distraction from the CBD could hinder the success of redevelopment and take away from the social capital directed to revitalization of the downtown. Park West and its underutilized recreational amenities needs to be reevaluated for a development style that contributes to security within the park and provide an economic resurgence to the city.

Performance Criteria:

Proposals for redevelopment of Park West should be evaluated against the municipal investment into the Sheffield Central Business District and its transportation thoroughfares. Competition





SOCIABILITY

1-5 yrs

SRA, SCC, SPC, PO

D

Goal:

Encourage civic and social gathering places throughout the Study Boundary Area and the City of Sheffield.

Objective: 1 of 1

Design and implement a Sheffield Civic Square within the heart of the Sheffield Central Business District.

Performance Criteria:

The addition of a civic square into downtown Sheffield will activate the CBD and provide Sheffield residents with a place to congregate and interact. The placement of the proposed civic square at the intersection of Montgomery Avenue and Second Street is key to the success of the revitalization plan. This intersection will contain the majority of traffic from the easterly access thoroughfare and will serve to anchor the southern end of the Sheffield Entertainment District. The proposed civic square and its accompanying civic building will serve as one bookend for the west side of Montgomery Avenue streetscape. The other civic building (bookend) is located overlooking Love Plaza. In addition to anchoring the Montgomery Avenue Second Street intersection, the Sheffield Civic Square also will serve as a jumping station for downtown events and celebrations.



Figure 108: Dallas, TX



Figure 109: Tuscan, AZ



Civic Square
Proposed City Hall or Civic Structure

Map 46 shows the Focus Development Blocks in downtown Sheffield with the location of the new civic square and accompanying civic building. (A-6)

Map 46





SOCIABILITY

5-10 yrs

SRA, SS, DM

B

Goal:

Encourage multiple civic and cultural events throughout the year for Sheffield Citizens and Shoals Tourists.

Objective: 1 of 1

Develop in conjunction with existing Sheffield organizations at least eight to ten major festivals. The festivals should be planned and staffed to achieve a critical mass of participants and venues.

Performance Criteria:

The development of eight to ten major festivals in conjunction with thirty annual events will provide activities and celebrations for activating the Sheffield Entertainment District. "Event planning and coordination is critical to the success of this development." The Sheffield Redevelopment Authority should plan and coordinate all events for the Sheffield Entertainment District. In the case of private management of the entertainment district the developers/management firm will coordinate and plan festivals and events with the SRA and the City of Sheffield. Major festivals and events should be initiated once streetscape and building improvements are complete.



Figure 110: Sheffield Founder's Day



Figure 111: Sheffield Founder's Day



Figure 112: W.C. Handy Festival



Figure 113: Car Show



Figure 114: Marathon Runner





SOCIABILITY

1-5 yrs

SRA, SCC

B

Goal:

Enhance the security of Sheffield in conjunction with the City of Sheffield Police and the Sheffield Planning Commission.

Objective: 1 of 3

Encourage the development and installation of technologically advanced security during the redevelopment and construction of the citizen envisioned entertainment district.

Performance Criteria:

While redevelopment of downtown is underway, careful consideration and planning should be undertaken to include technological advances within the existing structures and the right-of-ways of the CBD. Fiber optic wiring should be installed during construction for placement of monitoring cameras and wireless technologies for CBD users. Wireless internet amenities to the proposed civic square and public spaces will increase the downtown activity and provide additional benefits for new residents.





SOCIABILITY

1-5 yrs

SU, SPC, SRA

UN

Goal:

Enhance the security of Sheffield in conjunction with the City of Sheffield Police and the Sheffield Utilities Department.

Objective: 2 of 3

Encourage the development of street and neighborhood lighting programs that provide safety without light pollution and light infringement.

Performance Criteria:

The development of a comprehensive lighting plan for the Sheffield CBD should be completed prior to initiating construction. The lighting should be appropriate in the function and scale for pedestrians and utomobile users. The following considerations should be evaluated during drafting of the CBD lighting plan and its construction.

Use street lighting to define the street space and design street lighting poles to accomodate and organize signage.

Design efficient lighting that minimizes light trespass and pollution.

Select luminaires styles, colors, and finishes that complement the architectural features of the streetscape.

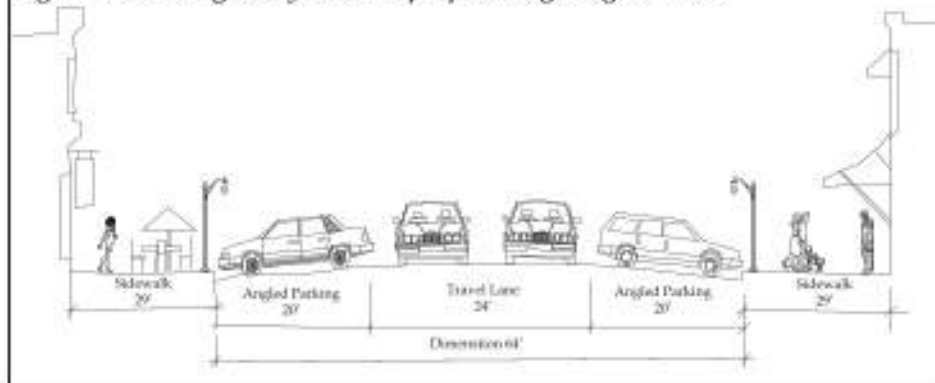


Figure 115

Street light standards are not to exceed 20 feet.

Lighting standards should be spaced at regular intervals in order to provide even light distribution without areas of darkness between standards.

Figure 116: Montgomery Avenue proposed lighting standard



Appropriately scaled street lighting can provide adequate light for roadways without detracting from the pedestrian experience. Light standards should reflect the general character of other street furniture, architecture, and overall desired street character.





SOCIABILITY

1-5 yrs

SCC, SRA, DM

UN

Goal:

Enhance the security of Sheffield in conjunction with the City of Sheffield Police and the Sheffield City Council.

Objective: 3 of 3

Encourage the development of foot patrol officers as well as bicycle patrols twenty-four hours a day, seven days a week within the City of Sheffield.

Performance Criteria:

The redevelopment of downtown Sheffield into a vibrant and active commercial center will increase the amount of residents and tourists to the city. Preparation in advance for additional officers on foot patrol and bicycle patrol within the downtown and adjoining neighborhoods is critical. The Sheffield Redevelopment Authority should work in concert with the Sheffield Police Department to initiate discussions for existing needs and planning for future patrols.



Figure 117



Figure 118



Figure 119



Figure 120



Figure 121: Sheffield Police Logo

The Sheffield Police force will be critical to the success of the redevelopment of downtown Sheffield and redevelopment of Sheffield residential areas.





Appendix

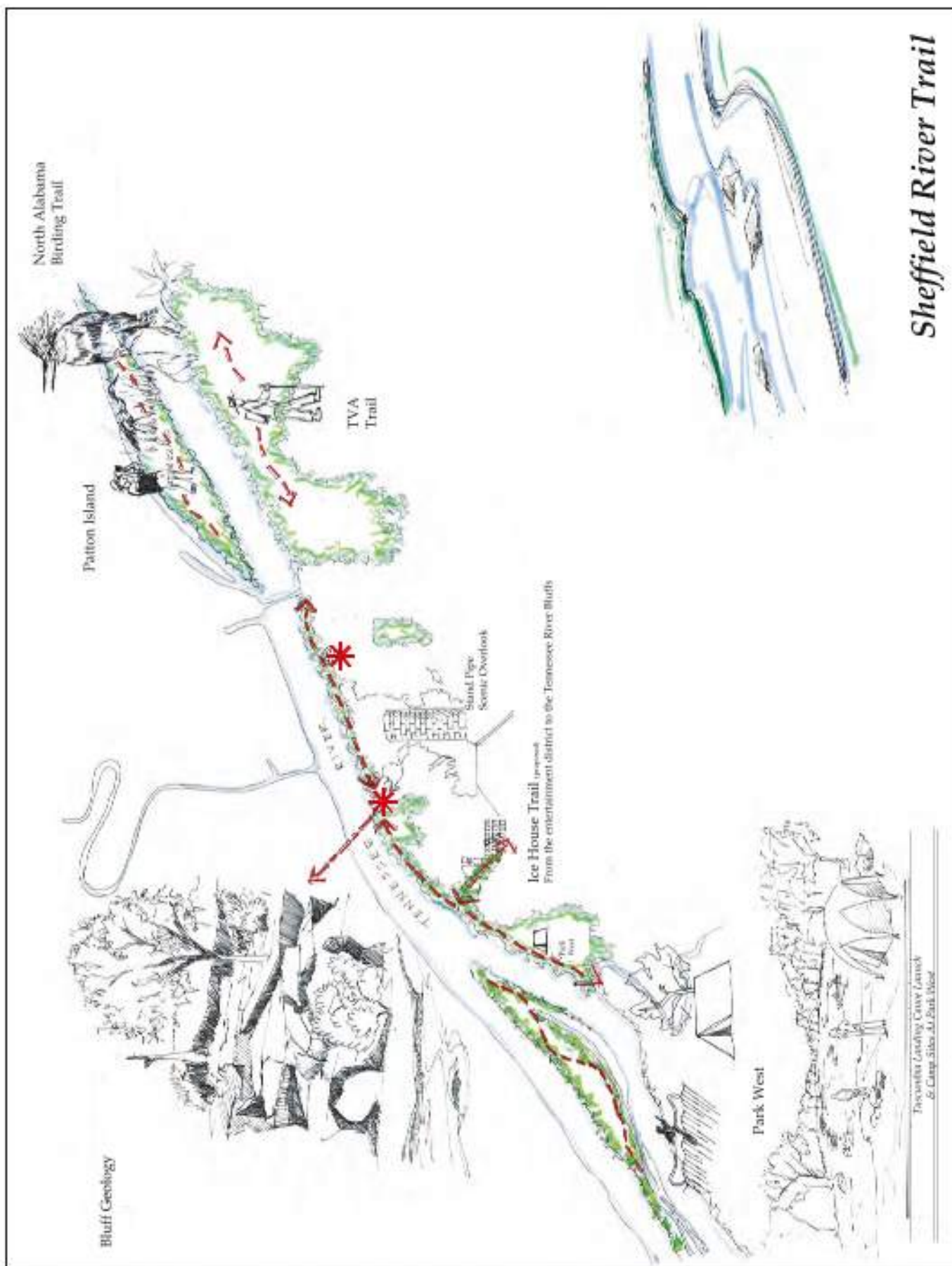
A - Full Page Referenced Maps

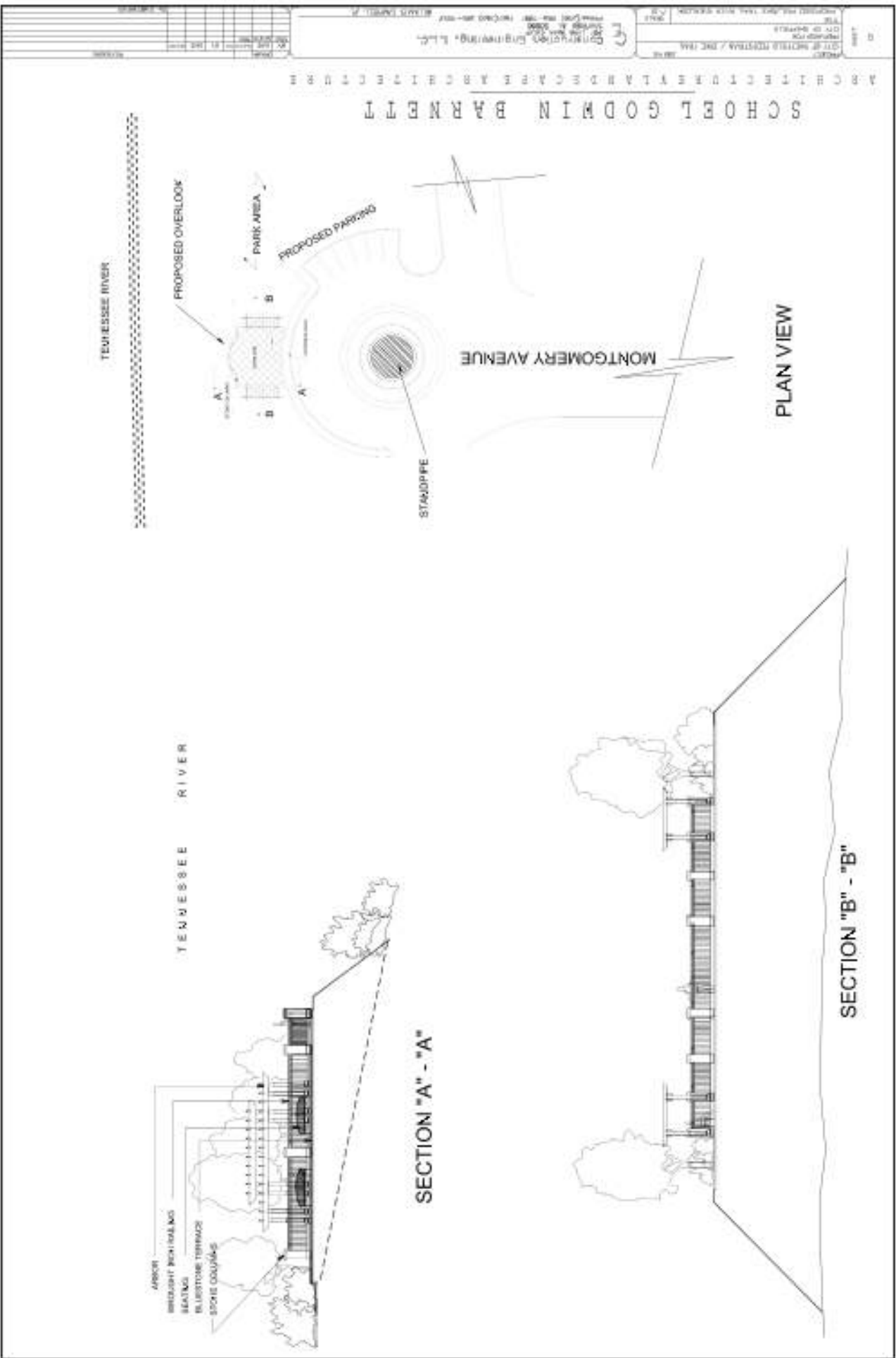
B - Implementation Leader, Cost Key, and Implementation Timing

C - List of Figures

D - U.S. Department of Housing and Urban Development







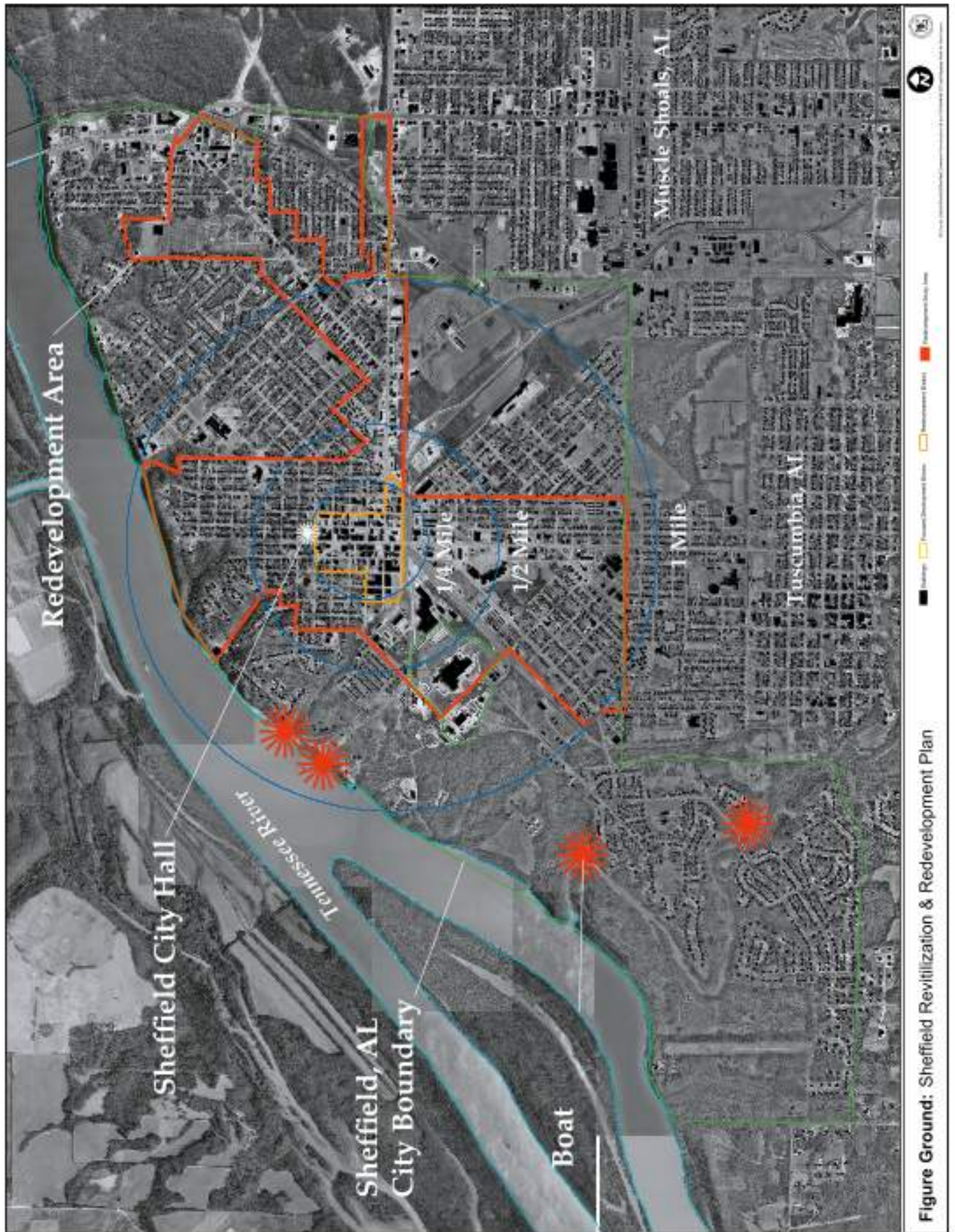
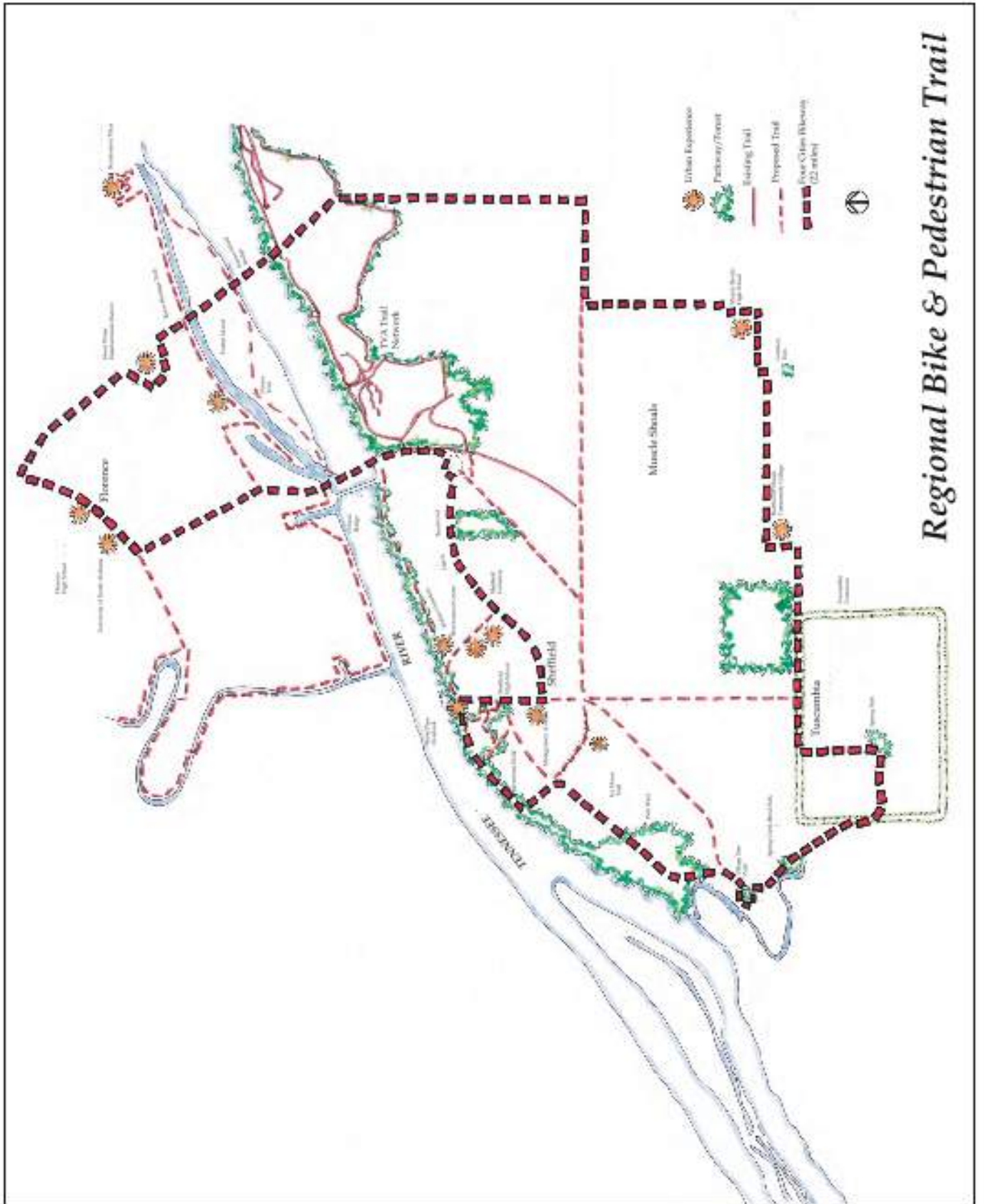
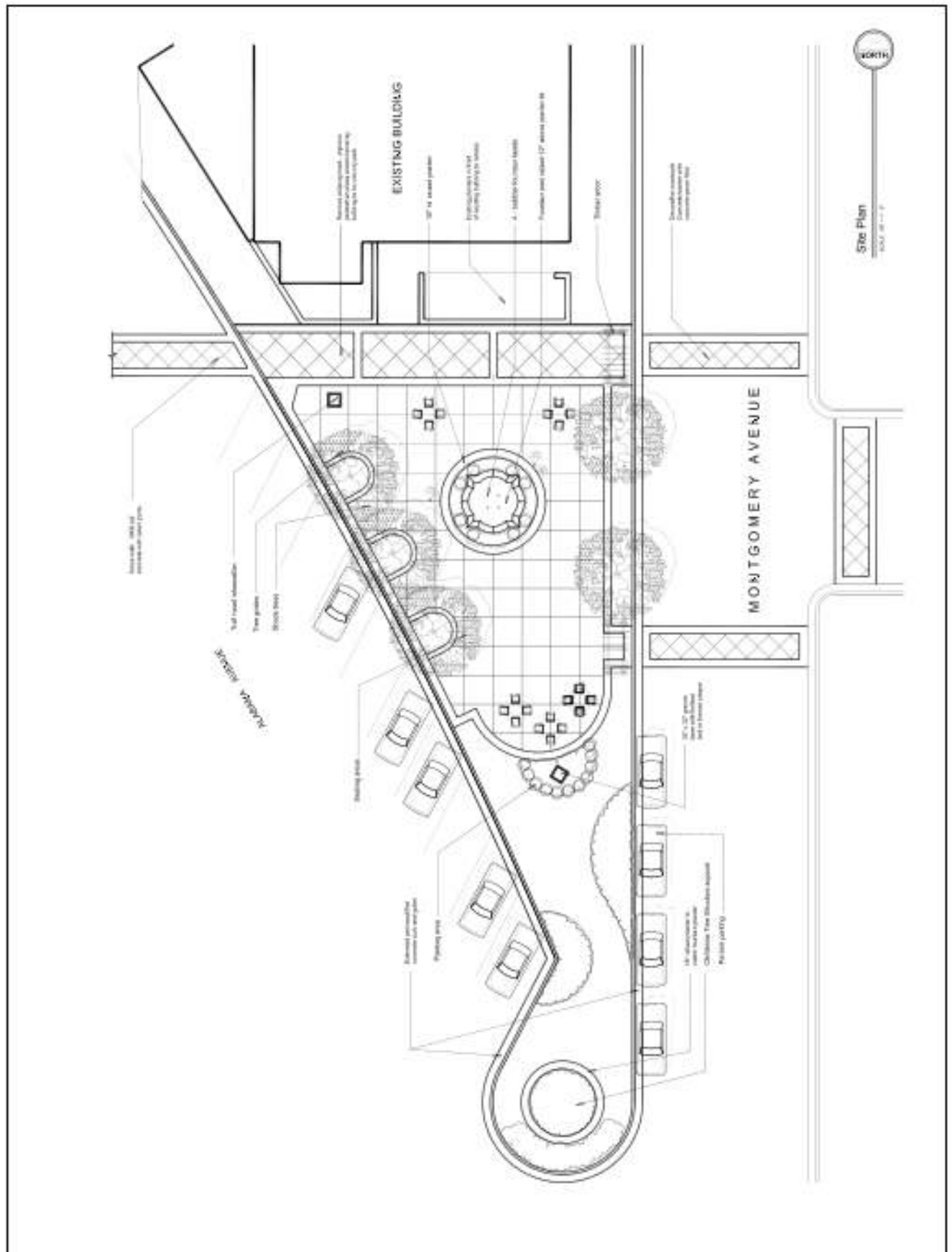


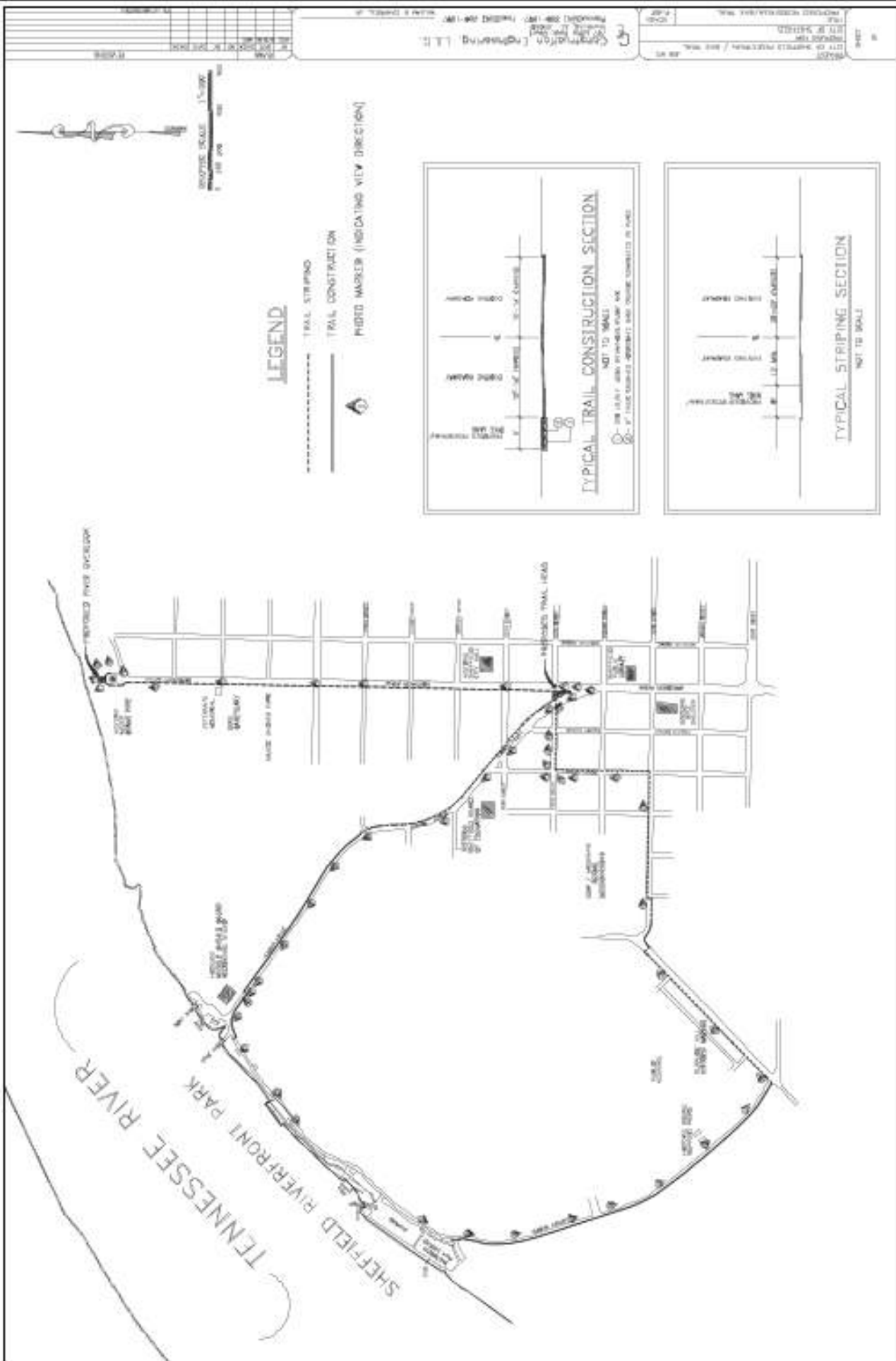
Figure Ground: Sheffield Revitalization & Redevelopment Plan



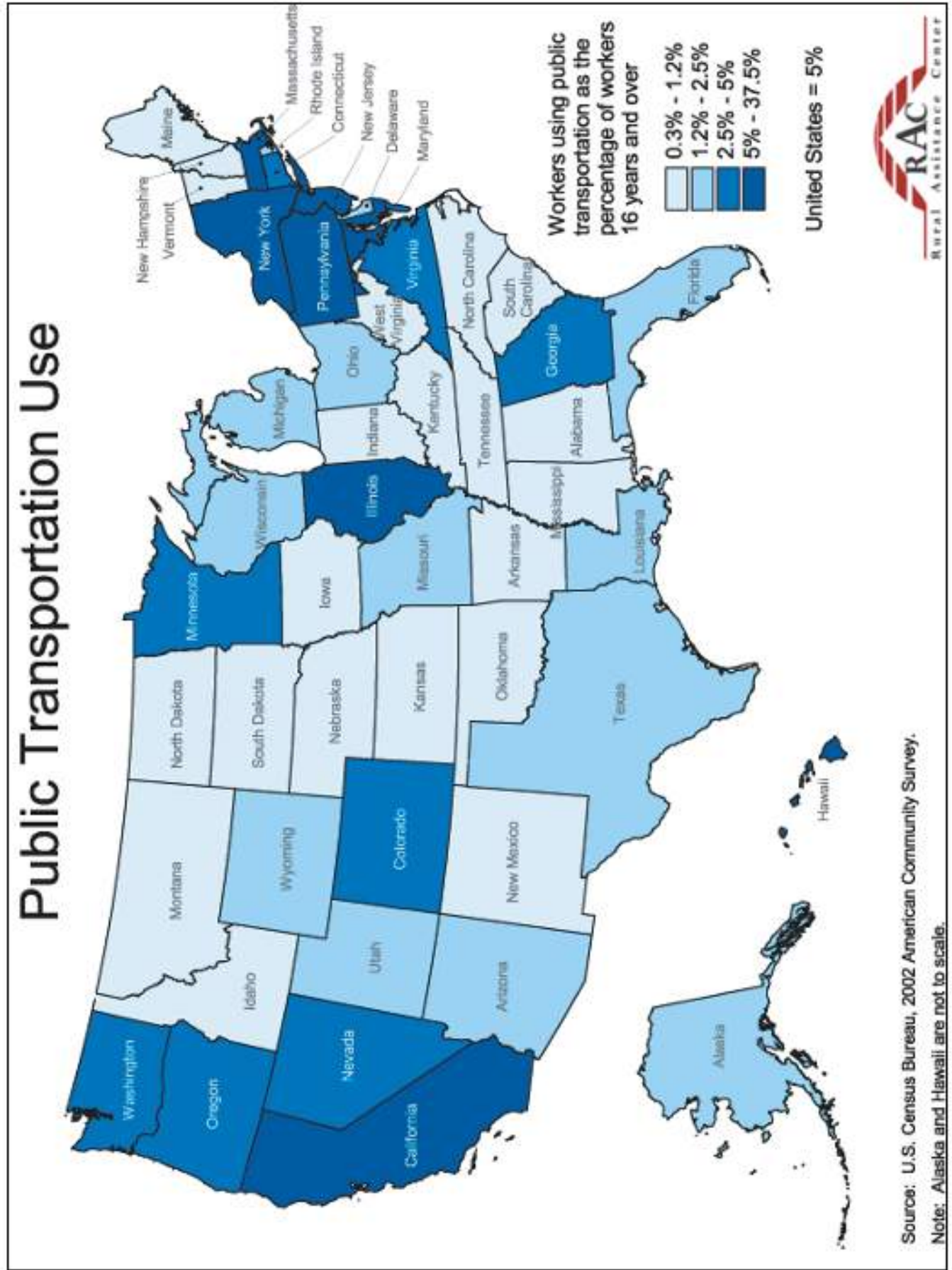
Regional Bike & Pedestrian Trail

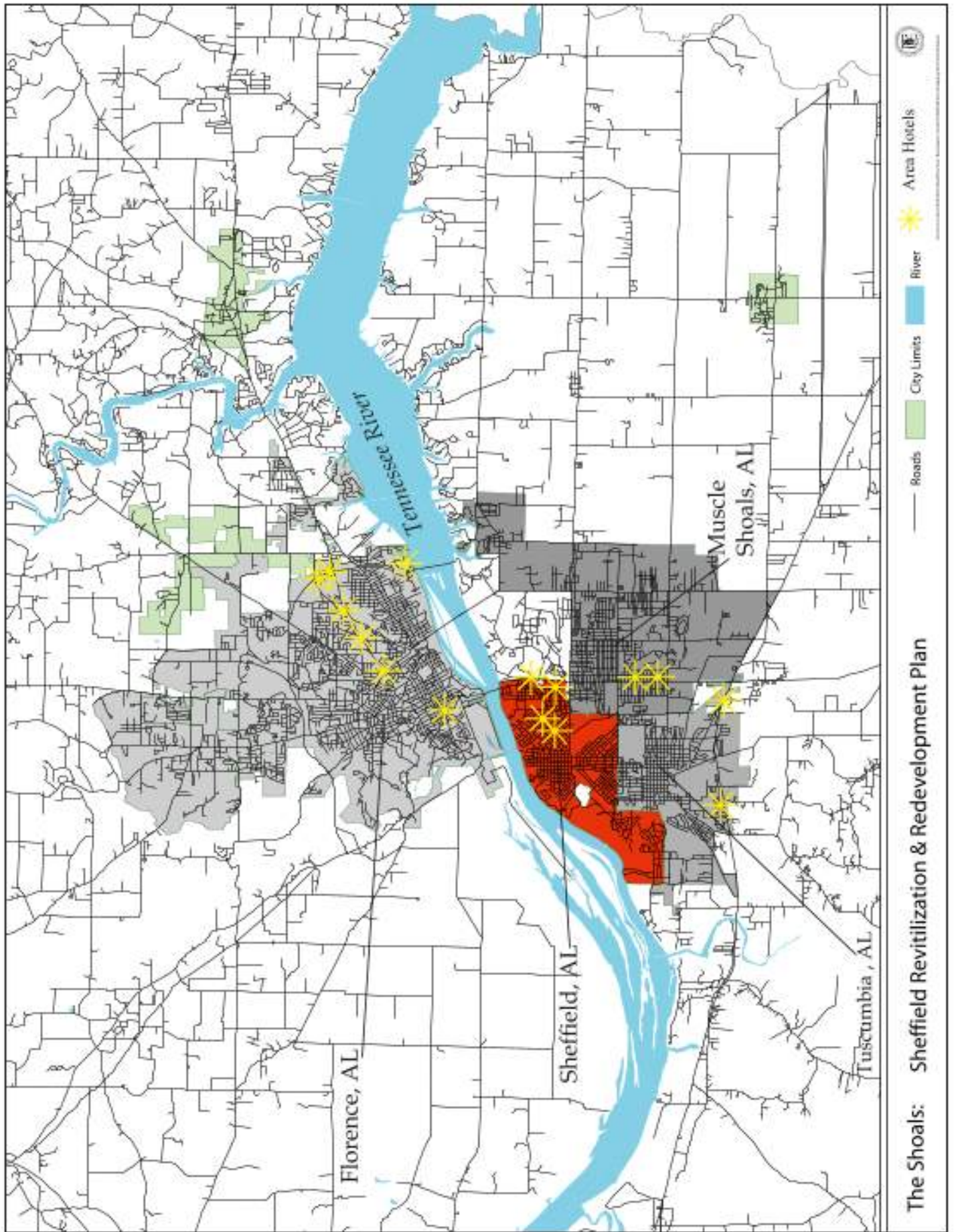


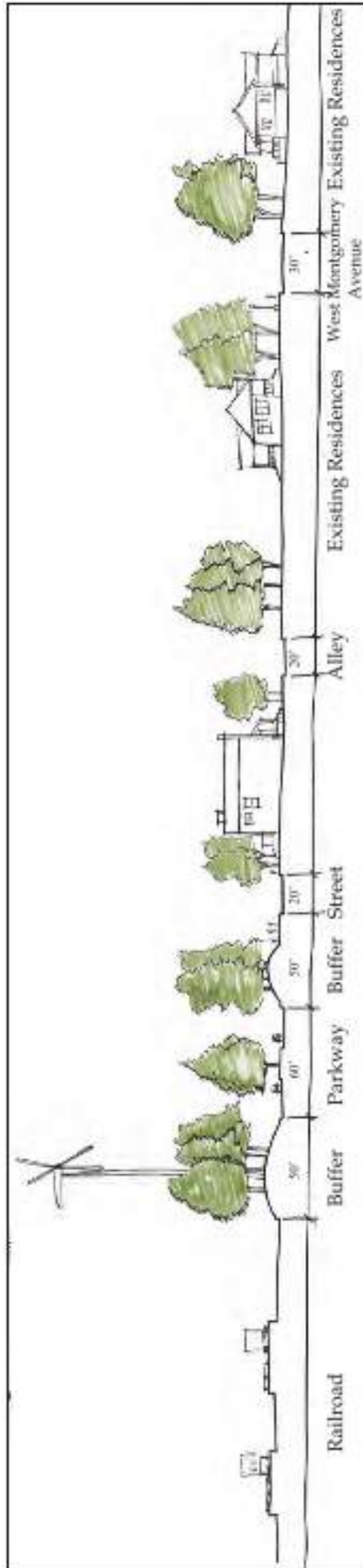
Appendix Image A-7



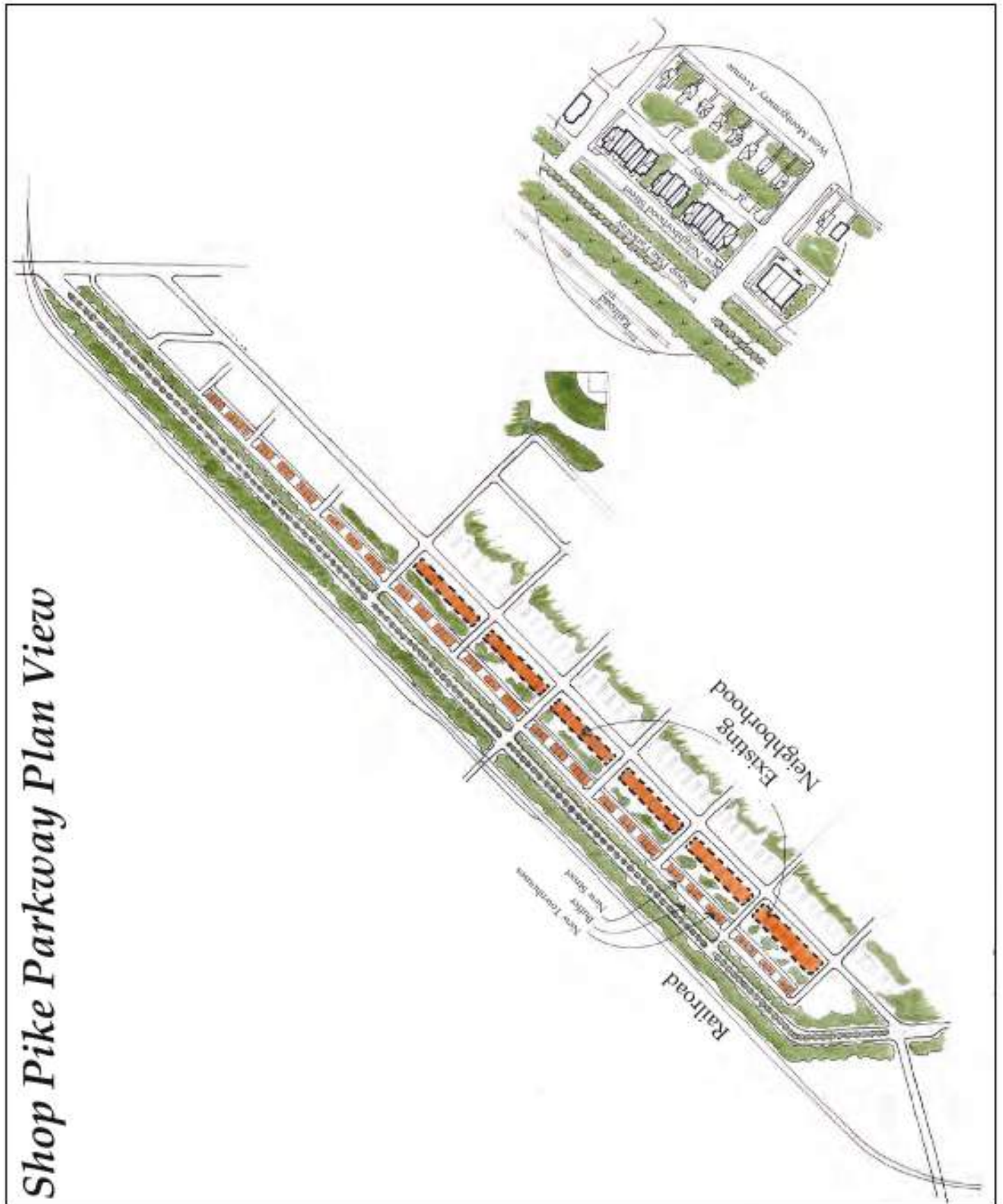
Appendix Image A-8







Shop Pike Parkway Sectional View

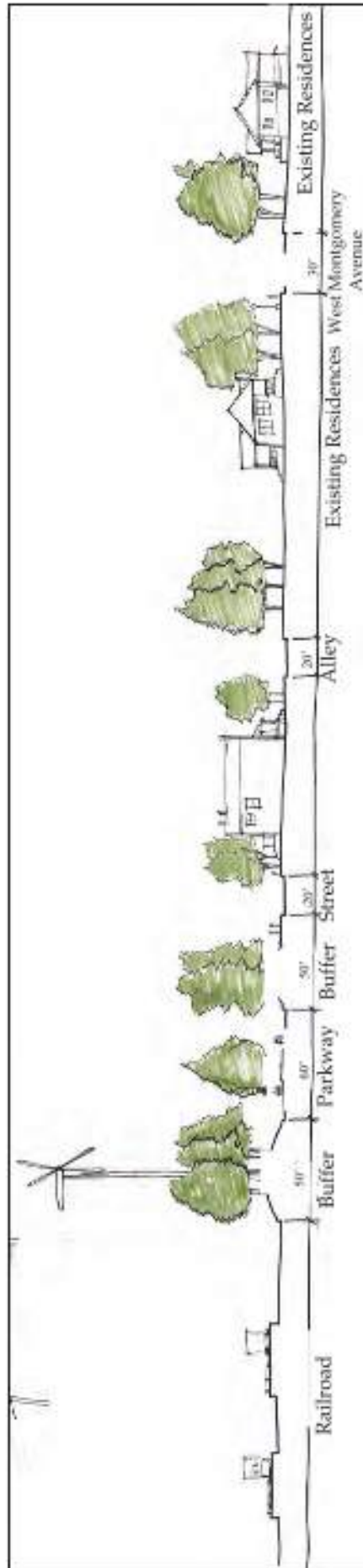




Shop Pike Parkway Proposed Residential Development



Parkway Illustrative Plan Over Aerial Photography



Shop Pike Parkway Sectional View



Nathan Boulevard Commercial Development



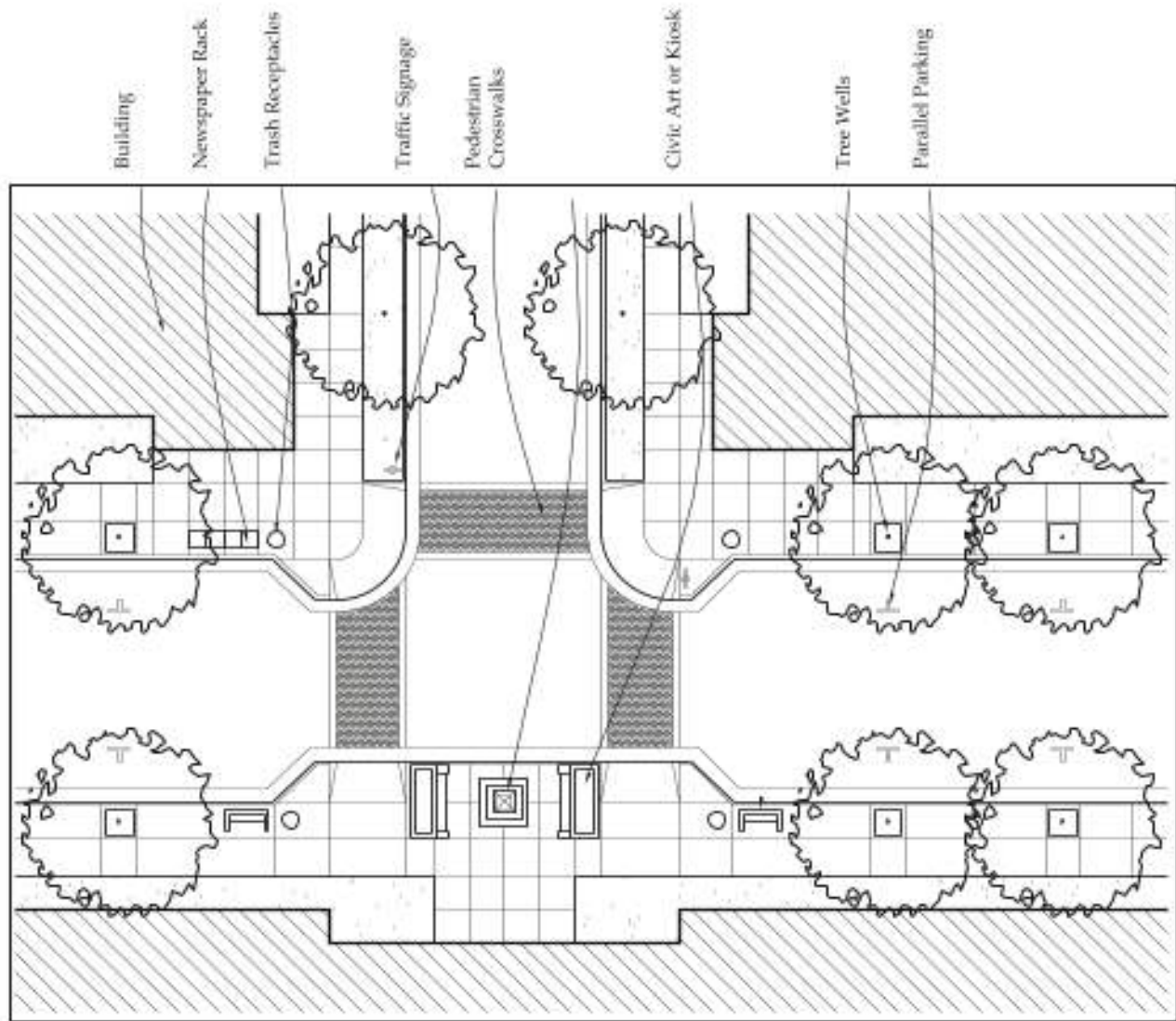
Nathan Boulevard Commercial Development/Existing Conditions



Nathan Boulevard Commercial Development/Existing Conditions



Sheffield CBD Illustrative Concept Plan



Appropriate Location for Pedestrian Amenities



Figure Ground: Sheffield Revitalization & Redevelopment Plan

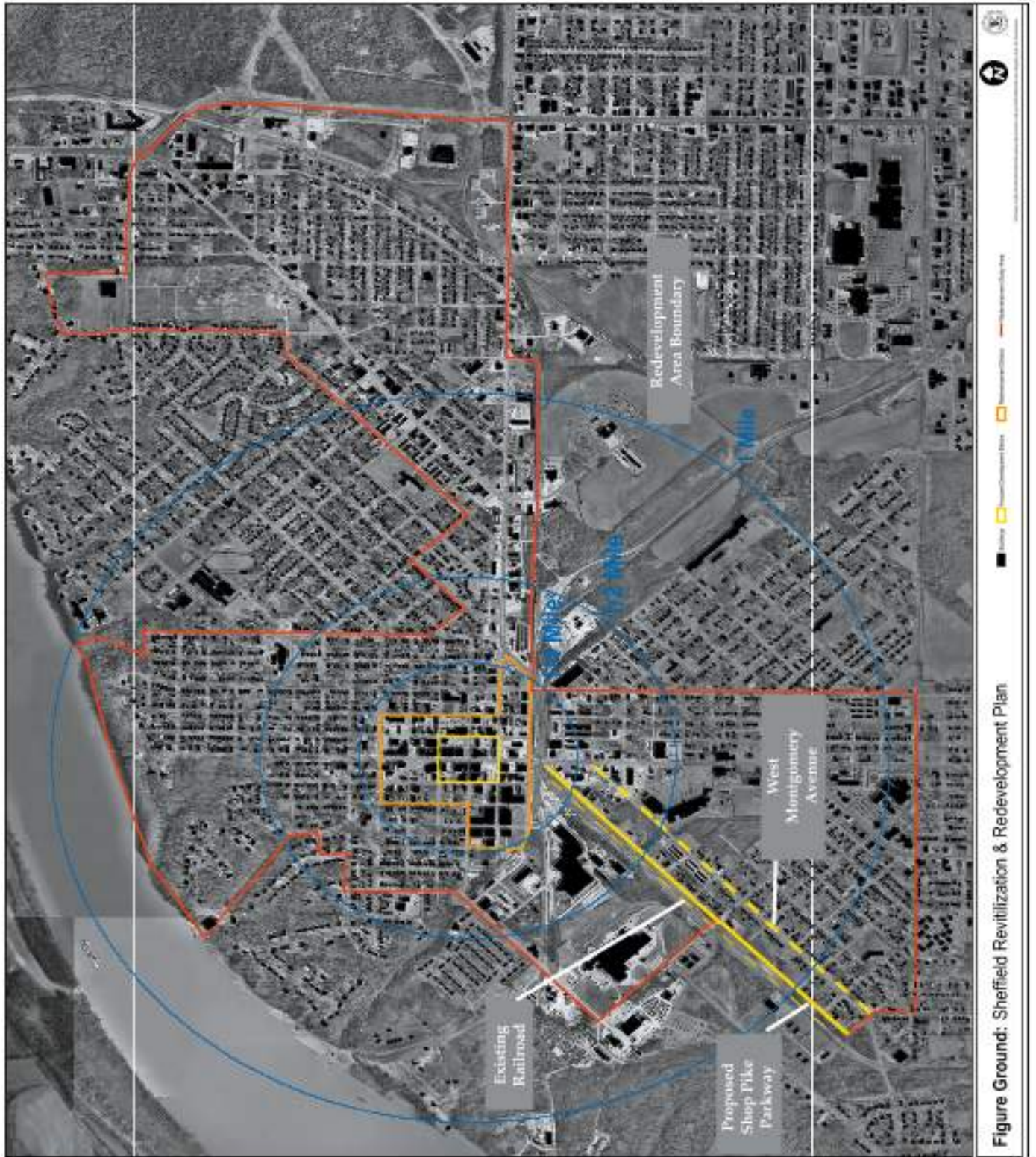
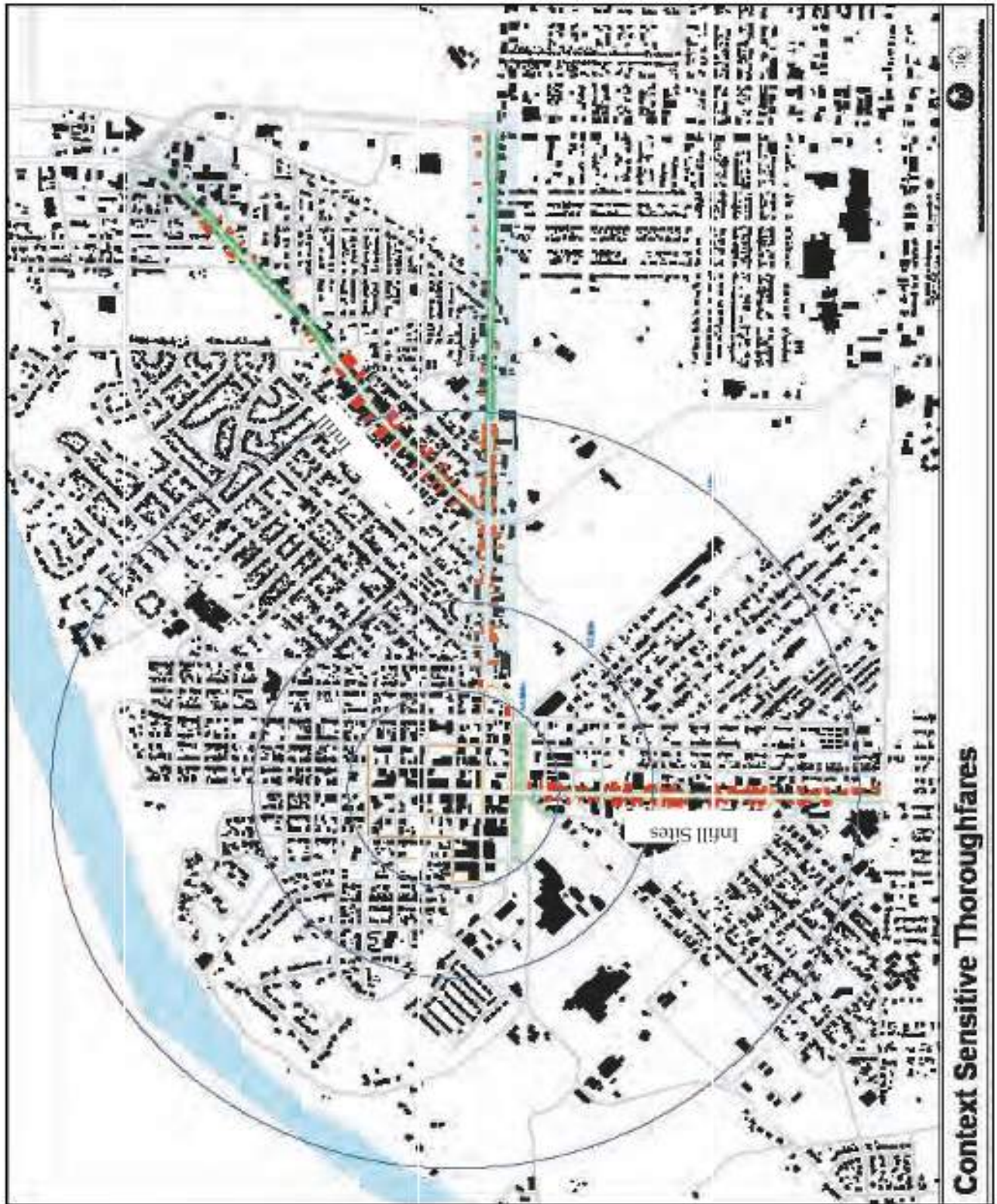


Figure Ground: Sheffield Revitalization & Redevelopment Plan

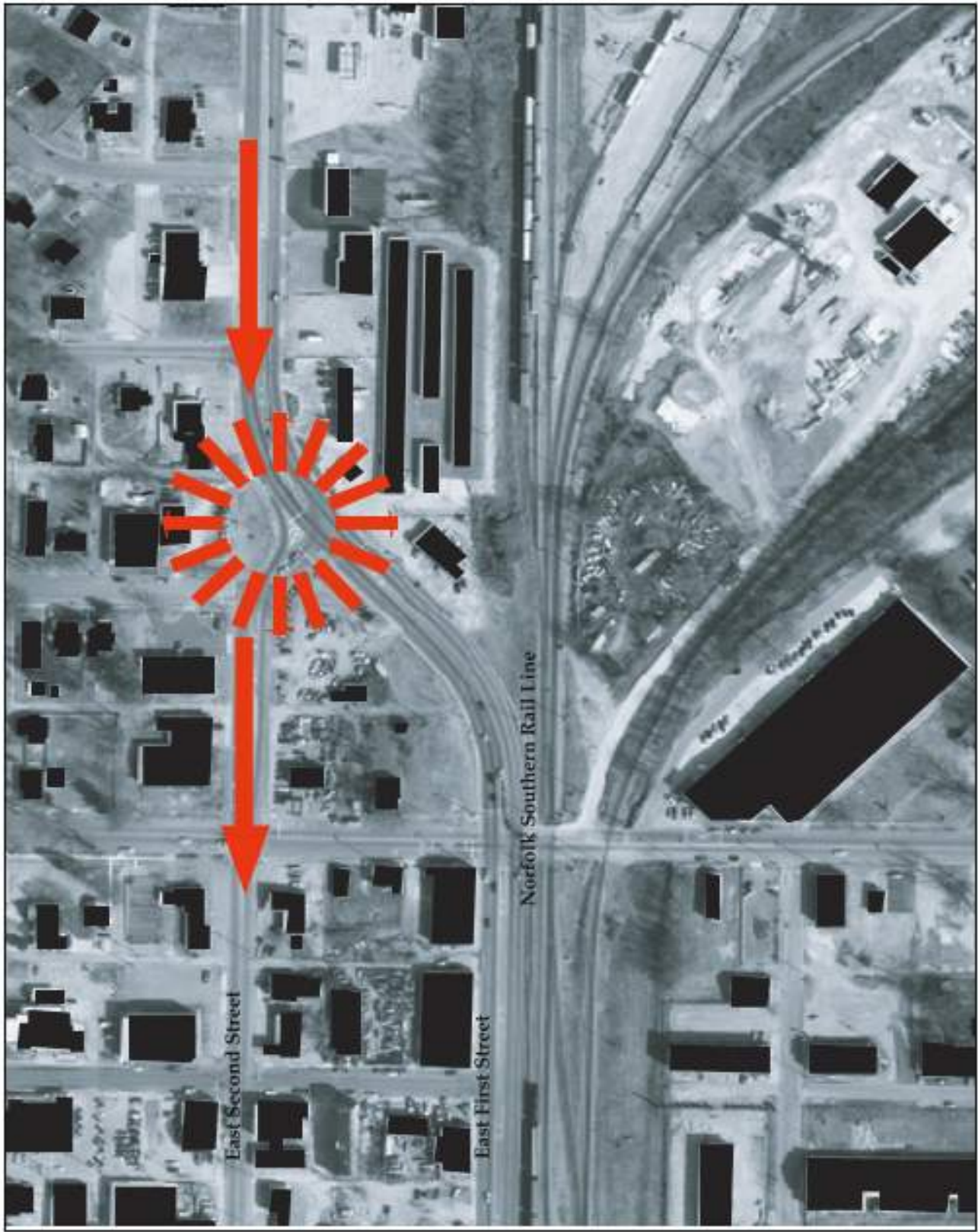


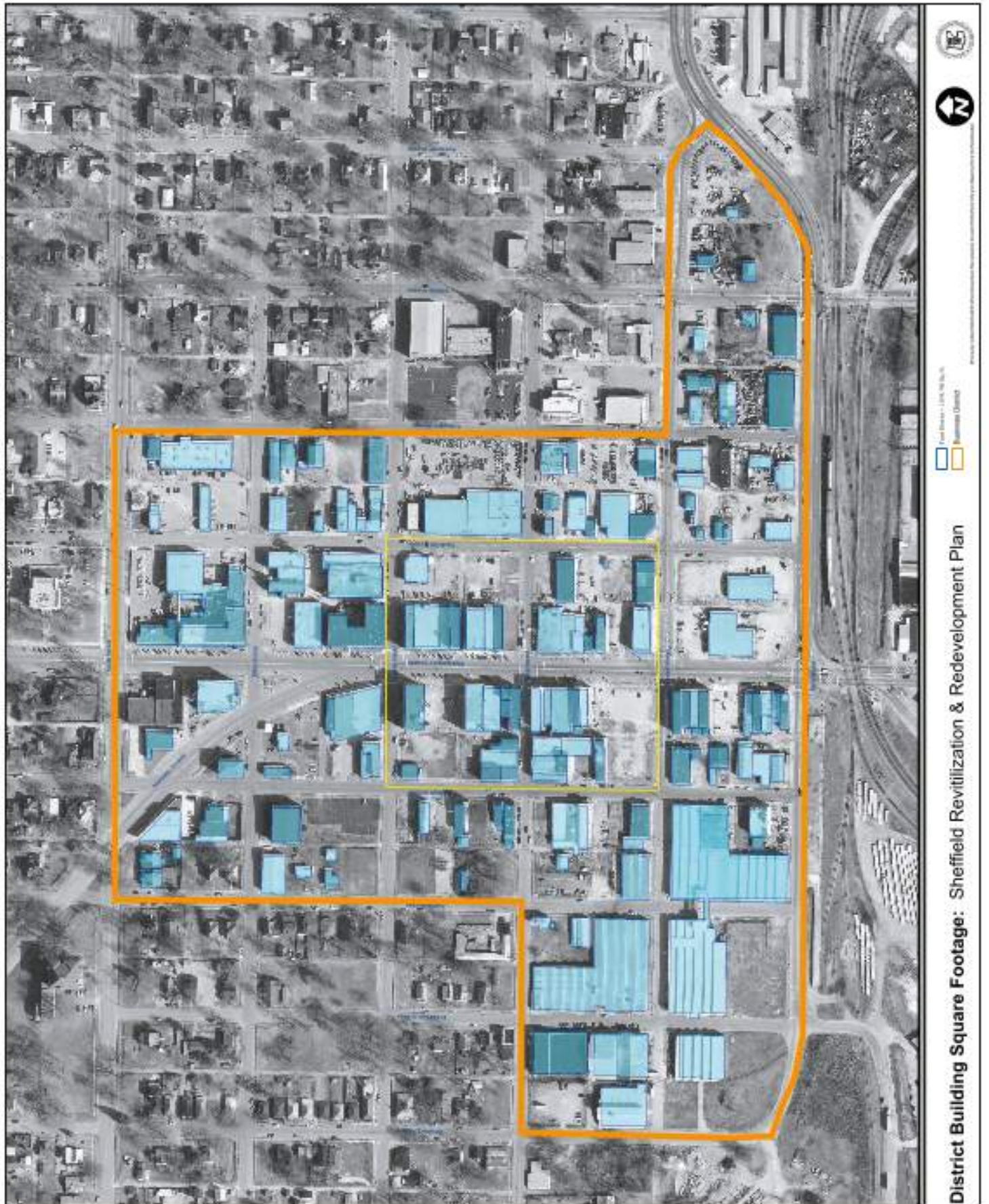


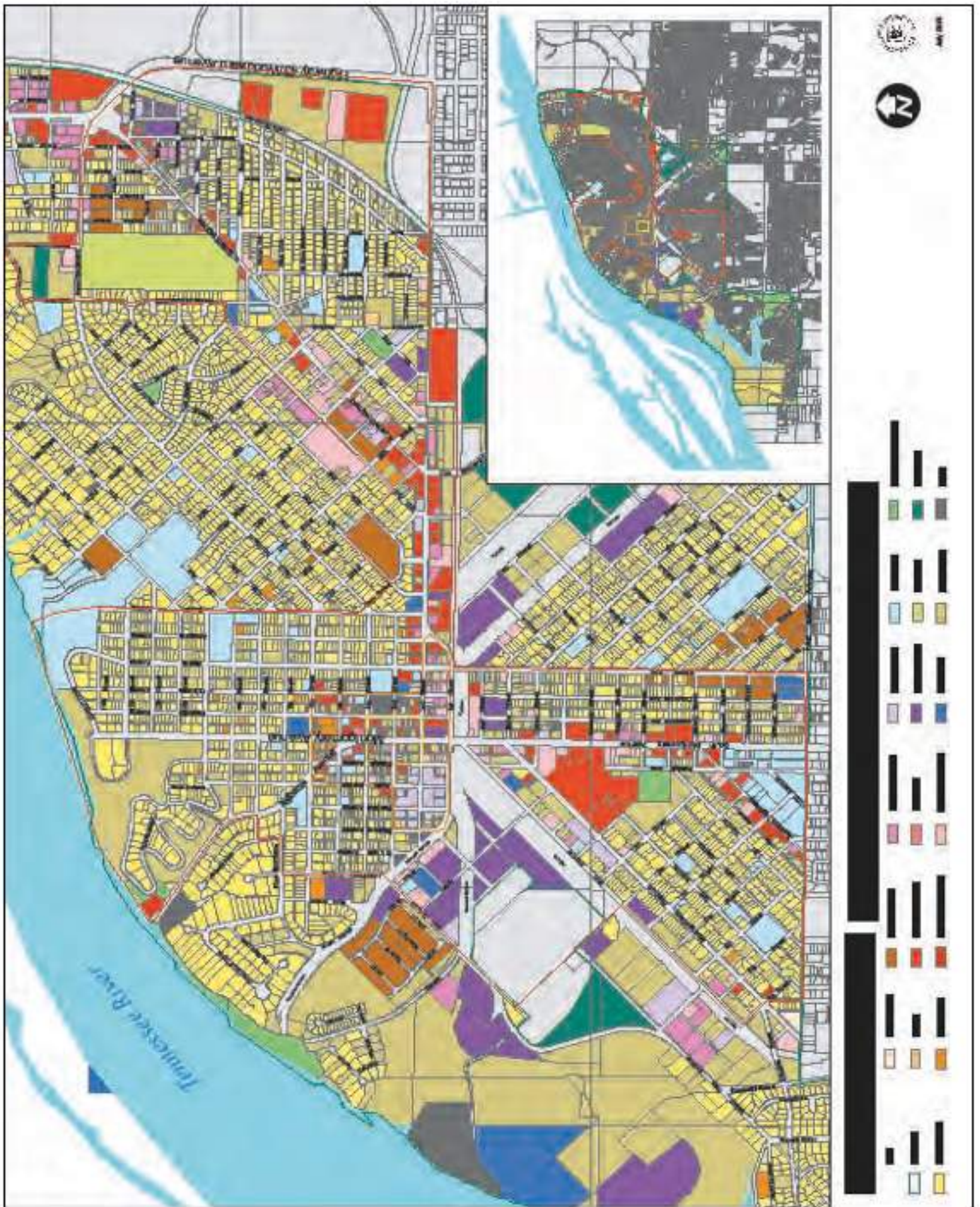
East Second Street Thoroughfare

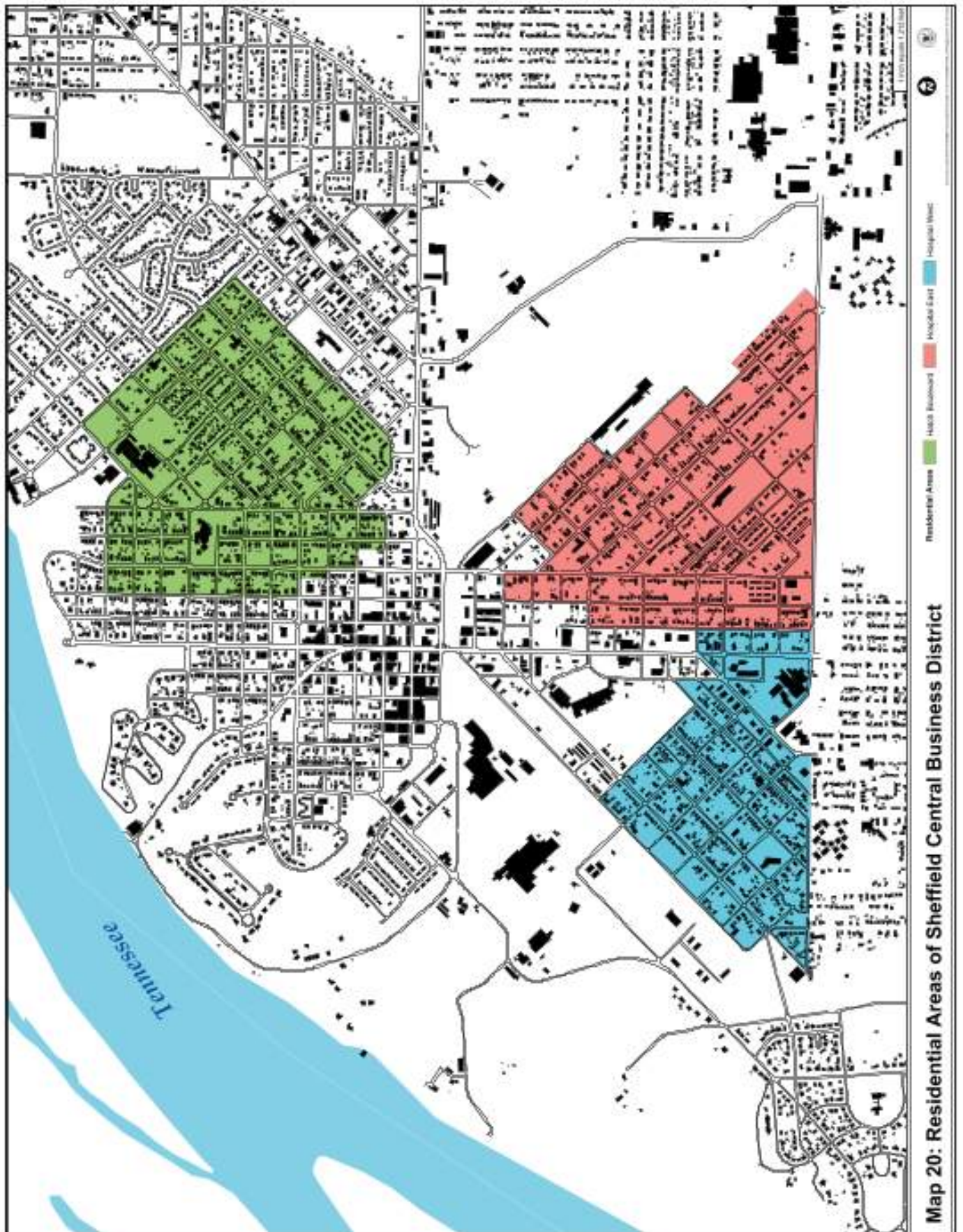


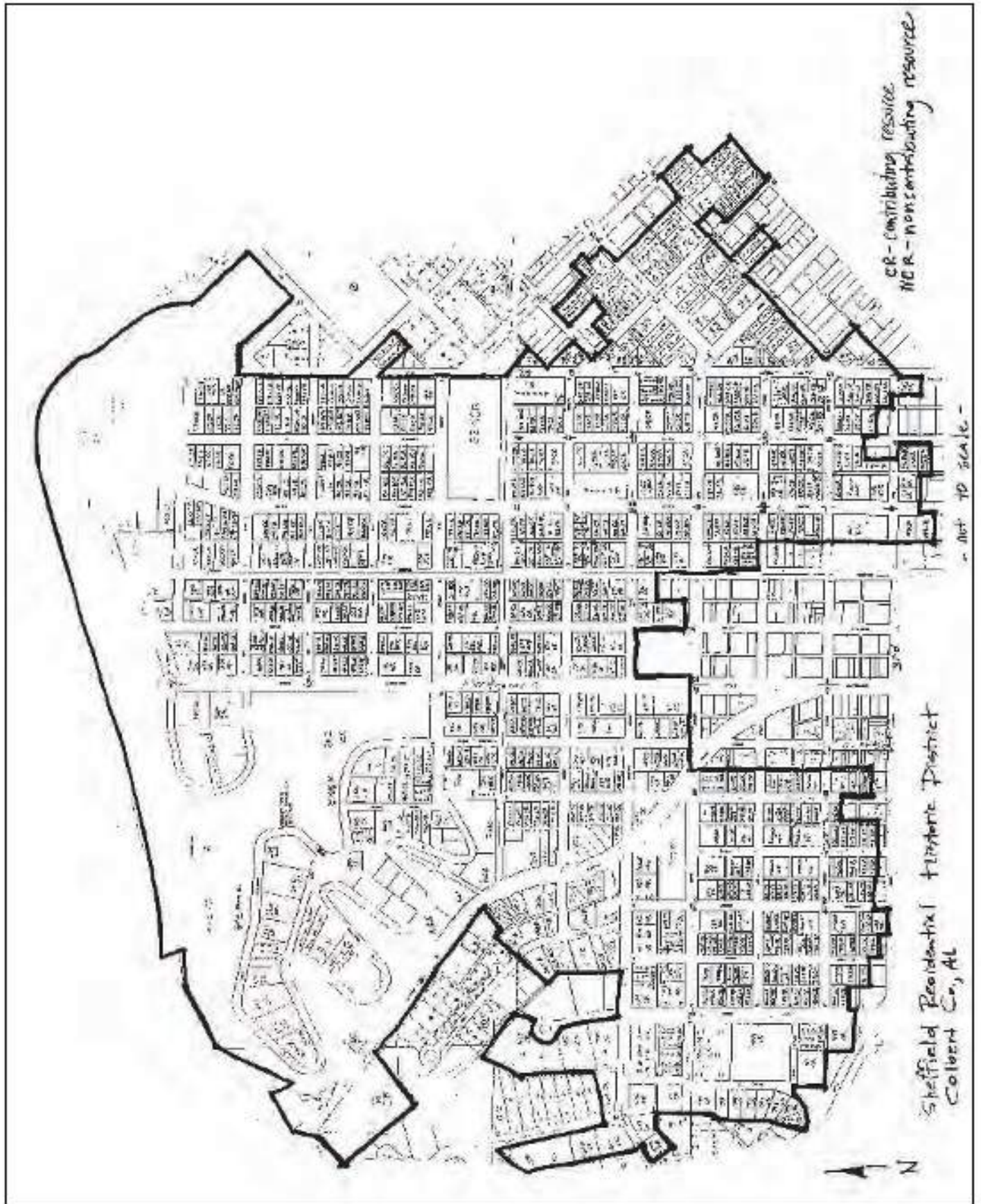
South Montgomery Thoroughfare

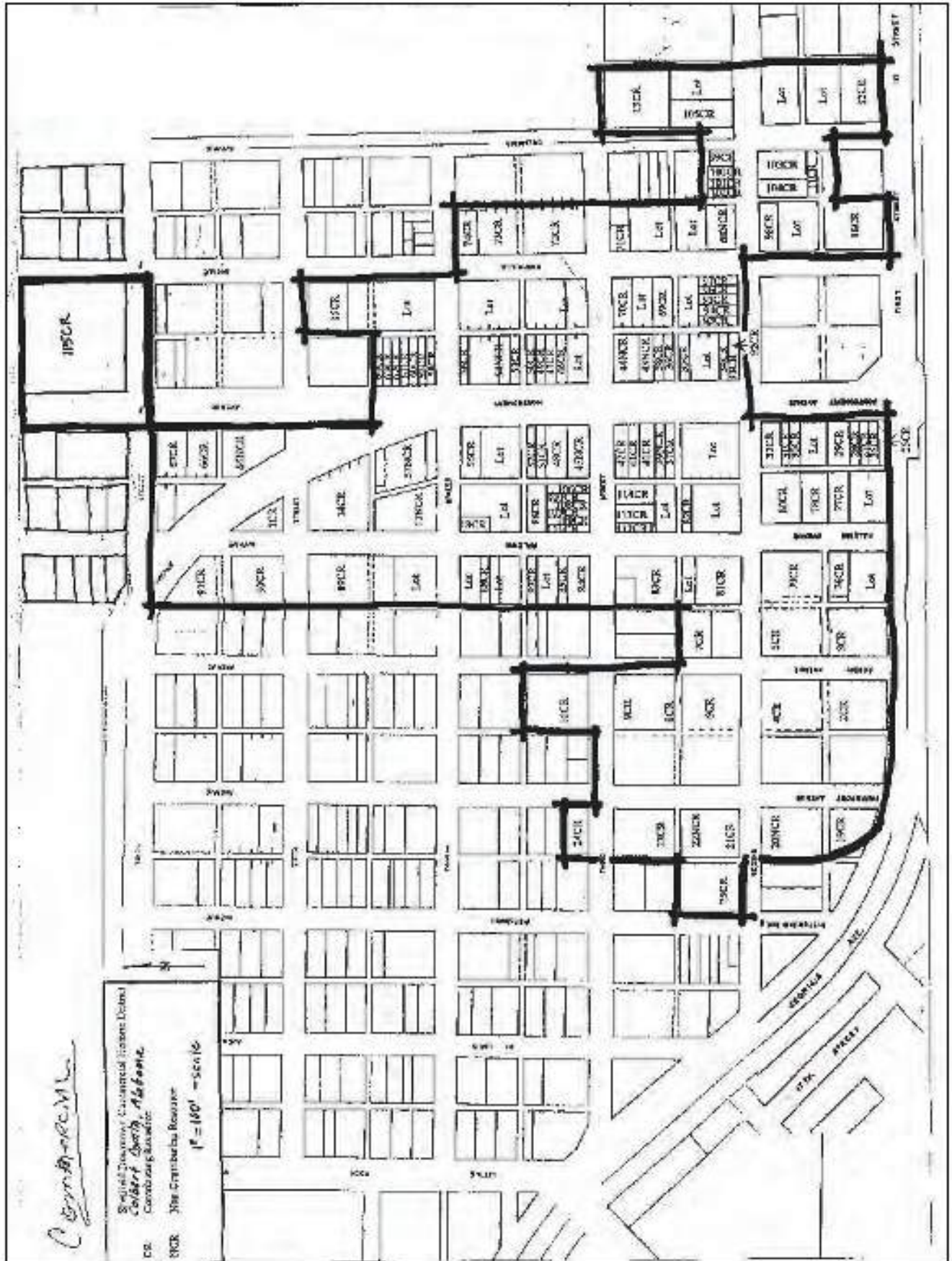




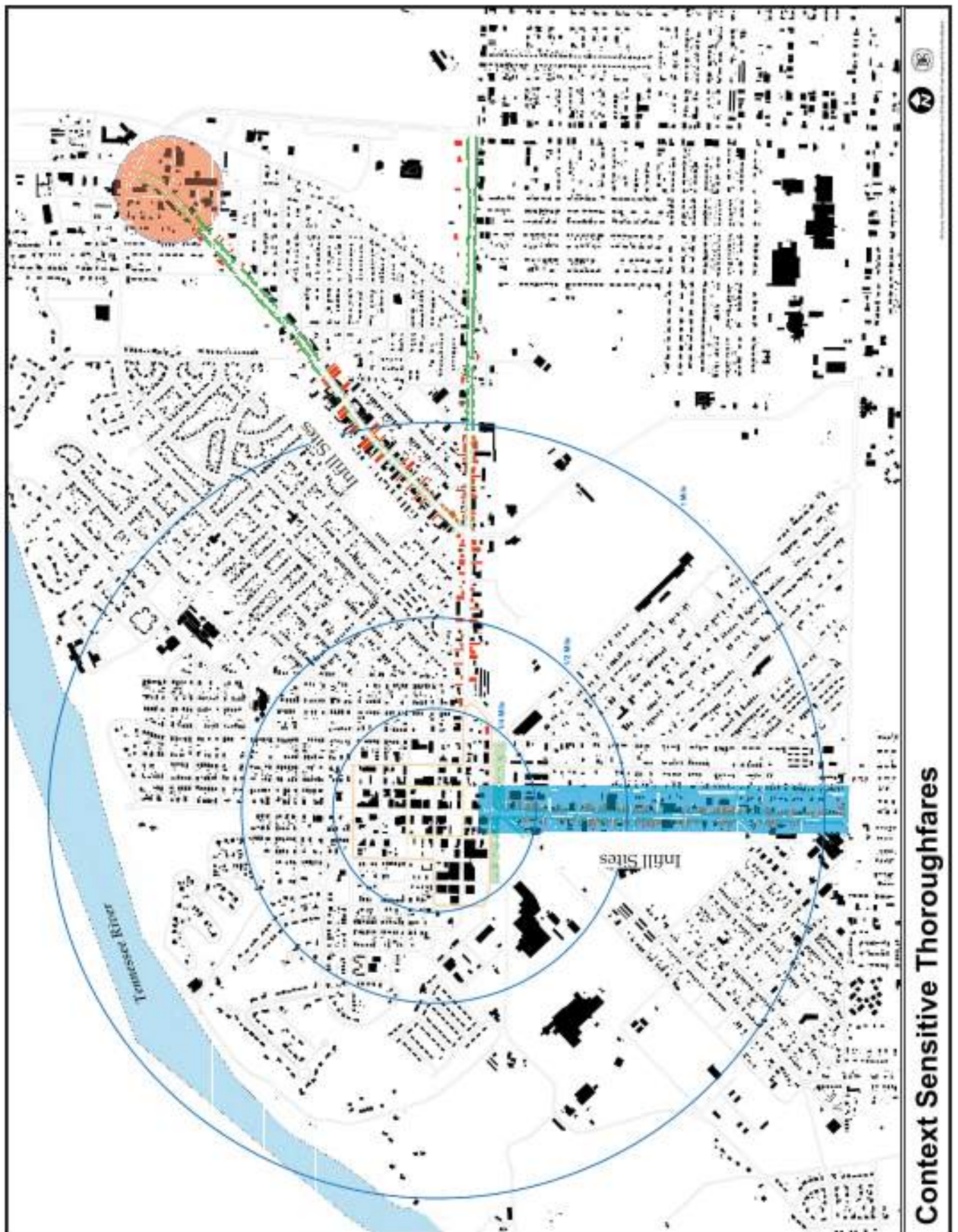












Context Sensitive Thoroughfares

IMPLEMENTATION LEADERS, COST KEY, & IMPLEMENTATION TIMING

Introduction:

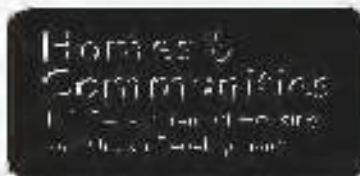
The Sheffield Revitalization & Redevelopment Plan Performance Criteria have proposed implementation leaders, cost key estimates, and a estimated implementation time frame for each individual objective. Within the category of one of the four performance criteria headings are the acronyms for implementation leaders, symbols for the estimated cost key, and the estimated time frame for implementation of the objective. The time frame is broken down into three categories of (1-5 yrs), (5-10yrs), and (10-20 yrs). The following acronyms apply to the implementation leaders and the implementation cost key.

Implementation Leaders:

<u>Public</u>			<u>Cost Key</u>
MPO	Metropolitan Planning Organization		
NWSCC	Northwest Shoals Community College	A	\$0 - \$25,000.00
QCM	Quad City Municipalities	B	\$25,000.00 - \$100,000.00
SBCE	Sheffield Building Code Enforcement	C	\$100,000.00 - \$500,000.00
SBE	Sheffield Board of Education	D	\$500,000.00 - \$1 million
SCC	Sheffield City Council	E	\$1 million +
SPC	Sheffield Planning Commission	UN	Unestimated
SRA	Sheffield Redevelopment Authority		
SU	Sheffield Utilities		
TVA	Tennessee Valley Authority		
UNA	University of North Alabama		
SHA	Sheffield Housing Authority		
<u>Private/Non-Profit</u>			
BC	Business Community		
DM	Downtown Merchants		
HKH	Helen Keller Hospital		
PD	Private Developer		
PO	Private Owners		
RE	Real Estate Community		
SACC	Shoals Area Chamber of Commerce		
SEDA	Shoals Economic Development Association		
SS	Sheffield Shine		
TVAA	Tennessee Valley Arts Association		

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Community Development Block Grant Entitlement Communities Grants

Jump To...

- ▶ Introduction
- ▶ Nature of Program
- ▶ Eligible Grantees
- ▶ Eligible Activities
- ▶ Ineligible Activities
- ▶ Requirements
- ▶ Citizen Participation
- ▶ For More Information

Introduction

The program provides annual grants on a formula basis to entitled cities and counties to develop viable urban communities by providing decent housing and a suitable living environment, and by expanding economic opportunities, principally for low- and moderate-income persons. The program is authorized under Title 1 of the Housing and Community Development Act of 1974, Public Law 93-383, as amended; 42 U.S.C.-5301 et seq.

Nature of Program

HUD awards grants to entitlement community grantees to carry out a wide range of community development activities directed toward revitalizing neighborhoods, economic development, and providing improved community facilities and services.

Entitlement communities develop their own programs and funding priorities. However, grantees must give maximum feasible priority to activities which benefit low- and moderate-income persons. A grantee may also carry out activities which aid in the prevention or elimination of slums or blight. Additionally, grantees may fund activities when the grantee certifies that the activities meet other community development needs having a particular urgency because existing conditions pose a serious and immediate threat to the health or welfare of the community where other financial resources are not available to meet such needs. CDBG funds may not be used for activities which do not meet these broad national objectives.

Eligible Grantees

Eligible grantees are as follows:

- principal cities of Metropolitan Statistical Areas (MSAs);
- other metropolitan cities with populations of at least 50,000; and
- qualified urban counties with populations of at least 200,000 (excluding the population of entitled cities) are entitled to receive annual grants.

HUD determines the amount of each entitlement grant by a statutory dual formula which uses several objective measures of community needs, including the extent

of poverty, population, housing overcrowding, age of housing and population growth lag in relationship to other metropolitan areas.

Eligible Activities

CDBG funds may be used for activities which include, but are not limited to:

- acquisition of real property;
- relocation and demolition;
- rehabilitation of residential and non-residential structures;
- construction of public facilities and improvements, such as water and sewer facilities, streets, neighborhood centers, and the conversion of school buildings for eligible purposes;
- public services, within certain limits;
- activities relating to energy conservation and renewable energy resources; and
- provision of assistance to profit-motivated businesses to carry out economic development and job creation/retention activities.

Ineligible Activities

Generally, the following types of activities are ineligible:

- acquisition, construction, or reconstruction of buildings for the general conduct of government;
- political activities;
- certain income payments; and
- construction of new housing by units of general local government.

Requirements

To receive its annual CDBG entitlement grant, a grantee must develop and submit to HUD its Consolidated Plan, (which is a jurisdiction's comprehensive planning document and application for funding under the following Community Planning and Development formula grant programs: CDBG, HOME Investment Partnerships, Housing Opportunities for Persons with AIDS (HOPWA), and Emergency Shelter Grants (ESG). In its Consolidated Plan, the jurisdiction must identify its goals for these programs as well as for housing programs. The goals will serve as the criteria against which HUD will evaluate a jurisdiction's Plan and its performance under the Plan. Also, the Consolidated Plan must include several required certifications, including that not less than 70% of the CDBG funds received, over a one, two or three year period specified by the grantee, will be used for activities that benefit low- and moderate-income persons, and that the grantee will affirmatively further fair housing. HUD will approve a Consolidated Plan submission unless the Plan (or a portion of it) is inconsistent with the purposes of the National Affordable Housing Act or is substantially incomplete.

Following approval, the Department will make a full grant award unless the Secretary has made a determination that the grantee:

- has failed to carry out its CDBG-assisted activities in a timely manner;
- has failed to carry out those activities and its certifications in accordance with the requirements and the primary objectives of Title I of the Housing

- and Community Development Act of 1974, as amended, and with other applicable laws; or
- lacks a continuing capacity to carry out its CDBG-assisted activities in a timely manner.

Citizen Participation

A grantee must develop and follow a detailed plan which provides for, and encourages, citizen participation and which emphasizes participation by persons of low- or moderate-income, particularly residents of predominantly low- and moderate-income neighborhoods, slum or blighted areas, and areas in which the grantee proposes to use CDBG funds. The plan must:

- provide citizens with reasonable and timely access to local meetings, information, and records related to the grantee's proposed and actual use of funds;
- provide for public hearings to obtain citizen views and to respond to proposals and questions at all stages of the community development program, including at least the development of needs, the review of proposed activities, and review of program performance;
- provide for timely written answers to written complaints and grievances; and
- identify how the needs of non-English speaking residents will be met in the case of public hearings where a significant number of non-English speaking residents can be reasonably expected to participate.

For More Information

If you are an interested citizen, contact your local municipal or county officials for more information. HUD does not provide CDBG assistance directly to citizens or organizations. If your local government officials cannot answer your questions, or if you are a local official, contact the HUD field office* that serves your area. Note that the local government administers the program and determines which local projects receive funding.

* Hearing impaired users may call the Federal Information Relay Service at 1-800-877-8339.

Content updated July 23, 2006

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State Administered CDBG

Jump To...

- ▶ State Administration
- ▶ Program Objectives
- ▶ Roles & Responsibilities
- ▶ Eligible Activities
- ▶ Distribution of Funds
- ▶ Certifications
- ▶ For More Information

State Administration

Since States are in the best position to know and to respond to the needs of local governments, Congress amended the Housing and Community Development Act of 1974 (HCD Act) in 1981 to give each State the opportunity to administer CDBG funds for non-entitlement areas. Non-entitlement areas include those units of general local government which do not receive CDBG funds directly from HUD as part of the entitlement program (Entitlement Cities and Urban Counties). Non-entitlement areas are cities with populations of less than 50,000 (except cities that are designated principal cities of Metropolitan Statistical Areas), and counties with populations of less than 200,000.

The State CDBG program has replaced the Small Cities program in States that have elected to participate. Currently, 49 States and Puerto Rico participate in the program. HUD continues to administer the program for the non-entitled counties in the State of Hawaii because the State has permanently elected not to participate in the State CDBG Program.

Program Objectives

The primary statutory objective of the CDBG program is to develop viable communities by providing decent housing and a suitable living environment and by expanding economic opportunities, principally for persons of low- and moderate-income. The State must ensure that at least 70 percent of its CDBG grant funds are used for activities that benefit low- and moderate-income persons over a one-, two-, or three-year time period selected by the State. This general objective is achieved by granting "maximum feasible priority" to activities which benefit low- and moderate-income families or aid in the prevention or elimination of slums or blight. Under unique circumstances, States may also use their funds to meet urgent community development needs. A need is considered urgent if it poses a serious and immediate threat to the health or welfare of the community and has arisen in the past 18 months.

Roles and Responsibilities of HUD, States & Localities

States participating in the CDBG Program award grants only to units of general

local government that carry out development activities. Annually each State develops funding priorities and criteria for selecting projects. HUD's role under the State CDBG program is to ensure State compliance with Federal laws, regulations, and policies.

Participating States have three major responsibilities

- formulating community development objectives;
- deciding how to distribute funds among communities in non-entitlement areas; and
- ensuring that recipient communities comply with applicable State and Federal laws and requirements.

Local governments have the responsibility to consider local needs, prepare grant applications for submission to the State, and carry out the funded community development activities. Local governments must comply with Federal and State requirements.

Eligible Activities

Communities receiving CDBG funds from the State may use the funds for many kinds of community development activities including, but not limited to:

- acquisition of property for public purposes;
- construction or reconstruction of streets, water and sewer facilities, neighborhood centers, recreation facilities, and other public works;
- demolition;
- rehabilitation of public and private buildings;
- public services;
- planning activities;
- assistance to nonprofit entities for community development activities; and
- assistance to private, for profit entities to carry out economic development activities (including assistance to micro-enterprises).

The State may use \$100,000 plus up to 50% the costs it incurs for program administration, up to a maximum of 3 percent of its CDBG allocation. The State may expend up to 3% of its CDBG allocation on technical assistance activities. However, the total the State spends on both administrative and technical assistance expenses may not exceed 3% of the State's allocation.

Distribution of Funds

HUD distributes funds to each State based on a statutory formula which takes into account population, poverty, incidence of overcrowded housing, and age of housing. Neither HUD nor States distribute funds directly to citizens or private organizations; all funds (other than administrations and the technical assistance set-aside) are distributed by States to units of general local government.

Certifications

The State must certify that:

- it is following a detailed citizen participation plan and that each funded unit

- of general local government is following a detailed citizen participation plan;
- it has consulted with affected units of general local government in the non-entitled area in determining the method of distribution of funding, it engages or will engage in planning for community development activities, it will provide assistance to units of general local government, it will not refuse to distribute funds to any unit of general local government based on the particular eligible activity chosen by the unit of general local government, except that a State is not prevented from establishing priorities based on the activities selected;
- It has a consolidated plan that identifies community development and housing needs and short-term and long-term community development objectives;
- It will conduct its program in accordance with the Civil Rights Act of 1964 and the Fair Housing Act of 1988 and will affirmatively further fair housing;
- It will set forth a method of distribution that ensures that each of the funded activities will meet one or more of the three broad national objectives described above in Program Objectives and at least 70% of the amount expended for activities over a period of one, two, or three consecutive program years will benefit low- and moderate-income families;
- it will require units of general local government to certify that they are adapting and enforcing laws to prohibit the use of excessive force against nonviolent civil rights demonstrations, and they will enforce laws against barring entrance and exit from facilities that are the targets of nonviolent civil rights demonstrations in their jurisdiction;
- it will comply with Title I of the HCD Act and all other applicable laws.

For More Information

If you are an interested citizen, contact your local municipal or county officials for more information. The local government may have received or may have applied for a grant from the State. If you are a local official, you should contact the agency that administers the program for your State. If your local government or State officials cannot answer your questions, contact the HUD field office* that serves your area. Note that the State administers the program and determines which local governments receive funding.

* Hearing impaired users may call the Federal Information Relay Service at 1-800-877-8339.

Content updated July 24, 2006

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Section 108 Loan Guarantee Program

Jump To...

- ▶ Introduction
- ▶ Eligible Applicants
- ▶ Eligible Activities
- ▶ Max. Commitment Amount
- ▶ Loan Details
- ▶ For More Information

News Flash!

Fixed Interest Rate financing is available for Section 108 borrower communities in this year's Public Offering in September more...

Introduction

Section 108 is the loan guarantee provision of the Community Development Block Grant (CDBG) program. Section 108 provides communities with a source of financing for economic development, housing rehabilitation, public facilities, and large scale physical development projects. This makes it one of the most potent and important public investment tools that HUD offers to local governments. It allows them to transform a small portion of their CDBG funds into federally guaranteed loans large enough to pursue physical and economic revitalization projects that can renew entire neighborhoods. Such public investment is often needed to inspire private economic activity, providing the initial resources or simply the confidence that private firms and individuals may need to invest in distressed areas. Section 108 loans are not risk-free, however; local governments borrowing funds guaranteed by Section 108 must pledge their current and future CDBG allocations to cover the loan amount as security for the loan.

Loan commitments are often paired with Economic Development Initiative (EDI) or Brownfield Economic Development Initiative (BEDI) grants, which can be used to pay predevelopment costs of a Section 108-funded project. They can also be used as a loan loss reserve (in lieu of CDBG funds), to write-down interest rates, or to establish a debt service reserve.

Regulations governing the Section 108 program may be found at 24 CFR 570, Subpart M, "Loan Guarantees."

Eligible Applicants

Eligible applicants include the following public entities:

- metropolitan cities and urban counties (i.e. CDBG entitlement recipients);
- nonentitlement communities that are assisted in the submission of applications by States that administer the CDBG program; and
- nonentitlement communities eligible to receive CDBG funds under the HUD-

Administered Small Cities CDBG program (Hawaii). The public entity may be the borrower or it may designate a public agency as the borrower.

Eligible Activities

Activities eligible for Section 108 financing include:

- economic development activities eligible under CDBG;
- acquisition of real property;
- rehabilitation of publicly owned real property;
- housing rehabilitation eligible under CDBG;
- construction, reconstruction, or installation of public facilities (including street, sidewalk, and other site improvements);
- related relocation, clearance, and site improvements;
- payment of interest on the guaranteed loan and issuance costs of public offerings;
- debt service reserves;
- public works and site improvements in colonies; and
- in limited circumstances, housing construction as part of community economic development, Housing Development Grant, or Nehemiah Housing Opportunity Grant programs.

For purposes of determining eligibility, the CDBG rules and requirements apply. As with the CDBG program, all projects and activities must either principally benefit low- and moderate-income persons, aid in the elimination or prevention of slums and blight, or meet urgent needs of the community.

Maximum Commitment Amount

Commitments are limited as follows:

1. Entitlement public entities. An entitlement public entity may apply for up to five times the public entity's latest approved CDBG entitlement amount, minus any outstanding Section 108 commitments and/or principal balances of Section 108 loans.
2. State assisted public entities. A nonentitlement public entity may apply for up to five times the latest approved CDBG amount received by its State, minus any outstanding Section 108 commitments and/or principal balances on Section 108 loans for which the State has pledged its CDBG funds as security.
3. Nonentitlement public entities eligible under the HUD administered Small Cities Program. For a public entity in Hawaii, the maximum commitment amount is five times the public entity's latest grant under 24 CFR 570, Subpart F, minus any outstanding Section 108 commitments and/or principal balances on Section 108 loans.

Loan Details

Security: The principal security for the loan guarantee is a pledge by the applicant public entity or the State (in the case of a nonentitlement public entity) of its current and future CDBG funds. Additional security will also be required to assure

repayment of guaranteed obligations. The additional security requirements will be determined on a case-by-case basis, but could include assets financed by the guaranteed loan.

Repayment: The maximum repayment period for a Section 108 loan is twenty years. HUD has the ability to structure the principal amortization to match the needs of the project and borrower. Each annual principal amount will have a separate interest rate associated with it.

Financing Source: Section 108 obligations are financed through underwritten public offerings. Financing between public offerings is provided through an interim lending facility established by HUD.

Interest Rates: Interest rates on interim borrowing are priced at the 3 month London Interbank Offered (LIBO) rate plus 20 basis points (0.2%). Permanent financing is pegged to yields on U.S. Treasury obligations of similar maturity to the principal amount. A small additional basis point spread, depending on maturity, will be added to the Treasury yield to determine the actual rate.

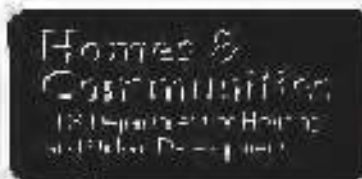
Default: To date, there has been no default under Section 108 resulting in a repayment by HUD. In the event of default requiring a payment, HUD would continue to make payments on the loan in accordance with its terms. The source of payments by HUD pursuant to its guarantee would almost always be pledged CDBG funds. However, HUD does have borrowing authority with the U.S. Treasury if the pledged funds are insufficient.

For More Information

- Case Studies
- Application Details
- Contact Information
- Field Office Directors

Content updated July 6, 2006

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Brownfields Economic Development Initiative (BEDI)



Summary:

The Brownfields Economic Development Initiative (BEDI) is a key competitive grant program that HUD administers to stimulate and promote economic and community development. BEDI is designed to assist cities with the redevelopment of abandoned, idled and underused industrial and commercial facilities where expansion and redevelopment is burdened by *real or potential* environmental contamination.

BEDI grant funds are primarily targeted for use with a particular emphasis upon the redevelopment of brownfields sites in economic development projects and the increase of economic opportunities for low- and moderate-income persons as part of the creation or retention of businesses, jobs and increases in the local tax base.

BEDI funds are used as live stimulus for local governments and private sector parties to commence redevelopment or continue phased redevelopment efforts on brownfields sites where either potential or actual environmental conditions are known and redevelopment plans exist. HUD emphasizes the use of BEDI and Section 108 Loan Guarantee funds to finance projects and activities that will provide near-term results and demonstrable economic benefits. HUD does not encourage applications whose scope is limited only to site acquisition and/or remediation (i.e., land banking), where there is no immediately planned redevelopment. BEDI funds are used to enhance the security or to improve the viability of a project financed with a new Section 108 guaranteed loan commitment.

BEDI Purpose:

The purpose of the BEDI program is to spur the return of brownfields to productive economic use through financial assistance to public entities in the redevelopment of brownfields, and enhance the security or improve the viability of a project financed with Section 108-guaranteed loan authority. Therefore BEDI grants must be used in conjunction with a new Section 108-guaranteed loan commitment.

Section 108 is the loan guarantee provision of the Community Development Block Grant (CDBG) program. The BEDI funds minimize the potential loss of future CDBG allocations. Both Section 108 loan proceeds and BEDI grant funds are initially made available by HUD to public entities approved for assistance. Such public entities may re-loan the Section 108 loan proceeds and provide BEDI funds to a business or other entity to carry out an approved economic development project, or the public entity may carry out the eligible project itself.

BEDI projects must increase economic opportunity for persons of low- and moderate-income or stimulate and retain businesses and jobs that lead to economic revitalization. BEDI funds have been made available on a competitive basis. In FY 2006, instructions for submitting applications will be included in HUD's SuperNOFA, which is published in the *Federal Register*. There is a cap of \$1 million per BEDI award. Section 108 funds are available to eligible applicants throughout the year on a noncompetitive basis.

Eligible Applicants:

CDBG entitlement communities and non-entitlement communities are eligible to receive loan guarantees.* A request for a new Section 108 loan guarantee authority must accompany each BEDI application. BEDI and Section 108 funds must be used in conjunction with the same economic development project.

*Non-entitlement communities, including those in Hawaii, may also apply for and receive grants under the BEDI program. If a non-entitlement community receives a BEDI grant and applies for Section 108 loan guarantee assistance, the applicable state entity (or HUD, in the case of Hawaii) is required to pledge Community Development Block Grant (CDBG) funds as partial security for the loan guarantee.

Content updated May 24, 2006

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BEDI Quick Facts

Amount Allocated:

- ▶ \$10 million in 2006, maximum cap of \$1 million per award

Application Due Date:

June 14, 2006

Eligible Applicants:

CDBG entitlement communities and non-entitlement communities eligible to receive loan guarantees*

Section 108 Application:

A request for new Section 108 loan guarantee authority must accompany each BEDI application. BEDI and Section 108 funds must be used in conjunction with the same economic development project.

Eligible Activities and CDBG National Objectives:

Each activity assisted with Section 108 loan guarantees and BEDI Funds must meet one of the CDBG Program's three National Objectives:

- ▶ Benefit low and moderate income persons.
- ▶ Prevent or eliminate slums or blight.
- ▶ Address imminent threats and urgent community needs.

Uses of BEDI Grant Funds:

- ▶ Land Writedowns
- ▶ Site remediation Costs
- ▶ Funding reserves
- ▶ Over-Collateralizing the Section 108 Loan
- ▶ Direct Enhancement of the Security of the Section 108 Loan
- ▶ Provisions of Financing to For-Profit Businesses at a Below market Interest Rate

Limitations on Grant Amounts:

- ▶ Minimum BEDI to Section 108 ratio is 1:1
- ▶ Maximum grant amount is \$1 million

Rating Factors:

- ▶ Capacity of Applicant and Relevant Organizational Experience
- ▶ Distress/Extent of the Problem
- ▶ Soundness of Approach
- ▶ Leveraging Resources/Financial Need
- ▶ Achieving Results and Program Evaluation

Empowerment Zones, Enterprise Communities and Showcase Communities:

Projects located in High-performing EZs and ECs or Brownfields Showcase Communities will receive two (2) bonus points.

*Non-entitlement communities, including those in Hawaii, may apply for and receive grants under the BEDI programs. In order to be considered for funding, however, a non-entitlement community must secure from the applicable state entity (or HUD, in the case of Hawaii), a pledge of Community Development Block Grant (CDBG) funds as partial security for the loan guarantee.

Program Description

Brownfields Economic Development Initiative (BEDI) grants enhance the security or improve the viability of a project financed with new Section 108 guaranteed loan authority. Section 108 is the loan guarantee provision of the Community Development Block Grant (CDBG) program. Section 108 provides communities with a source of financing for economic development, housing rehabilitation, public facilities and large scale physical development projects. BEDI funds may be used for any eligible activities under the Section 108 Loan Guarantee program.

The purpose of BEDI funds is to minimize the potential loss of future CDBG allocations used to secure Section 108 loan guarantees:

1. By strengthening the economic feasibility of the projects financed with Section 108 funds (increasing the probability that the project will generate enough cash to repay the guaranteed loan);
2. By directly enhancing the security of the guaranteed loan; or
3. Through combination of these or other risk mitigation techniques.

HUD intends BEDI and Section 108 funds to finance projects and activities that will provide near-term results and measurable economic benefits, such as job creation and increases in the local tax base. BEDI funds can support a wide variety of activities. For example, a local government may use BEDI fund to address site remediation costs, or a local government may use a combination of Section 108

and BEDI funds to acquire a brownfield property and convey the site to a private sector party at a discounted price from its purchase price. The redevelopment focus for BEDI-assisted projects is prompted by the need to provide additional security for the Section 108 loan guarantee beyond the pledge of CDBG funds.

There are certain limitations on the use of BEDI grants and Section 108 funds. BEDI funds may not immediately repay the principle of a loan guaranteed under Section 108. BEDI funds shall not be used to provide public or private sector entities with funding to remediate contamination caused by their actions. Applicants may not propose sites listed or proposed for listing on EPA's National Priority List (NPL); sites subject to unilateral administrative orders, court orders, administrative or consent, or judicial consent decrees issued or entered under CERCLA, and facilities that are subject to the jurisdiction, custody or control of the federal government. Further, applicants are cautioned against proposing projects on sites where the nature and degree of environmental contamination is not well-quantified or are the subject of on-going litigation or environmental enforcement action.

HUD encourages local communities to integrate projects proposed for assistance under HUD's BEDI and Section 108 program with other federal, state and local brownfields redevelopment efforts.

For a BEDI application kit and/or guidebook to all HUD programs, please contact the SuperNOFA Information Center at 1-800-HUD-8929. Persons with hearing or speech impairments may call the Center's TTY number at 1-800-HUD-2209. Questions regarding the BEDI program may be directed to David Kaminsky in HUD's Office of Economic Development at (202) 708-0614 ext. 4512.

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Mixed-Income Housing and the HOME Program

HVD-2003-15-CPD

Most housing professionals agree that concentrating assisted housing for low- and very low-income Americans in dense, urban areas is not an effective use of scarce affordable housing resources. Over the past decade, professionals in the affordable housing industry have turned increasingly to mixed-income housing as an alternative to traditional assisted housing initiatives. Mixed-income housing is an attractive option because, in addition to creating housing units for occupancy by low-income households, it also contributes to the diversity and stability of American communities.

There have been numerous successful mixed-income developments nationwide. State and local governments have developed incentive programs and initiatives to promote mixed-income housing. In the past decade, the U.S. Department of Housing and Urban Development (HUD) has provided support for public housing authorities to de-concentrate traditional public housing in favor of the development of mixed-income housing. In addition, HUD funding from the HOME Investment Partnerships Program can also be a valuable resource for states and local jurisdictions to finance mixed-income housing initiatives, or to develop, design and implement new mixed income housing programs that address local housing needs. HOME funds are specifically designed to be flexible in order to meet local housing needs.

This publication, *Mixed-Income Housing and the HOME Program* provides guidance to HOME participating jurisdictions on how they can use HOME funds to support mixed-income housing development. It reviews the benefits of mixed-income housing, provides detailed information on the considerations that will "make or break" a mixed-income housing deal, and it highlights regulatory provisions of the HOME Program that must be addressed, many of which help facilitate the mixed-income housing programming. *Mixed-Income Housing and the HOME Program* draws heavily on real and hypothetical case studies to demonstrate the applicability of the publication's lessons.

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Affordable Housing Programs

There are three affordable housing programs within the office of Community Planning and Development. They are the HOME Program, SHOP and HOZ.

HOME program

The HOME program helps to expand the supply of decent, affordable housing for low and very low-income families by providing grants to States and local governments called participating jurisdictions or "PJs". PJs use their HOME grants to fund housing programs which meet local needs and priorities. PJs have a great deal of flexibility in designing their local HOME programs within the guidelines established by the HOME program statute and Final Rule. PJs may use HOME funds to help renters, new homebuyers or existing homeowners.

SHOP

SHOP provides funds for non-profit organizations to purchase home sites and develop or improve the infrastructure needed to set the stage for sweat equity and volunteer-based homeownership programs for low-income families. SHOP is authorized by the Housing Opportunity Program Extension Act of 1996 as amended, Section 11, and is subject to other Federal crosscutting requirements. National and regional nonprofit organizations or consortia with experience in using volunteer labor to build housing may apply. This is a competitively based program funded through the NOFA.

HOZ

The Homeownership Zone program allows communities to reclaim vacant and blighted properties, increase homeownership, and promote economic revitalization by creating entire neighborhoods of new, single-family homes, called Homeownership Zones. Communities that apply for HOZ funds are encouraged to use New Urbanist design principles by providing for a pedestrian-friendly environment, a mix of incomes and compatible uses, defined neighborhood boundaries and access to jobs and mass transit. There have been two competitive funding rounds, one in federal fiscal year 1995 (FY 95) and one in federal fiscal year 1997 (FY 97). No further funding has yet been made available for this program.

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