

City of Chickasaw Comprehensive Plan 2030



"Moving Forward From a Historical Past"



~ Chickasaw Planning Commission ~

Adoption Date: March 10, 2014





Funding for this project was provided by the Alabama Department of Conservation and Natural Resources, State Lands Division, Coastal Section, in part, by a grant from the National Oceanic and Atmospheric Administration, Office of Ocean and Coastal Resource Management, Award Number NA12NOS4190173.

This Plan's mission, vision, and goals were developed by the 2012 Chickasaw Planning Commission and the 2013 Chickasaw City Council members listed below with assistance provided from the South Alabama Regional Planning Commission.

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Special appreciation and thanks in the development of this Plan goes to: the Chickasaw Planning Commission, current and past members; Public Work Director, Sam Rawls; Director of Chickasaw's Historic Preservation Society, Theresa Goolsby; Police and Fire Chief, Mike Reynolds; Assistant City Clerk, Silvia Stollof; Recreation Superintendent, Kathy Couey; Chickasaw City School Superintendent, Kyle Kallhoff; Chickasaw City School Board of Education President, Robert McFall, Jr.; Mayor Byron Pittman; Mr. Douglas Boyd; Mr. Nicholas McShae; Mr. Nick McShae; Mr. Paul Taylor; all of our citizens who participated in our Community Response Survey and all who attend our Planning Commission meetings and workshops. Thank you for your support of our Plan and for your time and efforts.

I, Felice Lomangino, _____, do hereby certify that this is a true copy of the City of Chickasaw's Comprehensive Plan, Adopted March 10, 2014.

Table of Contents

- *Mission Statement and Purpose* ----- *i*
- *Introduction* ----- *1*
- *Chapter 1* ----- *1-1*
Regional, Historical and Environmental Setting
- *Chapter 2* ----- *2-1*
Population and Economy
- *Chapter 3* ----- *3-1*
Housing
- *Chapter 4* ----- *4-1*
Transportation
- *Chapter 5* ----- *5-1*
Land Use
- *Chapter 6* ----- *6-1*
Parks & Recreation
- *Chapter 7* ----- *7-1*
Community Facilities and Service

- *Chapter 8* ----- 8-1
Community Design
- *Appendix A* ----- A-1
City Overview and Survey
- *Appendix B* ----- B-1
Funding Resources
- *Appendix C* ----- C-1
Implementation Schedule



Mission Statement

To promote and preserve Chickasaw's small town atmosphere and family values; to embrace and enhance our historical heritage and natural resources while providing adequate services to our citizens and ensuring the highest quality of life for each resident, both current and future; to create a sense of place that distinguishes our city from others and allows us to stand out as a progressive city in the region; to promote and develop new business opportunities that will grow and sustain Chickasaw for generations to come.

Purpose

The statutory basis for planning is derived from Alabama Planning and Zoning Enabling Legislation, Title 11, Chapter 52, requiring the Planning Commission of an incorporated municipality to create and adopt a Comprehensive Plan for the physical development of the municipality. As required by Alabama State Code 11-52-8, this Plan shall be made with the general purpose of providing a comprehensive and progressive vision for our city's future development, while conserving valuable resources throughout our city for both our current and future residents. It will provide the framework for regulatory planning and developmental actions and guide the coordinated and harmonious growth of Chickasaw that will affect the physical, social and economic development of our community. It is intended to promote the best health, safety and general welfare that can possibly be provided to our citizens over the course of the next 20 years.



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Introduction

It is the sole intent of the Chickasaw Planning Commission to develop the Comprehensive Plan for our city around the wants and needs of our citizens. To accomplish this mission, the Planning Commission, in collaboration with the South Alabama Regional Planning Commission, created a Public Opinion Survey in order to collect input from our residents as to how they wish to see our city grow and change over the next 20 years. Our community responded and the survey was deemed a success, receiving a 16% return rate, which is overwhelmingly more successful than the average 5% return rate most surveys attain. The survey results were tabulated and the data has been used to create the Comprehensive Plan for our city. The Plan is a combination of our community's survey results, technical studies, city policies and commonly accepted planning principles. The preparation of this Plan was financed jointly by the City of Chickasaw and a grant provided by the Alabama Department of Conservation and Natural Resources (ADCNR). This program is being administered by the State Lands Division, Coastal Zone Management Program.



What Is A Comprehensive Plan?

A Comprehensive Plan is a policy document developed with substantial public participation to help guide public and private decision makers, specifically related to land use and public infrastructure. Comprehensive planning is a process, which provides, regardless of size or economic capabilities, an opportunity to develop goals and identify gaps based on long-range concerns and issues.

The Comprehensive Plan is a legal document that is created by the Planning Commission and approved and adopted by the Planning Commission and City Council. It describes goals, objectives, and recommendations for various segments of city operations such as transportation, recreation, economic development, public facilities and land use. While it is considered by some as a blue print or road map to reach a designated goal in the future, it is, by necessity, a document or plan which is under constant scrutiny and revision as conditions change over time.

Why Should Chickasaw Have A Comprehensive Plan?

A Comprehensive Plan provides not only a guide for the present, but also a plan for future leaders to build on as Chickasaw grows and changes over the next 20 years. It identifies the deficiencies now and enables leaders to have a plan to address those areas while looking to future improvements.



What Will A Comprehensive Plan Do For Chickasaw?

Comprehensive Planning will provide our city with the opportunity to focus on long-range plans, concerns and issues that involve our community. It describes goals and recommendations under various elements such as:

- ❖ Regional, Historical & Environmental Setting
- ❖ Population and Economy
- ❖ Housing
- ❖ Transportation
- ❖ Land Use
- ❖ Parks, Recreation & Events
- ❖ Community Facilities and Services
- ❖ Community Design

The Comprehensive Plan is a guide for decision making related to growth and development. It is a planning tool our city will use to determine when and where new public facilities and improvements are needed. It is the main point of reference for evaluation of city programs and projects affecting development, and a major source of guidance for private investors. It also provides guidance for areas outside our city's current boundaries that will influence our community development in areas such as transportation, public facilities and land use decisions.

Comprehensive Plans Are Meant To Be Implemented

The adoption of a Comprehensive Plan is the beginning of the implementation process. The Plan's success rests on how well ideas and visions for the future of Chickasaw are expressed in the Plan and how well the Plan is monitored and implemented over time.

The Plan provides guidance on strategies for successful implementation and identifies implementation priorities through the use of an Implementation Schedule. It is a tool that offers a detailed listing by chapter, of the proposed activities and projects that are required in order to achieve the objectives outlined in the Comprehensive Plan. The Schedule outlines the goals and strategies within a time frame in incremental steps, allowing city leaders to prioritize projects in order of significance and importance. It includes priority assignments for both physical improvements and policy and regulatory enhancements. By implementing our Plan, one task at a time, our citizens can quickly see the tangible success of our efforts and our city can stay on track with the development of projects.

Plan Implementation Strategies

To help ensure the Plan is implemented and remains up-to-date, the following strategies are recommended:



1. Maximize involvement and implementers. Work to maximize the number of different parties actively addressing at least one recommendation.
2. Prepare an annual action agenda of recommendations to be implemented.
3. Prepare an annual status report of the previous year's Plan implementation activities.
4. Update the Plan every three to five years.
5. Enhance the effectiveness of the City's planning and building administrative functions.

Comprehensive Plans Are Meant To Be Amended

Recommendations can be amended as new information becomes available, or to address a change in circumstances. Our Comprehensive Plan should be updated periodically, at minimum of once every three to five years, to reflect changing conditions. The City of Chickasaw and the Chickasaw Planning Commission should:

1. Develop and adopt a Comprehensive Plan.
2. Revise our city's Zoning Ordinance and Zoning Map.
3. Review and act on all subdivision plans within the corporate limits and planning jurisdiction.
4. Review and make recommendations to City Council on all amendments to the Zoning Ordinance, including the drafting of revisions to the text and map.
5. Review all public improvements, proposals, and approaches, which involve the implementation of the Comprehensive Plan.
6. Every 3-5 years, revisit and amend, if needed, our Comprehensive Plan to ensure our city is growing and new developments are being completed as scheduled.

Upon its adoption, our Comprehensive Plan is to be used by the Chickasaw Planning Commission, Board of Adjustments, and City Council as they review all proposed development plans to determine conformance with the comments and recommendations included in the Plan.

Community Involvement

To ensure that Chickasaw's Comprehensive Plan reflects the values and desires of our residents, it is important that the community play an active role in its development and implementation. During the comprehensive planning process, our residents ardently supported our efforts by participating in our Public Opinion Survey and by attending Planning Commission meetings and workshops. Their care and concern for our community is much appreciated by our city leaders. Community involvement and participation is essential to ensure the success of our city and it must continue to be an ongoing effort in order to see the proposed projects in the Plan come to fruition. Our citizens play a vital role in sustaining and growing our community and their assistance is needed for the future growth and redevelopment of our city.



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Regional, Historical and Environmental Setting

Our esteemed City of Chickasaw is a close-knit, urban community of approximately 6,100 citizens, located within a few minutes of the heart of downtown Mobile, Alabama. Our small community has always been considered to be a “hidden gem” in the shadow of Mobile because we offer a home-town atmosphere, nestled within quiet, tree-lined streets, sitting directly in the back yard of the bustling metropolis of Mobile, a city which offers culture and entertainment, along with an array of job opportunities and an abundance of resources and services. Situated “on the waterfront”, Chickasaw serves as one of only two gateways in our region that provides direct access to the Mobile-Tensaw River Delta.



Our municipal borders encompass roughly four miles and our convenient location to Interstates 65 and 165, State Highway 43 as well as the entire Gulf Coast, makes us well-positioned to provide access to multiple transportation corridors, including our industrial port and railroads, see *Figure 1.1*.

Figure 1.1: Chickasaw's Location



Source: SARPC



History

History is a crucial part of every community, especially one such as Chickasaw, which comes from a rich historical and cultural background. Incorporating our past can help us develop a progressive vision for our future. Our city takes pride in our history and understands the great importance of historical preservation for our future.

Long before eastern civilizations settled in present day Chickasaw, Native American Tribes settled in the area. These tribes, consisting of Choctaw and Apalachee Indians, just to name a few, used the area as a trading post and a seasonal migratory location. They began to farm the land, taking advantage of its rich sedimentary soils. Upon French settlement in 1702, these tribes were converted to Christianity. When the English arrived in 1763, the pronunciation was Anglicized from “Chickasha” to Chickasaw.

Area legends tell of a lawless environment that consisted of numerous crimes, such as robbery and piracy. These lifestyles suited the area due to the mass amount of coves, bayous and creeks in the area that served as prime hiding locations. These legends tell of pirates and western outlaws, like the infamous Copeland Gang who came to the area as robbers and left some of their stolen items and money hidden in the swamps. Until the turn of the 20th Century, our city was merely a small town with farmland and a soap factory that was later converted to a furniture factory, which employed many of our residents, along with the Lilly Tin Shop and a Mill that processed coconuts.

The first railroad line that ran through our city was the Southern Railway System. In 1914 as World War I approached, the Tennessee Coal and Iron Company (TCI), a branch of U.S. Steel in Birmingham, saw Chickasaw as an ideal location for ship production due to its inland deep-water access and its close proximity to Birmingham Steel, which resulted in the establishment of the Chickasaw Shipbuilding and Car Company. By the 1920’s, the Alabama, Tennessee and Northern Railroad line, which ran parallel with the Southern Rail Line, was built through Chickasaw, connecting our city nationally. Soon afterward, the Chickasaw Utilities Company and the Chickasaw Land Company were formed. The nearby swamp was drained to provide for a production site and a growing town arose to the west.

Together, these companies that were created through the TCI, established utilities, housing, streets and many other necessary parts of a community. These companies not only owned the newly established community, but controlled it as well, which resulted in the famous U.S. Supreme Court decision of *Marsh v. Alabama*. A case in which Grace Marsh, a Jehovah Witness, was arrested for distributing pamphlets on the sidewalk in front of the post office, a charge that was later overturned by the U.S. Supreme Court that ruled in favor of Marsh, stating that American’s First Amendment Right of Free Speech is supreme to property rights. This decision remains a pivotal influence in our justice system today.



This self-contained residential community that was established, was built for shipyard employees and their families and known as the East and West Villages. These Villages were designed and constructed in a grid pattern that was, and still is, unique to the entire country, containing a *Sidewalk Streets* design that provides for positioning more homes on smaller tracts of land.

This unique *Sidewalk Streets* layout was designed with houses facing a common sidewalk running the length of the block, with alleys running along the back side of the houses. Coal and ice were delivered to the alleys back then, and today, they are used mostly for service vehicles and rear parking, see *Figure 1.2*. These historic districts were added to the National Historic Registry in 2004.

Figure 1.2: Sidewalk Streets in West Village



Source: SARPC

By the end of World War I, fourteen ships had been built in our Shipyard. The first ship launched was named “The Chickasaw City”. However, at the conclusion of the War, our Shipyard was deactivated and production was halted, causing many workers to leave the area and find work elsewhere. For the people who stayed, they lived out the Great Depression years in a close-knit community that had formed during this time. An aerial photo of the Shipyard back in the days of production can be seen in *Figure 1.3*.

Figure 1.3: Chickasaw Shipyard, 1941



Source: Chickasaw Historic Preservation Society

Upon World War II, Chickasaw was sold and acquired by the Gulf Shipbuilding Company. After renovating the site and improving housing and utility conditions, our Shipyard was reactivated and large-scale shipbuilding production began once again. This brought in a massive workforce, which required transportation and housing, provided by the government through the Gulf Housing Project. In 1942, a train named the “Shipyard Worker’s Special” was obtained and used to



transport 5,000 employees to the shipyards everyday. By the end of WWII, 76 ships had been built in Chickasaw's Shipyard, 7 of which were destroyers that won 27 battle stars. Shipbuilding operations ended once again with the close of the War.

After WWII, the release of service members resulted in an expansion of our city. Chickasaw transitioned to a bedroom community that attracted families and retirees who were seeking a strong sense of community and a great location. In 1946, Chickasaw incorporated as a municipality and soon after, established city officials, citizen services and local taxes.

Our city began to construct many churches, the first being Chickasaw United Methodist Church in 1939, see *Figure 1.4*. Our city thrived during this era and we had a great civic pride for our community. Many of our citizens were active in civic clubs and church activities. Chickasaw began to grow and expand, building pools, tennis courts and parks as well as establishing a Planning Commission and Board of Adjustment in 1963.

Figure 1.4: Chickasaw United Methodist Church, 1939



Source: SARPC

The Chickasaw Housing Authority was established in 1962 in an attempt to replace housing built during WWII. The Housing Authority acquired the homes from the Mobile Housing Board and has since maintained our city's public housing. The Authority allows uses such as recreation and organized sport activities at Jesse T. Miller Park and C.E. Burrell Park, which are owned and operated by our Housing Authority.

Like many post-industrial towns, we soon found ourselves losing population. This caused vacant housing and businesses to rise in number during the last half of the 20th Century. Heavy industries have since ceased production in most parts of our city and the old shipbuilding site is now used as a ship terminal along with other industrial uses. *Figures 1.5 through Figure 1.20* provide a collection of historical photographs of Chickasaw that date back to 1919, all courtesy of the Chickasaw Historic Preservation Society. The corresponding map in *Figure 1.21* identifies the location of these historic places throughout Chickasaw.



Figure 1.5: Standard Oil Gas Station, 1930's4: Standard Oil Gas Station, 1920

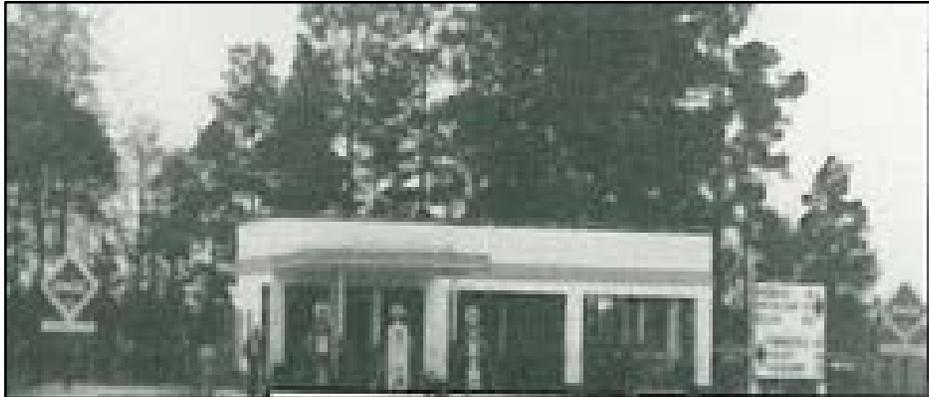


Figure 1.6: Chickasaw Drug Store, 1930

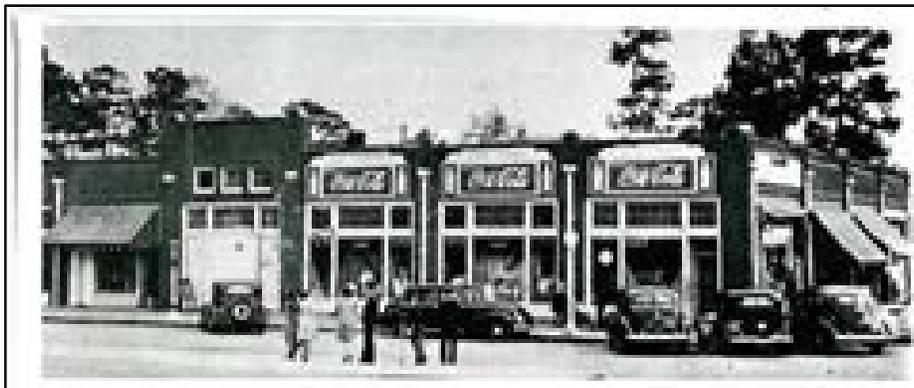


Figure 1.7: Chickasaw School, 1942

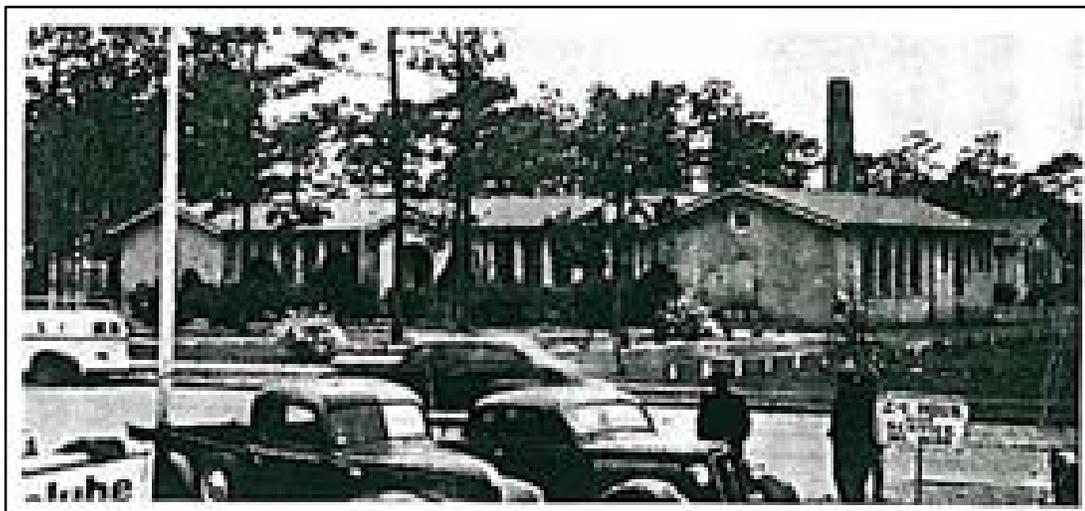




Figure 1.8: Chickasaw Fire Department, 1947



Figure 1.9: Original Chickasaw Library



Figure 1.10: Chickasaw Drug Store, 1930's





Figure 1.11: McDonald & George Shingle & Lumber Co. Baseball Team, 1933



Figure 1.12: Mrs. Barr at "Birmingham City" Christening, 1920

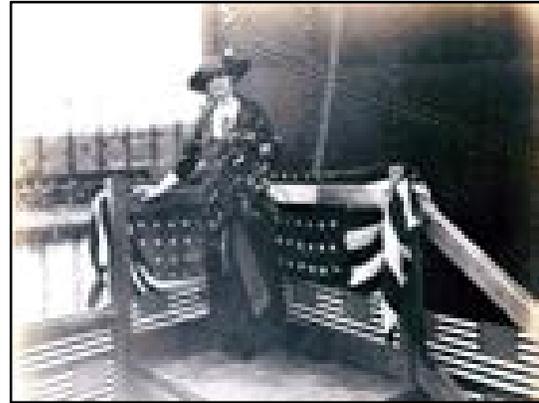


Figure 1.13: Doctor's Clinic-Lange Building



Figure 1.14: "Chickasaw City" Launching, Chickasaw Shipyards, 1919



Figure 1.15: "Birmingham City" Launching at the Chickasaw Shipyards, 1920





Figure 1.16: Chickasaw Theatre, 1930's



Figure 1.17: Preparing to Launch, 1939



Figure 1.18: Chickasaw Steam Plant



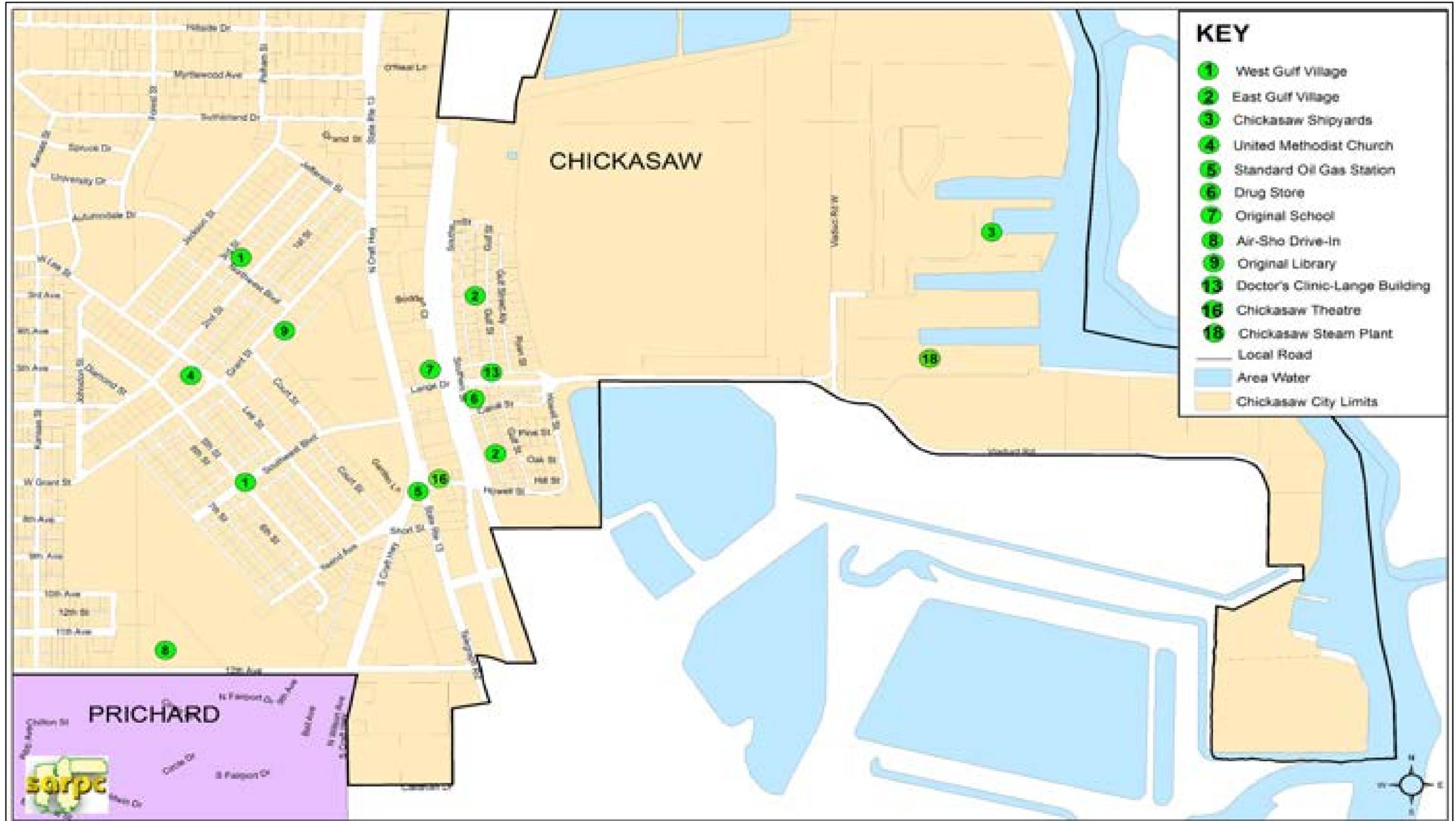
Figure 1.19: "Birmingham City", 1920



Figure 1.20: One of Many Minesweepers Built by Gulf Shipbuilding, 1920's



Figure 1.21: Historic Building Locations in Chickasaw





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While many ships built in our shipyards were sunk by enemy forces during both World Wars, several remained productive as they were sold to private domestic companies as well as foreign buyers. Over the years, these outdated ships have been decommissioned and discarded to scrapyards. We should consider making efforts to reclaim these artifacts to preserve our shipbuilding history that established our city. Redeveloping an old vessel into a city museum, as suggested by Auburn Design Studio, would attract many visitors, including school groups, by providing a venue for a unique educational display of our history and tourism development opportunities.

In 2004, Former First Lady Laura Bush chose Chickasaw as the first city in Alabama to be a “Preserve America City”. Preserve America is a federal program that encourages and supports community efforts to preserve and enjoy our priceless cultural and natural heritage. The program also provides technical and financial assistance from federal agencies. As a recognized “Preserve America City”, we can capitalize on this assistance when the time comes to implement our Comprehensive Plan. More information about the Preserve America program can be found on their website at www.preserveamerica.gov.

Historical Information provided by: City of Chickasaw, Alabama: 50th Anniversary, 1946-1996, Ina Pullen Smallwood Memorial Library, Teresa Goolsby and The Tri-City Review, 2008, Chickasaw Historic Preservation Society, Auburn Design Studio

Environment

Climate

Chickasaw has a humid, nearly subtropical climate with long, fairly hot summers, which are tempered by breezes from the Gulf of Mexico. Winters are short and moderate, with only occasional subfreezing temperatures and snowfall is rare. The average annual temperature ranges from 50 degrees during the winter to 80 degrees during the summer. Our annual rainfall average is 67 inches.

Natural resources

Natural resources are a major aspect of living in Chickasaw. Nearly 50% of our city lies within Chickasabogue Creek and surrounding wetlands. These areas provide breathable air, wildlife habitats, peace, prosperity and numerous forms of outdoor recreation and eco-tourism opportunities, such as fishing, bird watching, and boating. These natural features are an important resource for sustaining our environment, as well as attracting residents and visitors alike. Conservation and preservation of these unique lands, creek corridors and other significant natural features are important to our viability in Chickasaw. We should strive to maintain and preserve these valued wetlands for future generations, while utilizing them as a valuable economic resource.



A concern expressed by many of our citizens who participated in our community survey, was the dumping and piling of concrete debris and roadway material along the northern shoreline of Chickasabogue Creek, just north of our port. This eyesore, displayed in *Figure 1.22* is a major concern of our citizens who utilize this waterway, as it disturbs the natural aesthetics and surroundings of the area, and could potentially develop into an environmental hazard due to its proximity to a nearby, above-ground oil pipeline. However, the property is outside of our city limits and the issue can not be resolved by our city officials. Removal of this debris is crucial due to the eminent threat of flooding and storm surge produced by tropical storms and hurricanes. It is suggested that we form a committee to identify and coordinate with the proper officials and organizations to ensure the integrity of this threatened area and entire waterway.

Figure 1.22: Debris Along Portion of Chickasaw Creek



Source: SARPC

Another area of concern lies on the southern shoreline of Chickasabogue Creek, near the Highway 43 bridge. There are derelict vessels moored at this location that could potentially create an environmental threat to the waterway due to the rusting hulls of these vessels, see *Figure 1.23*. Although this area is outside our incorporated limits as well, and the issue will have to be addressed by the appropriate parties, we should collaborate with the responsible agencies to remove these vessels. The *Alabama Department of Conservation and Natural Resources (ADCNR)* offers funding through their *Coastal Impact Assistance Program (CIAP)* for the removal of derelict vessels.

Figure 1.23: Derelict Vessels in Chickasabogue Creek



Source: SARPC



Coastal Hazards

Emergencies and disasters that cause death or leave people injured or displaced create significant damage to our communities, businesses, public infrastructure and environment. The costs can be tremendous in terms of response and recovery dollars and economic loss, and as these costs increase, so does the importance of identifying effective ways to reduce vulnerability to disasters. Hazard mitigation reduces or eliminates these types of losses of life and property. After disasters, repairs and reconstruction are often completed in such a way as to simply restore to pre-disaster conditions. Such efforts expedite a return to normalcy; however, the replication of pre-disaster conditions results in a cycle of damage, reconstruction and repeated damage. Hazard mitigation ensures that such cycles are broken and that post-disaster repairs and reconstruction result in a reduction in hazard vulnerability. While disasters cannot be prevented, their effects can be reduced or eliminated through preparedness, mitigation and public awareness efforts. For those hazards which cannot be fully mitigated, we must be prepared to provide efficient and effective response and recovery.

Our community suffered immensely during the early 2000's from Hurricanes Ivan and Katrina. Property damage, especially along the Chickasabogue Creek wetlands, was significant. Due to our city's close proximity to coastal waterways, along with the low-lying elevations of our region, we will remain susceptible to coastal hazards such as hurricanes and tropical storms.

In 2008, we were awarded a grant that funded the removal of obstructions from our local creeks and shorelines to accommodate rising water levels. This maintenance reduced our flood hazard area of liability through FEMA's Flood Insurance Rate Maps (FIRM) by roughly 15%. Additionally, our city provides a community shelter to house citizens during needed evacuation times as well as housing disaster relief workers during recovery times. Our city should continue to be pro-active by investigating and identifying programs that help protect against heavy damages linked to coastal hazards.

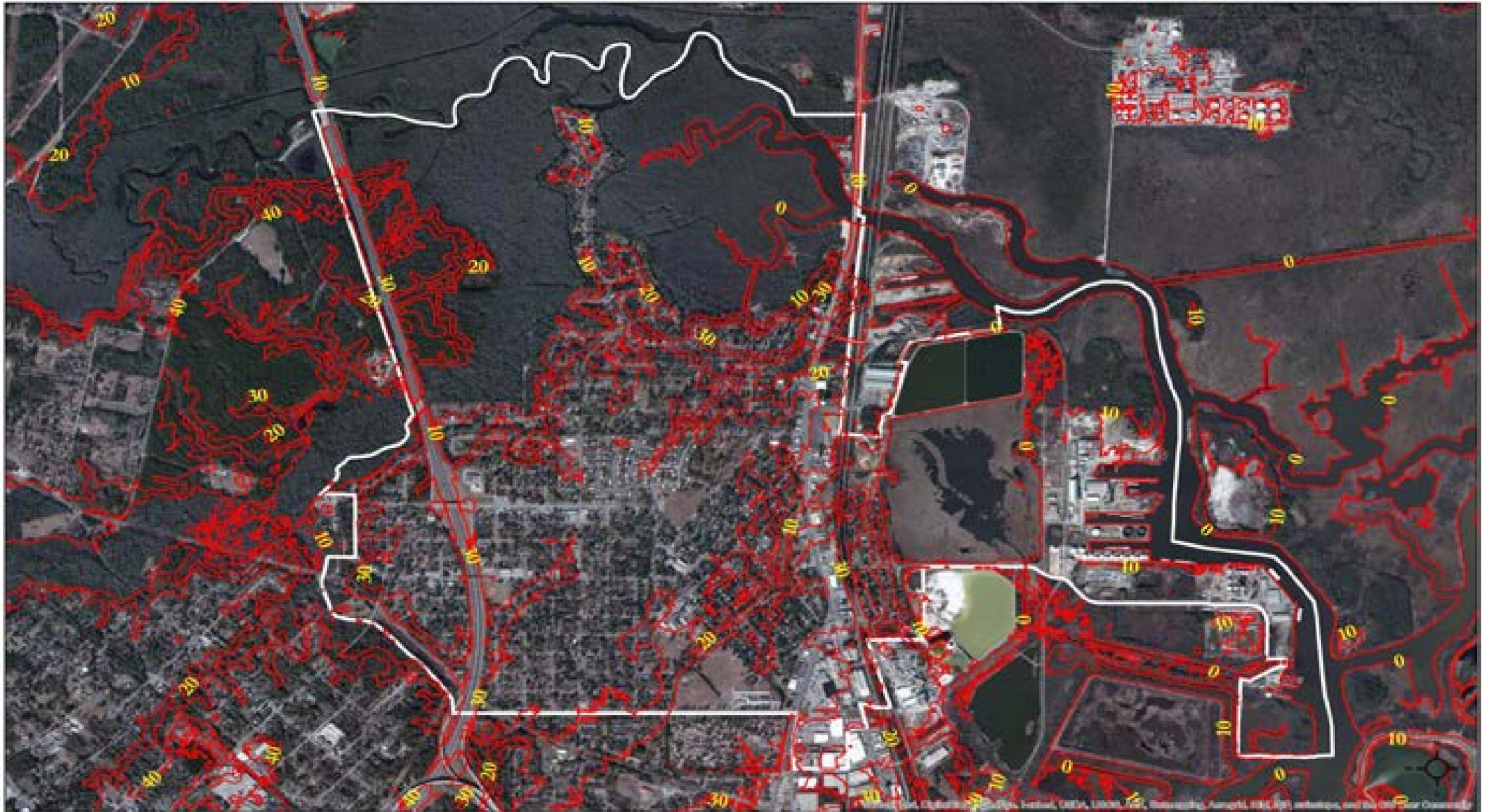
Topography

Topography is the precise detailed study of the surface features of a place or region. Furthermore, it is the configuration of a surface and the relations among its man-made and natural features. Mobile County has a varied topographic pattern and lies in the east Gulf Coastal Plain. The County has distinguishing surface features that occur in belts that stretch from east to west, conforming to the shorelines. These belts range from large expanses of nearly level terrain to hilly areas. The county's elevations range from below sea level to 300 feet above sea level. Chickasaw's elevation ranges from sea level up to 40 feet above sea level. Sea level wetlands to 10 feet above sea level, covers 40% (1,163 acres) of our municipality. Chickasaw's topography can be seen illustrated on the map in *Figure 1.24*.



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Figure 1.24: Generalized Topography Map of Chickasaw With 10 Foot Contour Lines, 2010



Source: U.S. Geological Survey (USGS) SARPC

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Wetlands

Wetlands are essential, ecological resources in any landscape. They are a natural buffer of protection against flood damage and storm surge. They provide primary habitat for hundreds of plant and animal species as well as threatened and endangered species. Wetlands are vitally important in sustaining the environment by serving as storm water storage sites, erosion control, water purification, sediment trapping, nutrient removal, groundwater discharge and recharge. Wetlands also offer a great deal of economic and recreational opportunity and potential as well.

We are a unique municipality in which 40% of our land (acres) lies within wetlands and the remaining 60% of our lands are classified as uplands, although some of the developed upland areas were once wetlands. *Figure 1.25* displays wetland habitat as seen from Brooks Park. We should investigate ways to develop these wetlands into eco-tourism possibilities, such as recreation, businesses and other activities in order to take advantage of the vast natural resources that make up our wetlands. Concurrently, we want to be conscientious stewards of our land and water, making sure we pass on these treasured resources to future generations.

Figure 1.25: Wetland System at Brooks



Source: SARPC

The U.S. Fish and Wildlife Service is the federal agency responsible for wetland regulation in the United States. They recommend that a buffer of 30 feet be required to protect the wetlands and that only native plants be allowed in these buffer areas. Wetlands are defined and classified into different categories based on hydrology, vegetation and soil types. More information on wetland descriptions, regulations and classification systems can be found on the U.S. Fish and Wildlife Service, National Wetland inventory website at: www.fws.gov/wetlands.

The location and types of wetlands in our city are displayed on the map in *Figure 1.26*.



Soils

Information regarding the characteristics of soil is useful in planning the development of a community. Understanding the complexities and composition of the soil profile is a necessary tool used for a variety of planning purposes including land use and watershed management planning. Soil details can provide insight so that growth and development occurs in ways that are compatible with the environment, adjacent land uses and municipal development intentions. Classified soils are distributed over 2,965 acres throughout Chickasaw. The remaining 448 acres in our city limits consist of bodies of water. Listed below are the types of soils located in Chickasaw and their descriptions.

Dorovan-Levy Association, 0-1%

This association consists of very poorly drained soils in a regular repeating pattern in depressional swamps and first bottoms along the Mobile and Tensaw Rivers. *Figure 1.27* shows this soil environment.

***Figure 1.27: Dorovan- Levy Association
Soils at Brooks Park***



Source: SARPC

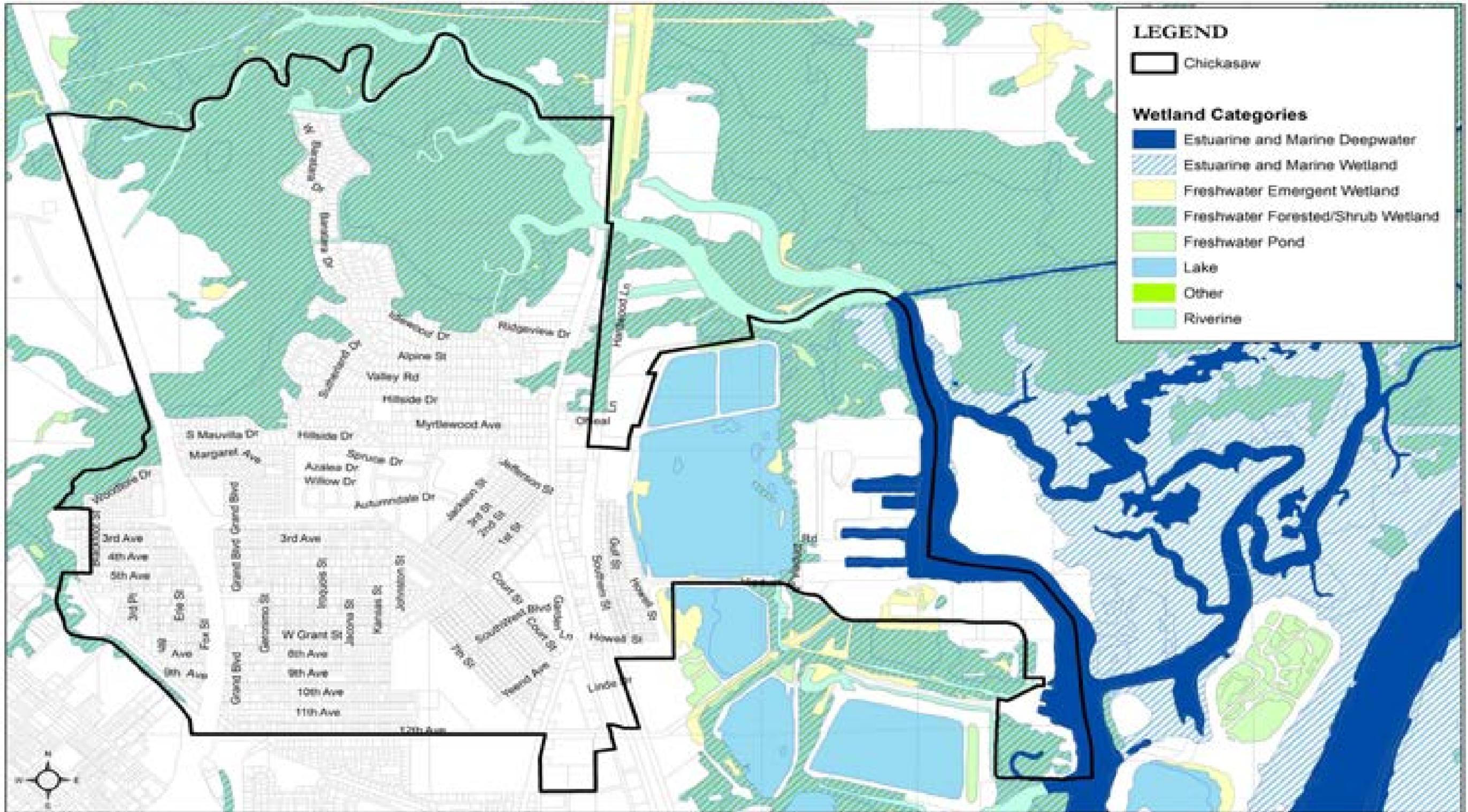
Dorovan soil is very dark grayish brown muck. This soil is very slowly permeable and has high available water capacity. Levy soil is gray silty clay loam.

These soils have severe equipment limitations and seedling mortality rates due to wetness and flooding. The potential of these soils is fair for woodland (water tolerant species) and good for wildlife habitats but poor for cultivated crops, pastures and urban developments. Approximately 960 acres in Chickasaw consist of Dorovan-Levy Association soil.

Troup-Heidel Association, Undulating

This association consists of well-drained soils in a regular and repeating pattern on broad, nearly level ridge tops and gently sloping to sloping side slopes. Troup soils are mostly on side slopes and Heidel soils are mostly on nearly level ridge tops. Slopes range from 0 to 8 percent.

Figure 1.26: Wetland Classifications for Chickasaw, 2001



Source: U.S. Fish & Wildlife Service (USFWS), 2001/SARPC

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Troup soil is dark grayish brown loamy sand. This soil is rapidly permeable in the sandy layers and moderately permeable in the subsoil and has low available water capacity. Heidel soil is dark grayish brown sandy loam. This soil is moderately permeable and has moderate water capacity.

These soils are low in natural fertility and organic matter content. Tilt is good, and these soils can be cultivated over a wide moisture range. The root zone is deep. The potential of these soils is fair to good for cultivated crops and woodland. These soils also have good potential for most urban developments. Troup-Heidel Association soils cover 282 acres throughout Chickasaw.

Johnston-Pamlico Association, 0-1% slopes

This association consists of very poorly drained mineral and organic soils in a regular and repeating pattern on stream bottoms and in swampy areas along streams of the Gulf Coast Flatlands. Johnston soils are in slightly higher positions than Pamlico soils on flat areas adjacent to uplands and along weakly expressed drainage ways.

This soil consists of black and brown muck. The soil is frequently flooded and has a water table above or near the surface most of the time.

These soils have poor potential for cultivated crops and pasture due to wetness and flooding. Most of the acreage of these soils is woodland and wildlife habitat. Johnston-Pamlico Association soils make up 12 acres in our city.

Escambia Urban Complex, 0- 2% slopes

This Complex consists of somewhat poorly drained, level Escambia soils and areas of Urban Land. Escambia soils are moderately permeable in the upper part of the subsoil and moderately slowly permeable in the layers with plinthite. Available water capacity is moderate, with fair to poor potential for most urban uses. The uses of septic tank absorption fields are severely restricted because of wetness and the moderately slow permeability of the subsoil. Special engineering is required for septic and underground utility usage. Escambia is classified as woodland. Roughly 69 acres in Chickasaw consist of Escambia-Urban Complex soil.

Pamlico-Bibb Complex, 0-1% slopes

This complex consists of small areas of Pamlico and Bibb soils in areas that are so intermingled that mapping them separately was not practical. While they are both poorly drained, Pamlico is organic and Bibb is a mineral. This soil is a dark black and brown muck at the surface and appears lighter as the depth lengthens. Flooding is frequent and a water table is usually near the surface. This soil is found adjacent to rivers, creeks and streams and has a poor potential for crops. A total of 10 acres in Chickasaw consist of Pamlico-Bibb Complex soil.



Bennedale Sandy Loam, 0-8% slopes

This complex consists of well drained soils that are made up of convex and concave slopes throughout the coastal plain. They are dark and greyish in color towards the upper horizons and turn into a yellowish sandy, clay loam through the lower horizons. Permeability and water capacity is moderate. High acidity levels make them unlivable for some vegetation; however, crop cultivation is fair. Erosion can be a severe problem when soil is tilled and not treated. These soils are good for urban uses with utility and septic tank opportunities available with the right engineering. 944 acres in Chickasaw consist of Bennedale Sandy Loam soils.

Harleston Sandy Loam, 0-2 % slopes

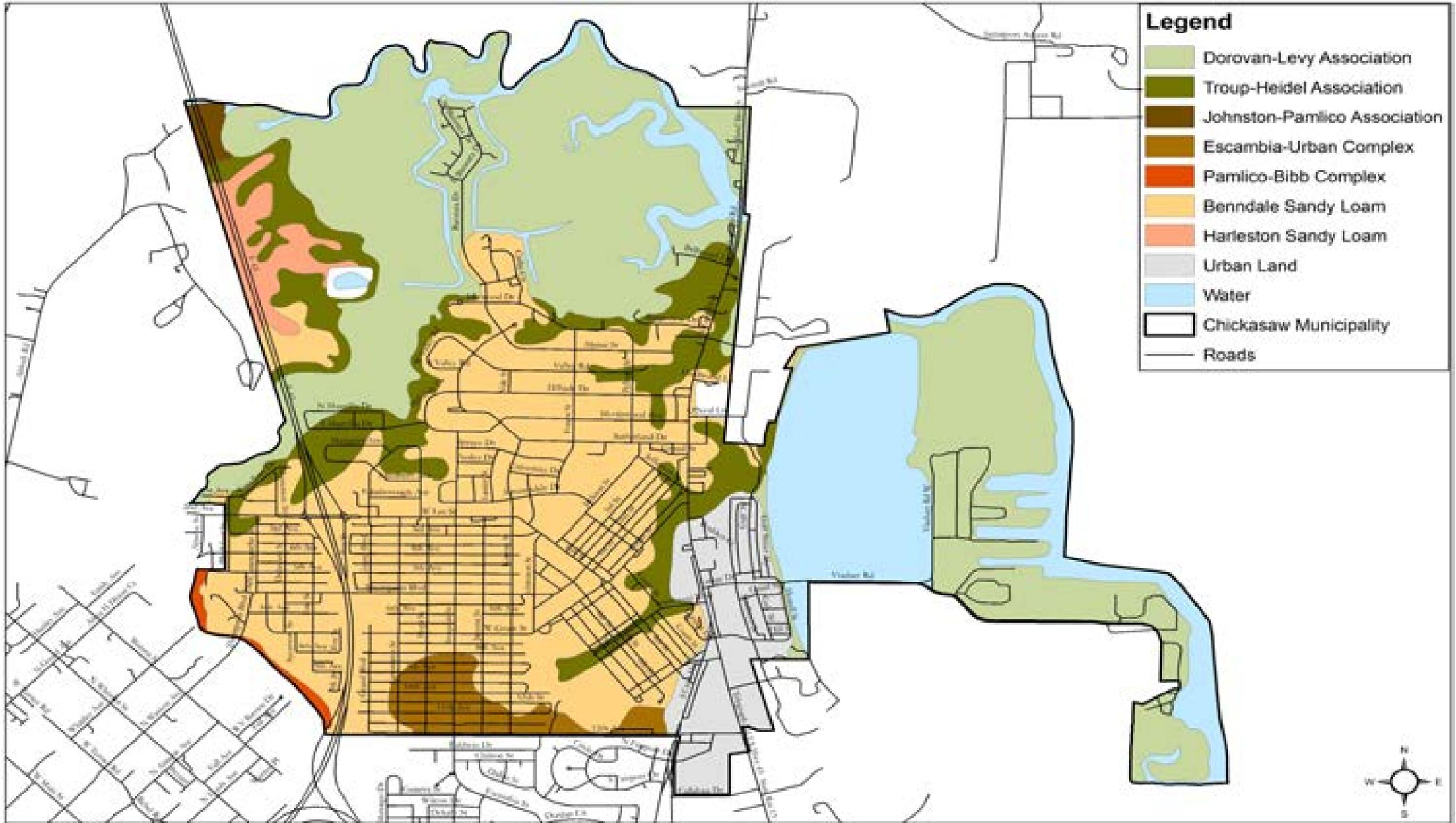
This complex is a moderately, well-drained, nearly level soil located along Coastal Plains with long smooth slopes. The dark grey surface layer is paired with lighter grey, yellow and red sandy loam soils through the lower horizons. Permeability and available water capacity are moderate, although it is low in fertility and organic matter content. It is also very acidic throughout the layers. The water table is located about 2-3 feet below the surface and areas are subject to brief flooding during heavy rainfall. There is good potential for crop cultivation while potential for urban uses is fair to poor. Special engineering is required and septic tanks are highly restricted due to water table. 54 acres in Chickasaw consist of this complex.

Urban Land

This soil association consists entirely of man-made surfaces such as pavement, concrete or rooftop. These soils have been altered significantly from their natural state and cannot be assigned a class. Urban Lands lie atop developed, disturbed soils that are impervious and will not infiltrate storm water. All precipitation falling on Urban Lands converts to runoff, which requires the use of storm drainage systems and level sloping to control runoff amounts on paved areas. Approximately 163 acres in Chickasaw consist of Urban Land soils. Roughly 85-100% of mapped area in our municipality is covered by structures or has been disturbed by cutting and filling.

The map in *Figure 1.28* identifies the different soil associations found in Chickasaw and where they are located. More information on soil associations can be found at the USDA's Natural Resources Conservation Services (NRCS) website at: <http://soils.usda.gov/technical/classification>.

Figure 1.28: Soil Associations of Chickasaw, 2010



Source: SARPC/U.S. Department of Agriculture Soil Conservation Service

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Community Goals

The following is a list of issues that were identified in part by our citizens through the Chickasaw Community Response Survey, which was conducted by the Chickasaw Planning Commission and the South Alabama Regional Planning Commission (SARPC) in January 2013. The goals listed are items that our city is addressing or will address and strive to accomplish in the future.

- Promote and preserve our historic buildings and landmarks.
- Conserve natural resources.
- Create public awareness to the importance of wetland preservation and protection.
- Incorporate history of Chickasaw into future planning and developments.
- Clean up accumulated debris along the northern shoreline of Chickasabogue Creek.
- Remove derelict vessels along southern shoreline of Chickasabogue Creek.

Recommendations

- Update our city's existing hazard mitigation plan for future extreme, tropical weather in order to protect our city.
- Locate and acquire 20th Century Shipyard products such as boat propellers, engines, flags, etc. for historical preservation and community display.
- Implement recommendations from Auburn Design Studios that create opportunities to promote shipbuilding history.
- Create historical archives.
- Establish a museum.
- Seek technical and funding assistance through the "Preserve America City" Program and advertise Chickasaw as a "Preserve America City".
- Promote activities such as fishing tournaments, kayak tournaments, rowing tournaments and birding events, just to name a few, that will take advantage of Chickasaw's natural resources and help boost the economy.
- Collaborate with the proper authorities to address the removal of concrete and roadway debris and derelict vessels from the shorelines of Chickasabogue Creek to eliminate environmental hazards.
- Apply for *CLAP (Coastal Impact Assistance Program)* grants offered through *ADCNR (Alabama Department of Conservation and Natural Resources)* to remove derelict vessels in Chickasabogue Creek.
- Amend our city's Wetlands Ordinance to accommodate wetland buffers and native vegetation requirements.



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POPULATION & ECONOMY



The Population and Economy section of this Comprehensive Plan provides a historical analysis of our city's resident population and socio-economic characteristics. As south Alabama continues to expand and grow with new industries and commercial development, our city has the potential to grow as well. A community, through the actions of its people, can shape its future. As seen by the community survey results, our residents love their small town atmosphere and convenient location. They are also committed to the growth and prosperity of their city.

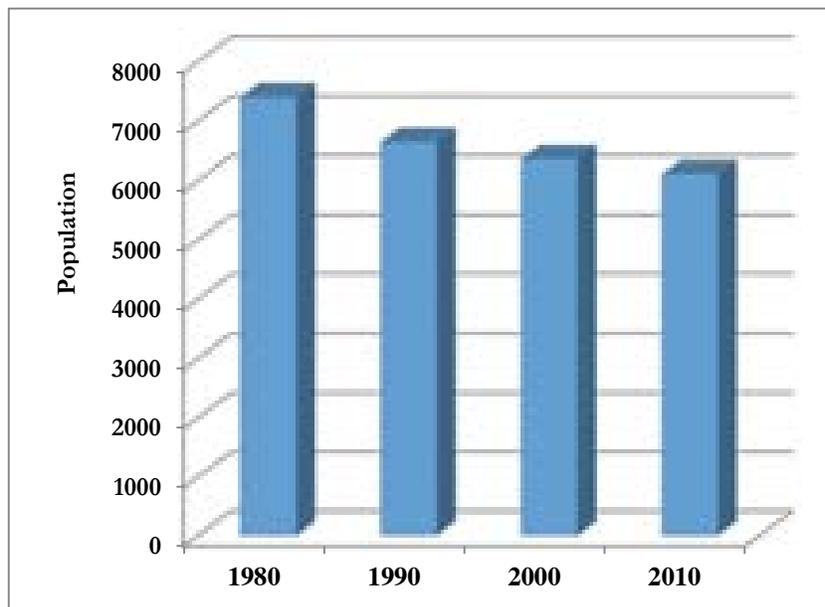
Population Demographics

Growth Trends

We incorporated in 1946 as a municipality and have encountered fluctuating population growth since that time. During WWI, our city was an ideal location for shipbuilding due to its close coastal location to Birmingham Steel and became a fast growing community. This trend continued into the WWII era when we became one of the most productive cargo ship building sites in the United States. However, following the end of WWII and the end of shipbuilding production, we experienced a downward trend in population. *Figure 2.1* illustrates our decennial population trends from 1980 to 2010.

Table 2.1 shows the percentage of decennial population change in Chickasaw in relation to Mobile County and as a percentage of Mobile County from 2000-2010. According to the U.S. Census Bureau, our population decreased by 3.1% during this time.

Figure 2.1: Chickasaw's Decennial Population Since 1980



Source: U.S. Census Bureau



Table 2.1: City of Chickasaw and Mobile County Population Change 2000 – 2010

	Decennial Census 2000	Total Population 2010	Population Change 2000-2010	Percent Change 2000-2010
Town of Chickasaw	6,364	6,106	-258	-4.40%
Mobile County	399,843	412,992	13,149	3.28%
Chickasaw as % of County	<1%	<1%	-	-

Source: U.S. Census Bureau

Table 2.2 compares our city’s population change to other municipalities in Mobile County.

Table 2.2: Population Change of Municipalities in Mobile County From 2000 to 2010

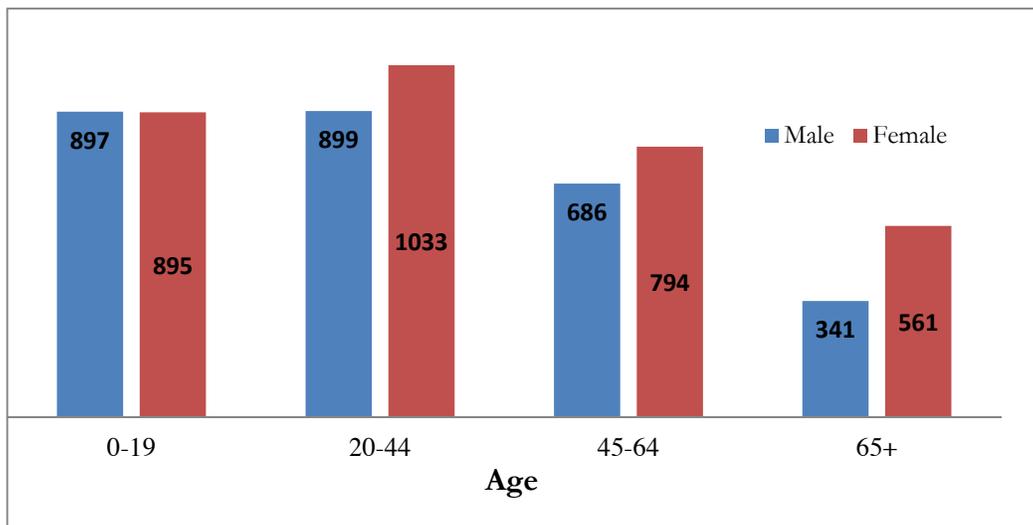
	2000 Census Population	2010 Census Population	Population Change	Percent Population Change
Prichard	28,633	22,659	-5,947	-20.90%
Dauphin Island	1,371	1,238	-133	-9.70%
Chickasaw	6,364	6,106	-258	-4.40%
Creola	2,002	1,926	-258	-3.80%
Mobile	198,915	195,111	-3804	-1.90%
Citronelle	3,659	3,905	246	6.70%
Satsuma	5,687	6,168	481	8.50%
Saraland	12,288	13,405	1,117	9.10%
Bayou La Batre	2,313	2,558	245	10.60%
Mount Vernon	844	1,574	730	86.50%

Source: U.S. Census Bureau

Analysis of population is used to determine what community services will be needed in the future. *Figure 2.2* illustrates the gender ratio and age distribution of the population for our city in 2010. Data collected from the U.S. Census shows that we have more females (53.8%) than males (46.2%).

Additionally, the younger population of people 0-44 years equals 60% of the total population, while people 45 years and older equal 40% of our total population.

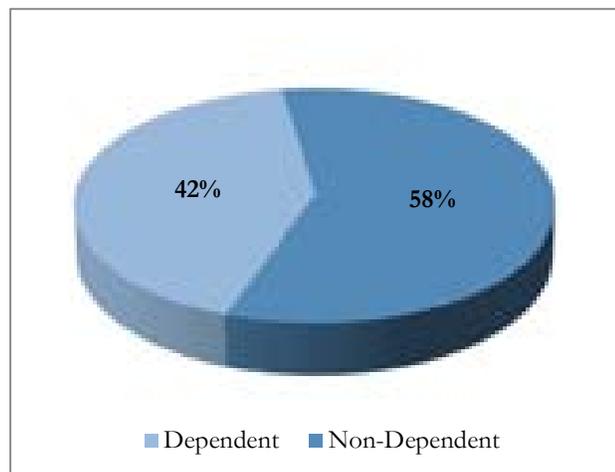
Figure 2.2: Age and Gender of Chickasaw’s Population, 2010



Source: U.S. Census Bureau

Figure 2.3 shows the dependent population of Chickasaw in 2010. Dependency groups are the youth population, ages 0-19, and the elderly population, ages 65 and older. Necessary services for these age groups include; playgrounds, baseball fields, youth and senior recreation centers, daycare centers, assisted living facilities, public transit, senior housing, youth activities and health care.

Figure 2.3: Chickasaw’s Dependency Distribution 2010



Source: U.S. Census Bureau



Table 2.3 is a breakdown of ages, showing that the population of our city is becoming younger. The non-dependent and youth age groups saw a slight increase over the 2000-2010 decennial periods.

Table 2.3: Age Distribution of Population for Chickasaw, Mobile County and Alabama 2000 & 2010

	City of Chickasaw					Mobile Co.	Alabama
	2000 Census	2000 % of Total Population	2010 Census	2010 % of Total Population	2000 - 2010 Percent Increase	2010 % of Total Population	2010 % of Total Population
Under 5	471	7.4	570	9.3	21	6.8	6.4
5 to 9	433	6.8	421	6.9	-2	6.8	6.4
10 to 14	395	6.2	422	6.9	7	7.0	6.7
15 to 19	337	5.3	379	6.2	12	7.5	7.2
20 to 24	409	6.4	396	6.5	-3	7.1	7.0
25 to 34	828	13	855	14	3	13.0	12.7
35 to 44	829	13	681	11.1	-18	12.5	13.0
45 to 54	710	11.2	814	13.3	15	14.6	14.5
55 to 59	311	4.9	357	5.8	15	6.5	6.5
60 to 64	270	4.2	309	5.1	14	5.6	5.8
65 to 74	635	10	434	7.1	-32	7.2	7.8
75 to 84	570	9	338	5.1	-41	4.1	4.5
85 +	166	2.6	130	2.1	-22	1.5	1.6
Aver. Age	38.6	-	35.1	-	-4	36.6	37.9

Source: U.S. Census Bureau

Racial Composition

Table 2.4 shows the racial composition of our city in 2000 and 2010. Most of the racial categories saw little fluctuation during this decennial period. This table also shows that the population of our city has nearly the same racial percentages as the county and the State. See Figure 2.4 for an illustration of the 2010 racial distribution in Chickasaw.

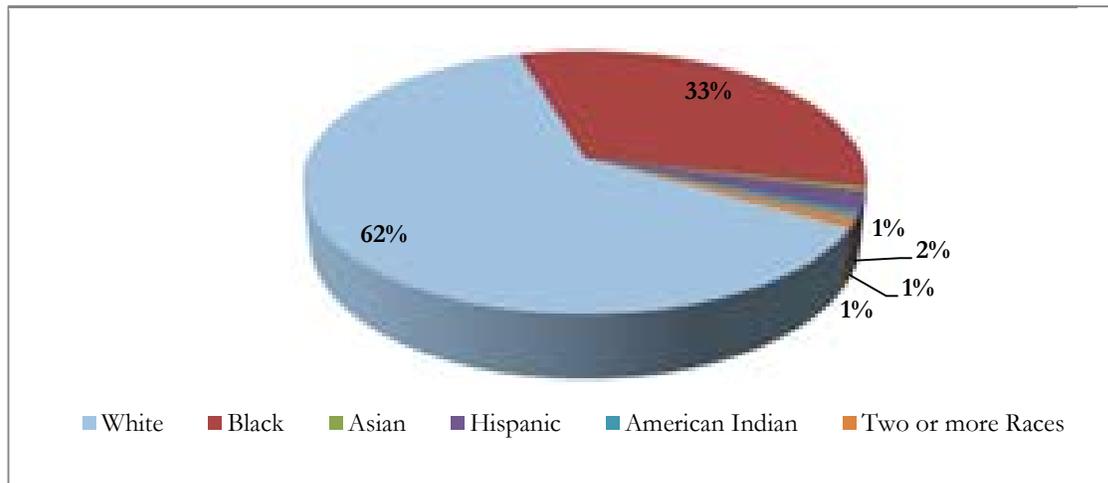


Table 2.4: Population Characteristics by Race, 2000 & 2010

General Population Characteristics By Race	City of Chickasaw				Mobile County	State of Alabama
	2000 Number	2000 Percent	2010 Number	2010 Percent	2010 Percent	2010 Percent
White	5,657	88	3,783	62	60	65.8
Black	517	8	2,036	33.3	34.4	25.1
Hispanic	73	1.1	142	2.3	2.4	3.7
Two or More Races	*	*	63	1	1.2	1
American Indian	122	1.8	46	.7	>.01	>.01
Asian	15	.02	33	.5	1.8	1.4
Other	42	>.01	4	>.01	>.01	2.1

Source: U.S. Census Bureau *Not a category for the denoted census year.

Figure 2.4: 2010 Racial Composition of Chickasaw



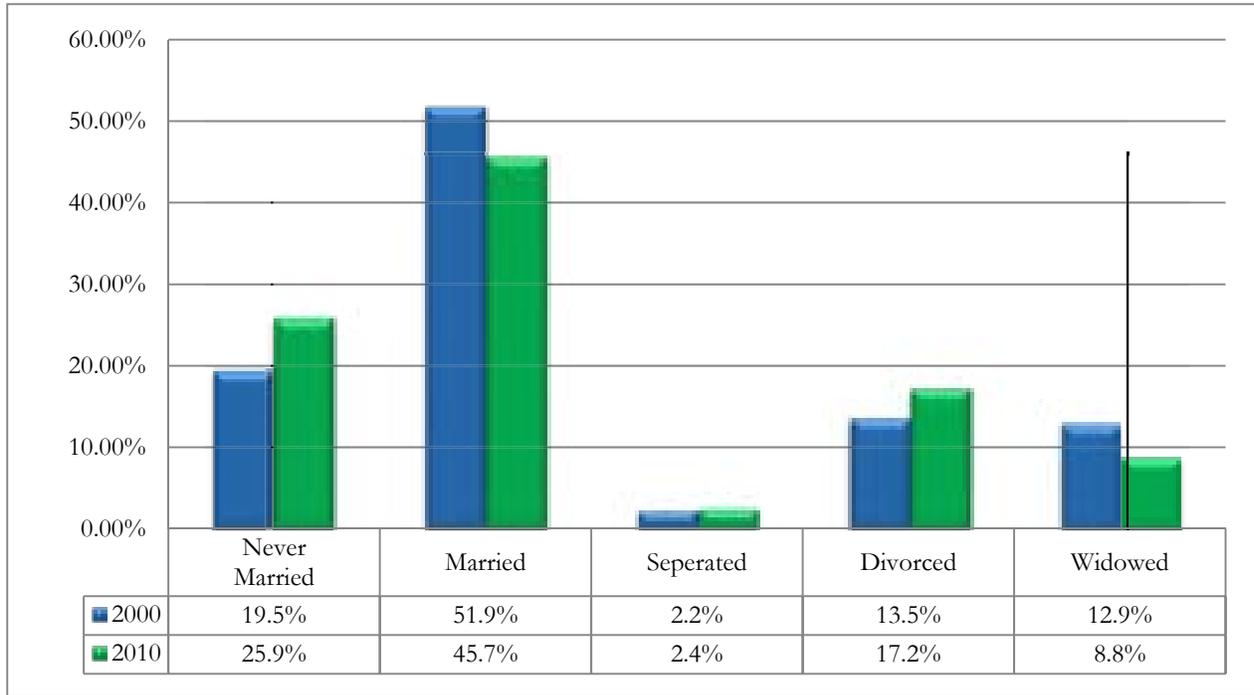
Source: U.S. Census Bureau

Marital Status

Trends in marital status influence the natural population increase of communities and impact such things as housing needs and the school-age population. Figure 2.5 illustrates the 2000 and 2010 marital status of our city’s population, age 15 years and older. The table shows that the percent of our total married population has decreased in our city since 2000, and individuals whom have never married have increased since 2000. Our community has also seen a slight increase in divorce rate.



Figure 2.5: Marital Status of Chickasaw’s Population 15 Years and Older for 2000 & 2010



Source: U.S. Census Bureau

Household Characteristics

Household characteristics of a community determine the quantity and type of community facilities and services that are needed to support the population. They guide future land use and development, including transportation changes and improvements. The number and type of individuals in households influence a community’s school system, youth and senior services/programs as well as the economic development of a community.

Data collected from the U.S. Census Bureau shows that we have 2,430 households in our city and 1,612, or 66% of them are family households. Family households are comprised of a group of two people or more (one of whom is the householder) related by birth, marriage, or adoption and residing together. This percentage is similar to that of the county and state. However we have a lower percentage of married couples, over 3% more single mothers, and a 3% higher percentage of households, ages 65 and older, compared to county and state percentages in 2010. Additionally, census data indicates that in our community, almost 30% of our family households have children under the age of 18. This percentage is equal to that of the county and slightly higher than the State percentages. The data shows that there are more households in our city with persons under the age of 18 than households with persons age 65 and older, resulting in the fact that the younger population is larger than the elderly population.

Residents who took part in Chickasaw’s Community Response Survey indicated that while our city provides ample senior services and programs, the need exists for more programs and activities for our younger population. Over the next 20 years, this demographic group will be aging and requiring adequate services and facilities that cater to young adults and families. Our city is currently developing more programs for its youth and non-dependent population. Youth recreation centers, playgrounds, sports fields, family restaurants and entertainment centers, such as bowling alleys and movie theaters are some examples of such facilities that would benefit this demographic group. *Table 2.5* illustrates the number and type of households in Chickasaw for 2010 compared to Mobile County and the State.

Table 2.5: Households by Type for Chickasaw, Mobile County and Alabama, 2010

	City of Chickasaw		Mobile Co.	Alabama
	Number	Percent of Total Households		
Total Households	2,430	100	100	100
Family Households	1,612	66.3	68.4	67.8
With Children Under 18	709	29.2	29.6	28.6
Husband & Wife Family	952	39.2	44.7	47.9
With Children Under 18	352	14.5	17.4	18.5
Female Householder, No Husband	548	22.6	18.8	15.3
With Children Under 18	324	13.3	10.0	8.1
Nonfamily Households	818	33.7	31.6	32.2
Householder Living Alone	716	29.5	26.5	27.4
Householder 65 Years and Over	302	12.5	9.1	9.9
Households with Persons Under 18	846	34.8	35.1	33.1
Households with Persons 65+	703	28.9	25.1	25.5

Source: U.S. Census Bureau

Household incomes can greatly influence the commercial development of a community as well. *Table 2.6* illustrates a description of the income and household characteristics of our city in comparison to Mobile County and the state in 2000 and 2010. Although our trends of income are increasing at relatively the same rates as the county and state, our percentages lack far behind.



Table 2.6: Household and Income Characteristics in 2000 & 2010 For Chickasaw, Mobile County and Alabama

	City of Chickasaw			Mobile County		State of Alabama	
	2000	2010	% Change	2000	2010	2000	2010
Population	6,305	6,106	-3%	399,843	412,992	4,447,100	4,779,736
Total Households	2,747	2,430	-13%	150,179	158,435	1,737,080	1,883,791
Family Households	1,748	1,612	-8.4%	106,745	108,393	1,215,968	1,276,440
Avg. Household Size	2.31	2.46	+6%	2.61	2.56	2.49	2.48
Avg. Family Size	2.95	3.12	+5.7%	3.13	3.11	3.01	3.02
Median Household Income	\$27,036	\$33,061	+22%	\$33,710	\$39,998	\$34,135	\$40,474
Median Family Income	\$33,125	\$40,625	+22.6%	\$40,378	\$49,332	\$41,657	\$50,429
Per Capita Income	\$14,190	\$18,105	+27.5%	\$17,178	\$31,515	\$18,189	\$33,710

Source: U.S. Census Bureau

When assessing our households' compositions and relationships, we find that our community remains relatively close to the type of household averages found throughout the county and state, see *Table 2.7* for a comparison.

Table 2.7: Relationships of Population in Households for Chickasaw, Mobile County and Alabama in 2000 & 2010

	City of Chickasaw				Mobile Co.	Alabama
	2000		2010		2010	2010
	Persons	% Tot. Pop.	Persons	% Tot. Pop.	% Tot. Pop.	% Tot. Pop.
Total Pop. In Households	6,357	99.9%	6,101	99.9	98.4	97.6
Householder	2,747	43.2	2,430	39.8	38.4	39.4
Spouse	1,224	19.2	952	15.6	17.1	18.9
Child	1,758	27.6	1,897	31.1	30	28.2
Other Relatives	428	6.7	575	9.4	8.2	6.8
Non-Relative	200	3.1	247	4	4.6	4.3
Tot. Pop. In Group Quarters	7	0.1	5	0.1	1.6	2.4
Institutionalized	5	0.1	5	0.1	0.8	1.4
Non-Institutionalized	2	0.1	0	0	0.9	1

Source: U.S. Census Bureau



Our city is growing larger in household and family sizes, compared to the county and state levels. From years 2000 to 2010, there were more children and other relatives and non-relatives living in the same household. This shift in housing trends could be due in part to the struggling economy the country has experienced in recent years. Statistics show that more people are electing to co-habitat in efforts to compensate for the cost of living increases. Another explanation for the current trend may be that elderly family members are moving in with younger family members because they are an aging population in need of living assistance. While these differences are notable, they are not significant and they resemble the national trend of housing relationships.

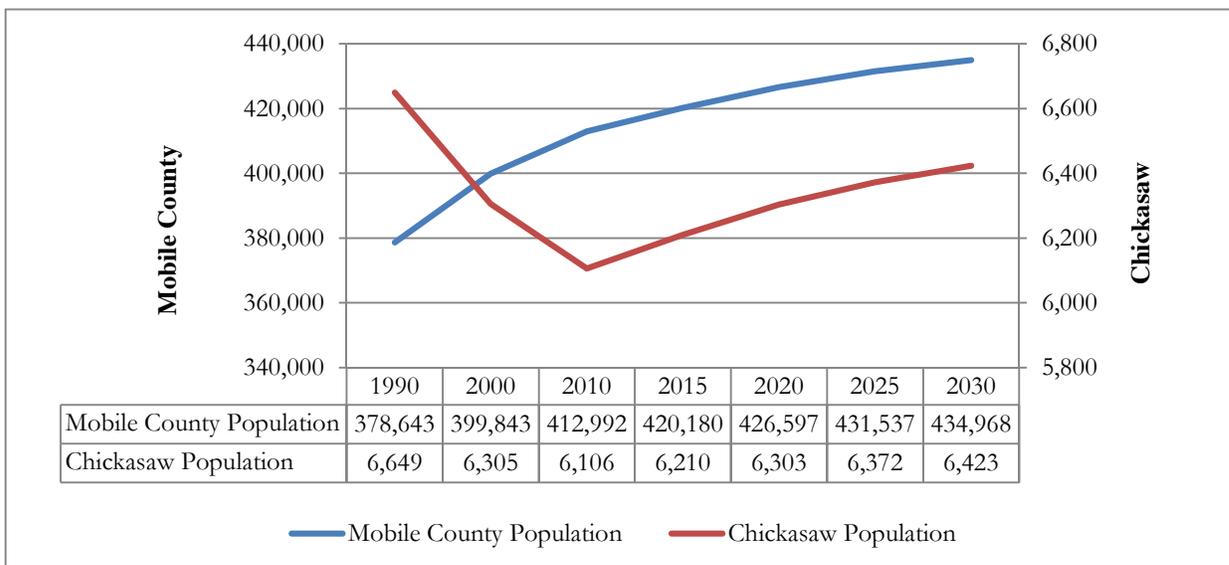
Population Trends

Population data is collected every ten years by the U.S. Census Bureau. For the purpose of this study, population trends of our city were examined by using the following methods: Population of Chickasaw as a percentage of Mobile County and Population of Chickasaw compared to similar post-industrial towns.

Population as a Percentage of County

This method of examining population trends, reviews historic populations of Chickasaw as a percentage of Mobile County’s population and applies the average percentage to future population projections for Mobile County. This average percentage rate is then applied to the University of Alabama’s Center for Business and Economic Research (CEBR) population projections for Mobile County, see *Figure 2.6*.

Figure 2.6: Chickasaw’s Population Projections Based on Percentage of Mobile County



Source: CEBR & U.S. Census Bureau



Population as a Post-Industrial Municipality

Due to our city being a post-industrial municipality, trend data was collected to compare Chickasaw with other post-industrial municipalities that experienced the same population patterns following the departure of the town’s main industry. The cities used for comparison were Birmingham, Alabama, Lawrence, Maine, Owensboro, Kentucky, Flint, Michigan and Orange, Texas. These cities were also used for a thesis study by Jeffrey Beam titled: *Holistic Revitalization in Small Post-Industrial Cities: Tools for Urban Housing Development*, which looks at two different approaches to rebuilding a city’s economy after the main industry has left town. The study compares the cities that used conventional methods of rebuilding to cities that used holistic methods of rebuilding. Holistic development differs from conventional development by capitalizing on a city’s local assets and building from within to revitalize the economy and foster economic and social improvements. *Figures 2.7 & 2.8* show the population peaks when the city’s industry was booming, and the population declines post industry exodus, in comparison to our population patterns. Note that data for Chickasaw was not available before the city’s incorporation in 1946.

Figure 2.7: Post-Industrial Cities with Population Increase

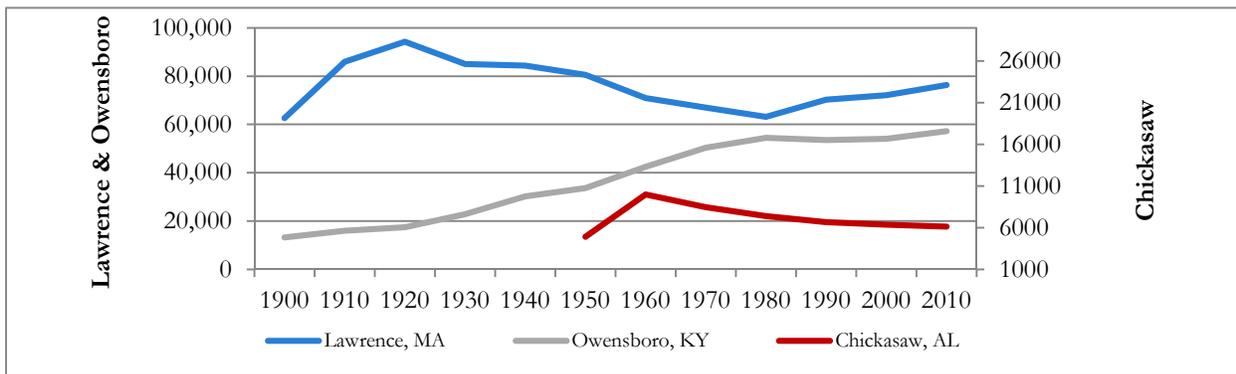
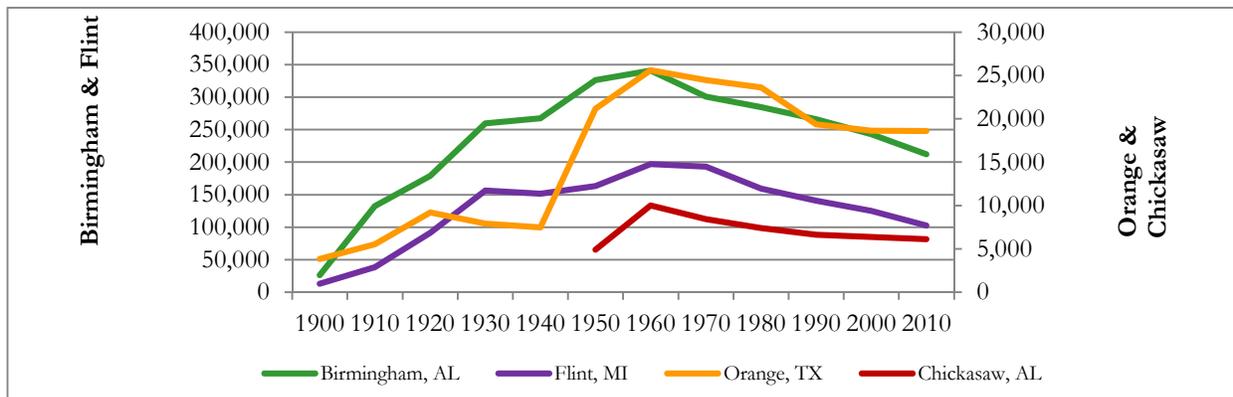


Figure 2.8: Post-Industrial Cities with Population Decline



Source: U.S. Census Bureau/ *Holistic Revitalization in Small Post-Industrial Cities: Tools for Urban Housing Development*

The cities shown in *Figure 2.7* implemented the holistic methods and their populations rebounded since their industry left. The cities in *Figure 2.8* used conventional methods to rebuild and as a result, show a population decline. Our city should consider implementing some of these same holistic practices and methods the towns of Lawrence and Owensboro developed to help restore our economy and community back to that of our industrial age. Other initiatives we as a city should consider are developing a Sister City relationship with one of the cities listed in the study, which would provide us with a partnership to a similar municipality that has incurred the same experiences and patterns and could offer support by teaching us the successful programs they used to recover from the post-industrial era.

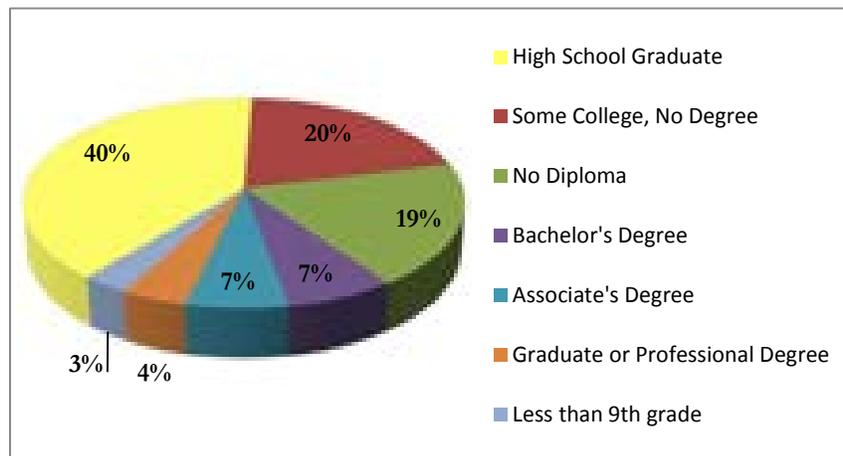
Economic Analysis

Analysis of economic characteristics of communities allows us to compare past economic trends with current conditions in order to project future economic development strategies. The educational attainment, occupation of residents, and income characteristics help to define the labor force of a community and guide future land use development as it pertains to the placement of business and commercial land uses.

Educational Attainment and School Enrollment

The educational attainment of a community's residents can influence the local economy and affect the income and type of employment opportunities within the region. The 2010 Census educational data for our city is portrayed in *Figure 2.9*. The data shows that our community is educated, with 40% of our residents, 25 years and older being high school graduates. Additionally, 81% of our population has a high school education or higher.

Figure 2.9: Educational Attainment by Persons 25 and Older in Chickasaw, 2010



Source: U.S. Census Bureau



Our city provides an exceptional public school for our residents, offering grade levels of elementary education through high school. The 2012-2013 school year marked the establishment of our new high school, which produced a 100% graduation rate. *Table 2.8* compares the educational attainment of our population, 25 years and older to the Mobile County and State.

Table 2.8: Educational Attainment of Population 25 Years and Older	City of Chickasaw		Mobile County		Alabama	
	Number	Percent	Number	Percent	Number	Percent
Population 25 Years and Older	4,028	100	263,796	100	3,108,132	100
Less Than 9th Grade	128	3.20	12,877	4.9	195,799	6.3
9th-12th Grade, No Diploma	655	16.3	33,895	12.8	383,038	12.3
High School Graduate	1,646	40.9	90,438	34.3	987,491	31.8
Some College, No Degree	852	21.2	55,152	20.9	653,096	21.0
Associate Degree	273	6.8	19,300	7.3	213,632	6.9
Bachelor's Degree	298	7.2	34,528	13.1	430,068	13.8
Graduate or Professional Degree	176	4.4	17,606	6.7	245,008	7.9
% High School Graduate or Higher	(X)	80.6	(X)	82.3	(X)	81.4
% Bachelor's Degree or Higher	(X)	11.8	(X)	19.8	(X)	21.7

Source: U.S. Census Bureau, American Community Survey (ACS)

Employment and Labor Force

The labor force of an area is, by definition, persons 16 years of age and over, who are employed or actively seeking employment. Labor force and employment data provide evidence of the strength of the local economy. *Table 2.9* compares the 2000 Census employment status of Chickasaw, Mobile County and Alabama. The percent of our population in the labor force is almost identical to the county and state levels. The rate of employed persons is 4% in relation to the county and state, making the unemployed rate slightly lower than the county and state percentages.

	Chickasaw		Mobile County		Alabama	
	Number	Percent	Number	Percent	Number	Percent
Population 16 Years and Older	4,549	100	317,163	100	3,714,504	100
In Labor Force	2,806	61.7	193,846	61.1	2,246,848	60.5
Civilian Labor Force	2,798	61.5	193,016	60.9	2,230,879	60.1
Employed	2,686	59	174,321	55	2,036,867	54.8
Unemployed	112	2.5	18,695	5.9	194,012	5.2
Armed Forces	8	0.2	830	0.3	15,969	0.4
Not in Labor Force	1,743	38.3	123,317	38.9	1,467,656	39.5

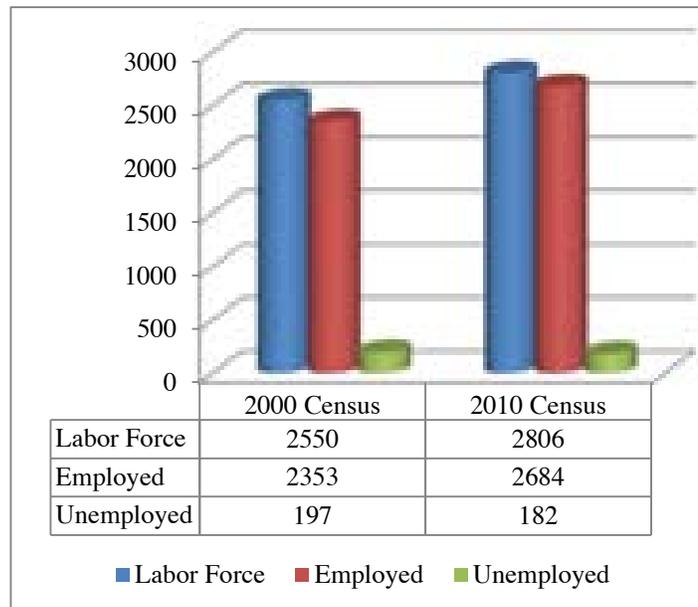
Source: U.S. Census Bureau, (X) = Estimate Not Available

Figure 2.10 shows the relationship of labor force from the 2000 and 2010 Census' for our city. While previous data has shown a decennial decrease in Chickasaw's population during this period, our labor force and employment have seen an increase, in addition to our unemployment level dropping slightly. This could be due to the expansion of commercial industries such as Airbus moving into our region.

Occupation and Industry

The employment industry profile for our city is illustrated in Table 2.10. The type of industry for our employed residents in Chickasaw is relatively similar to the county and state.

Figure 2.10: Labor Force in Chickasaw, 2000-2010



Source: U.S. Census Bureau

Table 2.10: Industry of Employed Population for Chickasaw, Mobile County and Alabama

	City of Chickasaw		Mobile Co.	Alabama
	Number	Percent	Percent	Percent
Agriculture/forestry/fishing/hunting/mining	17	0.6	1.4	1.9
Construction	284	10.6	8.6	7.9
Manufacturing	269	10	11.2	14.5
Wholesale Trade	93	3.5	3.5	3.1
Retail Trade	471	17.5	12.6	12
Transportation/warehousing/utilities	188	7	6.1	5.3
Information	32	1.2	1.6	1.9
Finance/insurance/real estate/rental and leasing	151	5.6	5.6	5.8
Professional/scientific/management/administrative/waste management services	270	10.1	9.5	8.7
Educational services/health care/social assistance	432	16.1	21.8	20.8
Arts/entertainment/recreation/accommodation and food services	195	7.3	8.2	7.6
Other services, except public administration	189	7	5.6	5.1

Source: U.S. Census Bureau, American Community Survey (ACS)



Table 2.11 illustrates the Domestic Employment of Chickasaw for the year 2007. This table shows that our city offers approximately 50 different business establishments within our municipal limits, which employs around 500 of our citizens.

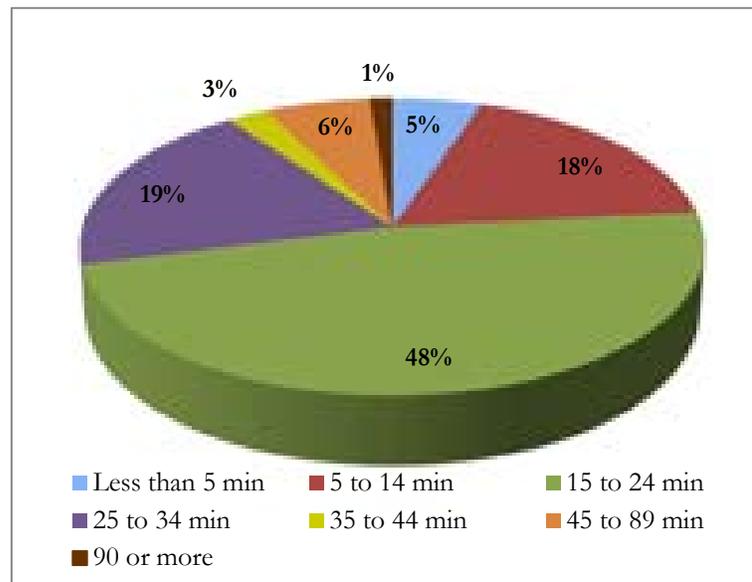
Table 2.11: Domestic Employment of Chickasaw Within Municipality

	Number of Employment Establishments	Number of Paid Employees
Wholesale Trade	4	70
Retail Trade	30	215
Real, Estate, Rental and Leasing	3	>20
Population, Scientific, and Technical Services	5	20-99
Health Care and Social Assistance	2	20-99
Accommodation and Food Services	3	31
Other	3	10

Source: U.S. Census Bureau, American Community Survey (ACS)

Figure 2.11 illustrates the commute travel time statistics for our working population. This data was obtained through our Community Response Survey conducted in January 2012, in which over 400 of our residents participated in. From our citizens who responded to the survey, almost half of them commute approximately 15-24 minutes to travel to their jobs daily. These statistics are a reflection of our city's close proximity to employment outside our city limits. Survey responses indicate that although a good portion of our citizens have to travel to other areas for work, they feel that the commute times are low due to the convenient location of Chickasaw, making our city a preferred place to live.

Figure 2.11: Travel Times to Occupation in Chickasaw, 2012



Source: SARPC

Port of Chickasaw

The Port of Chickasaw is an international industrial port, *see Figure 2.12*. The facility is independently owned and currently operates at almost 100% capacity. It is the second largest port in Alabama and serves as a United States port facility located in the Chickasaw Creek waterway. It is part of the port area of Mobile, which runs through Mobile and Baldwin counties and home to eleven privately owned industrial businesses including barge manufacturing and refurbishing, towing company, oil and fuel facilities, chemical manufacturers, and a loading terminal for ships. Port businesses produce or store products such as caustic materials, biodiesel, fuel oil, asphalt, vacuum gas oil, ethanol, other petroleum products, and timber and hard goods. It contains 10 berths with a berthing distance of 200 meters and can support vessels up to 600 feet in length.

Figure 2.12: Port of Chickasaw



Source: City of Chickasaw

The Port of Chickasaw Consortium was formed in January of 2009 as a project of the Chickasaw Industrial Development Board for the purpose of creating a strong link between the port of Chickasaw businesses and the City of Chickasaw. The consortium members include the 11 private businesses based at the port, plus the Chickasaw Industrial Development Board. The group meets quarterly at the McConnell Civic Center in Chickasaw to discuss issues, concerns, recommendation and topics related to the port, such as traffic, port security grant opportunities, road and bridge improvements and facility safety. The port of Chickasaw has the largest area of available land in the Mobile port area and constitutes a major industrial development area for Chickasaw's revenue base and economic growth. Chickasaw business leaders and city officials are working to capitalize on this important economic resource.

Income and Poverty Characteristics

The buying power or personal wealth of a population influences the socio-economic characteristics of that community. The ability to purchase goods, including housing, is dependent on the income of a community's population. The average income of a community determines what type and quality of housing stock, retail goods and services the community has to offer. The population's income and buying capacity also influences the community's ability to adequately provide public facilities and services.



Table 2.12 shows the decennial increase in our city’s household incomes from 1999-2010 and the percentage of household incomes for the county and state for 2010. The table shows that over the ten year period, the number of households in our city with lower incomes declined, while the number of households with higher incomes increased.

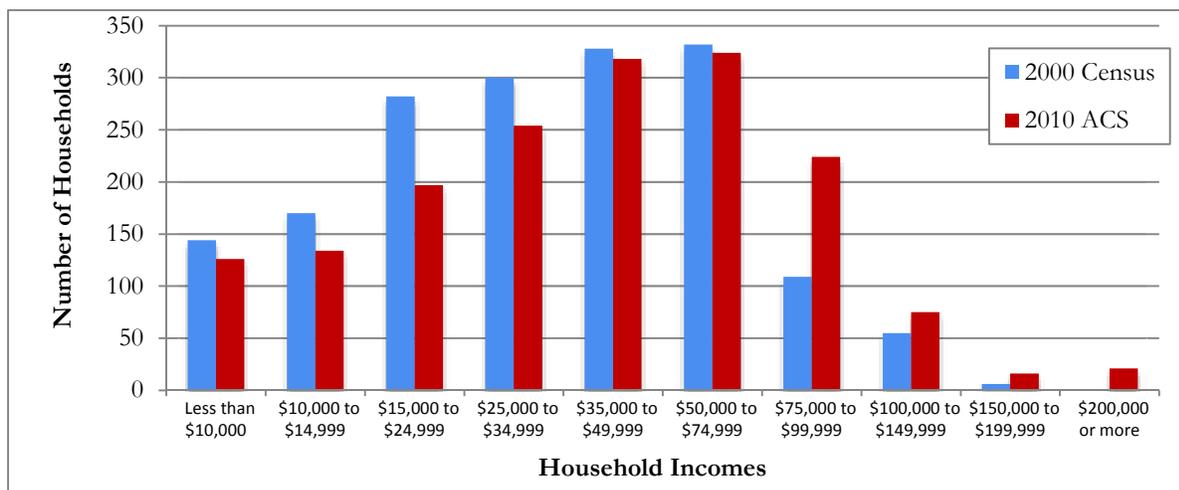
Table 2.12: Household Income for Chickasaw, Mobile County and Alabama, 1999 & 2010

	City of Chickasaw				Mobile Co.	Alabama
	1999		2010		2010	2010
	Number	Percent	Number	Percent	Percent	Percent
Less Than \$10,000	429	15.5	269	10.7	12.8	10.8
\$10,000 - \$14,999	369	13.3	244	9.7	6.6	7.4
\$15,000 - \$24,999	470	17	401	15.9	13	13.7
\$25,000 - \$34,999	476	17.2	382	15.2	12.3	11.9
\$35,000 - \$49,999	453	16.4	418	16.6	14.4	15.2
\$50,000 - \$74,999	376	13.6	417	16.6	19.1	17
\$75,000 - \$99,999	123	4.5	261	10.4	8.1	9.8
\$100,000 - \$149,000	61	2.2	75	3	8.3	9
\$150,000 - \$199,999	6	0.2	28	1.1	3	3
\$200,000 – or more	0	0	21	0.8	2.3	2.1

Source: U.S. Census Bureau

Figure 2.13 is a more detailed illustration of the changes in our city’s household incomes from 2000-2010. The figure shows how our incomes have shifted over time, according to the U.S. Census Bureau and the Census’ American Community Survey Estimates.

Figure 2.13: Household Incomes in Chickasaw, 2000 & 2010



Source: U.S. Census Bureau, American Community Survey (ACS)

In addition to household incomes, family incomes of our city were also analyzed in comparison to those of the county and state. The Census data shows that our family income trends are similar to those of our household incomes. Over a ten year time period, our families' incomes have seen an increase, where a larger percentage of our families are earning higher incomes. *Table 2.13* illustrates our family income trends in Chickasaw from 1999 to 2010 and compares family incomes to state and county levels for 2010.

Table 2.13: Family Income for Chickasaw, Mobile County and Alabama, 1999 & 2010

	City of Chickasaw				Mobile County	Alabama
	1999		2010		2010	2010
	Number	Percent	Number	Percent	Percent	Percent
Less Than \$10,000	144	8.3	126	7.5	9.4	7.1
\$10,000 - \$14,999	170	9.8	134	7.9	4.3	4.4
\$15,000 - \$24,999	282	16.3	197	11.7	10.2	11.3
\$25,000 - \$34,999	300	17.4	154	15	12.5	11.2
\$35,000 - \$49,999	328	19	318	18.8	14.5	15.5
\$50,000 - \$74,999	332	19.2	324	19.2	20.5	19.4
\$75,000 - \$99,999	109	6.3	224	13.3	10.8	12.3
\$100,000 - \$149,000	55	3.2	75	4.4	10.9	11.8
\$150,000 - \$199,999	6	0.3	16	0.9	3.9	4
\$200,000 – or more	0	0	21	1.2	3	2.9

Source: U.S. Census Bureau

Per capita income is used as an economic indicator of a community's standard of living and wealth. Communities with higher per capita income trends tend to have more educational, recreational and entertainment opportunities as well as more buying capacity. *Table 2.14* illustrates per capita income for our city and other municipalities in Mobile County in 1999 and 2010.

Table 2.14: Per Capita Income for Mobile County Municipalities and Alabama, 1999-2010

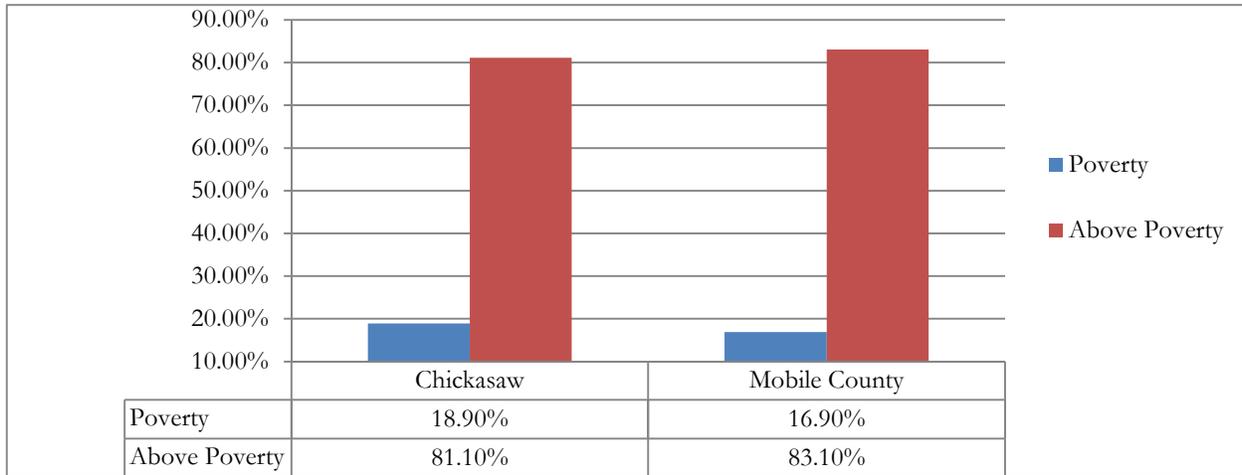
	1999	2010
Chickasaw	\$14,190	\$18,105
Saraland	\$19,470	\$22,192
Satsuma	\$23,972	\$25,087
Creola	\$14,956	\$19,202
Prichard	\$10,626	\$12,859
Mount Vernon	\$12,551	\$13,790
Mobile	\$18,072	\$22,401
Bayou La Batre	\$9,928	\$15,332
Dauphin Island	\$22,552	\$26,771
Alabama	\$18,189	\$22,984

Source: U.S. Census Bureau



Figure 2.13 shows the percentage of our population in Chickasaw and Mobile County that are in poverty.

Figure 2.13: Percentage of Population in Poverty in Chickasaw and Mobile County, 2010



Source: U.S. Census Bureau

Community Goals

The following is a list of issues that were identified in part by our citizens through the Chickasaw Community Response Survey, which was conducted by the Chickasaw Planning Commission and the South Alabama Regional Planning Commission (SARPC) in January 2013. The goals listed are items that our city is addressing or will address and strive to accomplish in the future.

- Expand commercial development on West Lee Street and Highway 43 to revitalize our economy and create more businesses and job opportunities for residents.
- Facilitate the creation of more retail and basic services to address residents’ needs.
- Develop business strategies that guide economic development and growth to maintain and enhance the small town atmosphere.
- Capitalize on Chickasaw’s close proximity to local waterways by developing a waterfront district that supports fishing, boating, retail and residential uses.
- Design and develop a centralized, walkable downtown business district.
- Encourage and promote mixed use development to compensate for future housing needs.
- Support the movement of “big box” stores into Chickasaw (i.e. Lowe’s, Target).
- Expand dining opportunities and facilitate the growth of restaurants in Chickasaw.
- Provide a quality grocery store within Chickasaw.

Recommendations

- Provide services and facilities for all age groups of Chickasaw.
- Encourage and support local businesses that enhance the quality of life for the residents of Chickasaw by creating awareness as to how tax revenues affect city finances and budgets and emphasize the importance of shopping locally.
- Establish a “Sister City” relationship with a post-industrial municipality that has experienced the same economic patterns as our city, and has implemented successful regrowth initiatives, such as Birmingham, Alabama and Orange, Texas.
- Establish committee to research and implement holistic economic approaches to rebuild our economy within the community.
- Refer to economic plans other cities have used and been successful with, such as Birmingham’s “The Plan: Using our Past to build our Future”.
- Collaborate with the University of Alabama’s Department of Economic Development to conduct a feasibility study of our city and to offer support and guidance for future economic development of our community.
- Reach out to Austal and other shipbuilding companies in order bring shipbuilding industry back to Chickasaw.
- Bring in industry to the vacant industrial lots in the southern portion of our city in order to build on local industry and tax revenue.
- Establish an educational enrichment program to raise funds for additional school needs that are not funded by federal and state dollars.
- Expand and capitalize upon the potential of our port. Recruit and develop new shipyard businesses to the port.
- Apply for funding through the *Sign Grant Program* and *New Market Grant Program* offered through the Mobile County Consortium.



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Housing

The Housing section of this plan provides an inventory of our current housing stock and assesses the type, age and value of our existing housing supply. This assessment is used to project future housing trends and supply needs for our city.



The housing stock plays a critical role in a city's economy. A diverse amount of housing types and densities are required to accommodate all socioeconomic groups of a community. The housing supply of a community must support existing and future housing demands to ensure the residents' quality of life and the vitality and growth of the city. A community must foster continued maintenance, rehabilitation, and new construction of their housing stock to maintain their sustainability and retain property values.

We pride ourselves on being a close-knit community with small town values and friendly neighbors. Our citizens welcome and support new growth and development while keeping our small town atmosphere and charm our community has established over the years. With the growth of a community, brings the responsibility of protecting existing residential areas from encroachment of incompatible land uses, increased traffic congestion, and increased stress and damage to utilities and drainage systems. It is important for our city officials and residents to plan for future growth and development without compromising our character that makes us so unique.

Housing Inventory and Analysis

Housing is typically the largest land use in a community and is the community's largest capital asset. The housing stock influences the type of people who live in the community as well. Housing costs are the single largest expenditure for most people and are typically the largest and most valuable asset they own. A community's housing stock directs commercial and industrial development for a region and can be the main determining factor for developers when they are selecting locations for economic development.

Housing Age

The age of housing stocks can provide an indication of potential deficiencies in the quality and safety of dwelling units and identify areas in need of rehabilitation. Older residential units may have



been constructed to less stringent building standards that are currently required and could be eligible for public funding assistance for modernization activities. The age of a city’s housing stock also identifies the community’s historic neighborhoods and homes that are potentially eligible for historic recognition through federal, state and local agencies.

The ages of housing units in our city are illustrated in *Table 3.1*. As shown, most of the homes located within Chickasaw were constructed before 1980, making the majority of homes in our city 50 years of age and older. Some of these homes are past the time frame that tends to show deterioration and rehabilitation needs. These areas of our community may qualify for rehabilitation assistance through grants offered from the *HOME Grant Programs* provided by the Mobile County Consortium.

Table 3.1: Age of Housing Units in Chickasaw

Year Built	Number	Percent
1999 to March 2000	16	0.5
1995 to 1998	13	0.4
1990 to 1994	19	0.6
1980 to 1989	97	3.2
1970 to 1979	267	8.8
1960 to 1969	930	30.8
1940 to 1959	1,405	46.5
1939 or earlier	273	9.0
Total	3,020	99.8

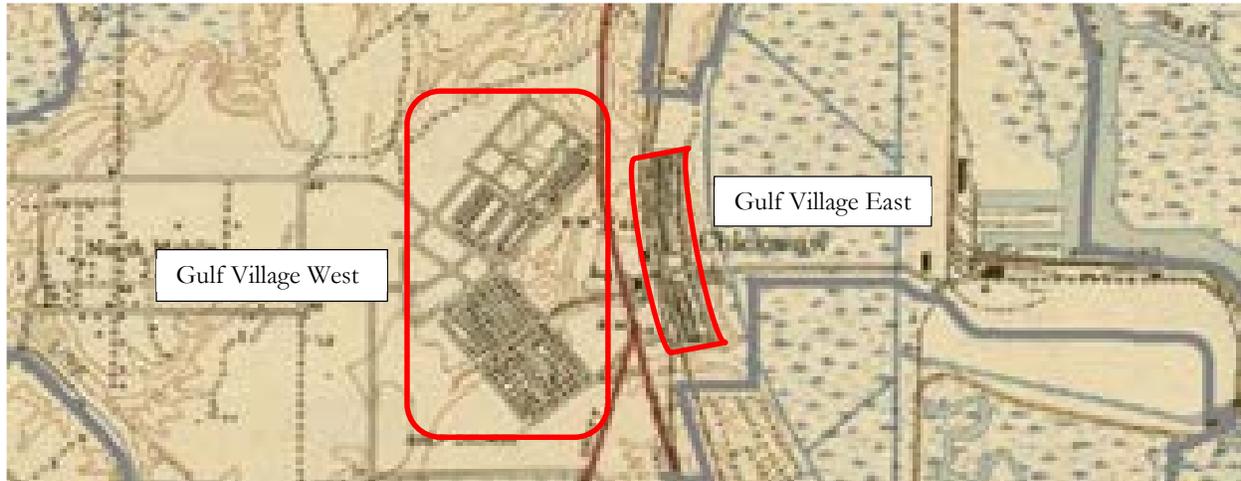
Source: U.S. Census Bureau

A Land Use Windshield Survey was conducted for this plan by the South Alabama Regional Planning Commission (SARPC). Upon review of housing conditions obtained through survey data, SARPC found that our city has a number of deteriorating homes. There are homes that show signs of physical, structural deterioration that classify the structure as unlivable. Our Code Enforcement Office is actively working to identify and address the issues with these structures. Additionally, our city should work with the County Consortium and other organizations to remove or restore these structures in order to eliminate unsafe and unsightly dwellings. Our city’s Code Enforcement Office should also be used to address issues pertaining to cleanliness and general upkeep of neighborhoods. Select neighborhoods in our city should organize to form Property Owner’s Associations and Neighborhood Watch Programs in order to sustain the safety of our community.

Older structures throughout our city may qualify for historic recognition with federal or state historical agencies when the structure is at least 50 years old and has maintained a significant portion of the historical structural integrity. More than 50% of our city’s housing stock could potentially qualify for historical preservation at this time. Most of these historical structures are located in our residential neighborhoods within the original platted city limits as shown in *Figure 3.1*. Regulations have relaxed a considerable amount in recent years, making housing rehabilitation easier than in the past.



Figure 3.1 Original Plat of Chickasaw, 1943



Source: U.S. Department of Interior Geological Survey (USGS), 1943

Our city is home to numerous historic structures and churches, including the Chickasaw Shipyard Village, which was built by the Chickasaw Shipbuilding Company, a division of the Tennessee Coal & Iron Company between 1914-1964. The Village was added to the National Register of Historic Places in 2002. Our community is fortunate to have its own Historic Preservation Society, where our volunteers generously give their time and talents to preserving Chickasaw’s past. The most recent architectural survey was conducted in 2004 by the *State Historic Preservation Office (SHPO)*, which is the *Alabama Historical Commission*, to identify qualifying structures. It is suggested that additional surveys be conducted by the Alabama Historical Commission on a routine basis to identify additional properties that could potentially be eligible for historic preservation. Additionally, our city’s Historic Society should coordinate with *SHPO* and federal agencies such as the *National Park Service* to apply for state and federal grants and tax incentives that are offered for historic preservation programs.

Type of Dwellings

According to 2007-2011 U.S. Census data estimates, our city’s housing supply consisted of approximately 83.3% 1-unit dwellings. *Table 3.2* illustrates the number and type of residential dwelling units in Chickasaw from the 2007-2011 American Community Survey (ACS) Estimates.

Table 3.2: Number and Type of Dwelling Units in Chickasaw, 2007-2011 Estimate

Type of Dwelling Units	Number	Percent
1-unit, detached	2,187	74.3
1-unit, attached	105	3.6
2 units	414	14.1
3 or 4 units	161	5.5
5 to 9 units	25	0.8
10 to 19 units	24	0.8
20 or more units	0	0.0
Mobile home	28	1.0
Boat, RV, van, etc.	0	0.0
Total housing units	2,944	100.0

Source: U.S. Census Bureau



Housing Tenure

Housing tenure data for a community can provide insight into the socio-economic status of an area as well as indicate what types of population live in a community. For example, a high concentration of renters can indicate an increased population of young singles and couples, where a high concentration of home owners indicates a more settled and mature population with families and children. Tenure data can also reflect the built housing stock as well. The Chickasaw Housing Authority, which formed in 1961, built 288 units of new public housing in 1967, all of which are still in operation today.

Data collected from our residents that participated in the Community Response Survey, shows that 71% own their homes, most of our city’s households are made up of 1-2 people, and the majority of our residents have lived in their homes for 5-15 years. *Figures 3.2 & 3.3* illustrate the tenure for our city’s housing units.

Figure 3.2: Chickasaw’s Housing Tenure, 2000

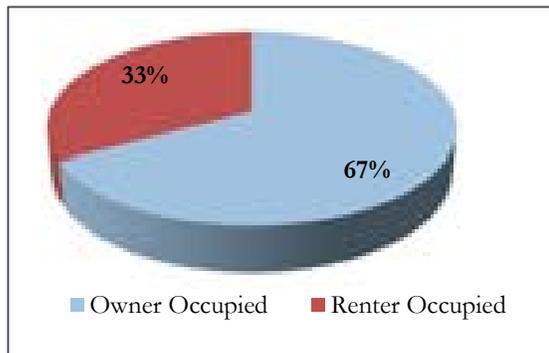
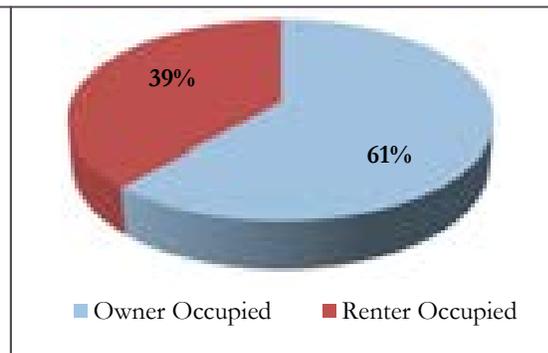


Figure 3.3: Chickasaw’s Housing Tenure, 2010



Source: U.S. Census Bureau

Occupancy & Vacancy Status

Occupancy and vacancy rates of a community’s housing stock can be influenced by many factors including the housing market, the economic climate of the region and housing trends such as insurance and property taxes. The vacancy status of a community can indicate areas in need of housing rehabilitation or neighborhoods in economic decline that are in need of stabilization. Increased vacancy rates over a period of time can indicate regional shifts in population and economic trends. A high housing vacancy rate is also associated with increased health and safety issues of neighborhoods including increased crime and homeless rates.



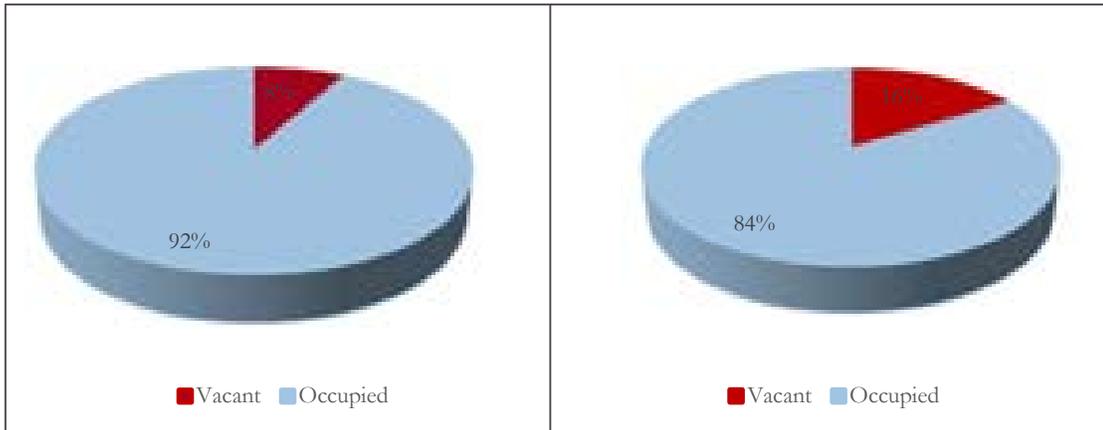
Housing markets with vacancy rates greater than 10% are at high risk of declining property values and threaten a community’s stability and quality of life. Our city’s Code Enforcement Office should be utilized to identify vacant structures that are dilapidated and deteriorating.

Our city should explore the idea of infilling vacant lots and empty buildings in our residential and commercial areas, converting them into uses such as duplex or cottage housing options, community gardens, open green spaces and city parks or splash pads. Additionally, we should promote strong, stable neighborhoods through the development of programs that encourage community involvement, making Chickasaw a safe community that offers a high quality of life and well being. Developing these practices will ensure that we stay competitive with neighboring municipalities for future housing demands.

Figures 3.4 & 3.5 illustrate the occupancy status for our city’s housing units in 2000 and 2010.

Figure 3.4: Chickasaw’s Housing Occupancy, 2000

Figure 3.5: Chickasaw’s Housing Occupancy, 2010



Source: U.S. Census Bureau

Source: U.S. Census Bureau



Figures 3.6 & 3.7 compare home occupancy percentages to racial groups in our city of Chickasaw for 2000 and 2010.

Figure 3.6: Chickasaw’s Housing by Race, 2000

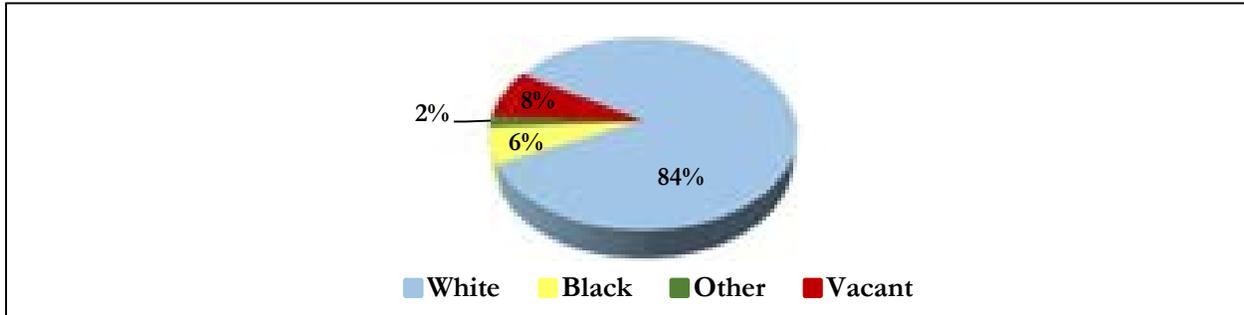
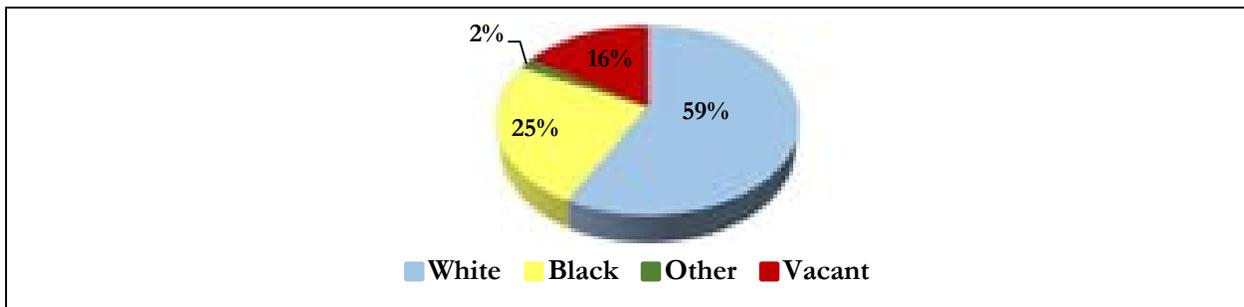


Figure 3.7: Chickasaw’s Housing by Race, 2010



Source: U.S. Census Bureau

Housing Values

The cost of housing in a community is influenced by many factors including the location to employment opportunities, recreational opportunities and transportation. The cost of housing within a community also influences the type of population that lives there. Table 3.3 illustrates Chickasaw’s estimated housing value statistics compared to adjacent area municipalities.

Table 3.3: 2007- 2011 Regional Housing Value Statistics for Chickasaw and Surrounding Communities

Municipality	Median Owner-Occupied Housing Values (\$)	Median Owner-Occupied Housing Monthly Mortgage (\$)	Median Renter-Occupied Monthly Rent (\$)
Chickasaw	82,200	908	627
Prichard	66,400	923	653
Saraland	125,400	1,165	719
Mobile	124,900	1,205	733

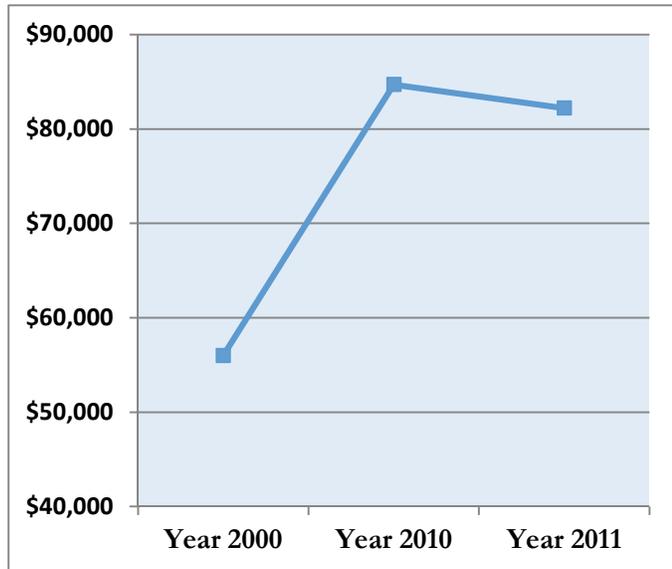
U.S Census Bureau



Figure 3.8 illustrates the steady increase in the value of owner-occupied housing units in our city from 2000 to 2010. In 2000 the median value of our homes was \$56,000 and by 2010, the estimated median value had increased to \$84,700, a substantial increase of 66% from 2000.

Table 3.4 illustrates the change in housing values within the our city between the 2007 and 2011 estimate. Our housing values became more distributed among the higher value ranges (\$100,000-\$199,999) during this time period. However, the largest portion of housing values remain in the \$50,000 to \$99,999 range.

Figure 3.8: Median Value of Owner-Occupied Housing Units in Chickasaw, 2000, 2010 & 2011



Source: U.S. Census Bureau, American Community Survey, 2007-2011

Table 3.4: 2007- 2011 Estimated Housing Values for Specified Owner Occupied Housing Units

Value (\$)	2011 Estimate
Less than \$50,000	14.2%
\$50,000 to \$99,999	58.4%
\$100,000 to \$149,999	17.6%
\$150,000 to \$199,999	6%
\$200,000 to \$299,999	2.8%
\$300,000 to \$499,999	1%
\$500,000 to \$999,999	0
Median (\$)	84,700

Source: U.S Census Bureau, American Community Survey, 2007-2011



Table 3.5 shows the change in monthly rent for specified renter-occupied housing units in our city between 2000 and 2010. Like our monthly mortgage costs, our renting costs have seen an increase. The table shows that while the percentage of rental costs within the middle range of \$500-\$699 have not changed much in the last ten years, the percentages of rental costs in the more expensive ranges of \$700-\$1,499, have increased significantly in our city.

Table 3.5: 2000 and 2010 Monthly Rent for Specified Renter-Occupied Housing Units in Chickasaw

Monthly Rent (\$)	2000	2010 Estimate
>100	2%	0%
\$100-\$299	30%	14%
\$300-\$499	35%	14%
\$500-\$699	24.5%	22.4%
\$700-\$899	5.4%	23%
\$900-1,499	2.2%	25%
\$1,500+	1.3%	2%
Median Rent (\$)	416	612

U.S Census Bureau, American Community Survey, 2007-

Affordable Housing

The availability of affordable housing is an issue that has received a considerable amount of attention over the past decade in our nation. It can be very difficult for a community to balance the need to provide affordable housing options for residents of all income groups while simultaneously attempting to manage growth at an appropriate level.

Housing markets are influenced by many factors including supply and demand, especially within a regional area. Due to mobility of the workforce, the access to Interstate 65 and Highway 43, and the willingness of people to commute to their jobs, our city will continue to appeal to families as a desirable place to live. The majority of our citizens who participated in our Community Response Survey overwhelmingly indicated the top reasons why they live in Chickasaw are due to the affordable housing costs our city provides and it’s convenient location to the Mobile metropolitan area.

The affordability of a community’s housing stock is based on a comparison of the household income to the median household income within the community. Households with the greatest potential need of requiring financial support for housing are those that are below 80% of the community’s median family income and paying more than 30% of gross income towards housing costs. While presently our city provides sufficient affordable housing, newer and/or improved affordable housing must be considered in order to provide for future growth.

Chickasaw Housing Authority

The Chickasaw Housing Authority (CHA) is located on 604 Dumont Street. The CHA was established during World War II to provide war housing for military personnel. Following the war, the property and 600+ apartments, known as Gulf Homes, were turned over to the Mobile Housing Board by the Public Housing Administration, known today as HUD. In the following years, CHA was formed and assumed ownership of Gulf Homes and by 1967, had built 288 units of new public housing, all of which are operational today. The goal of the CHA is to provide drug free, decent, safe and sanitary housing for eligible families and to provide opportunities to promote self-sufficiency and economic independence for residents, see *Figure 3.9*.

Figure 3.9: Chickasaw Housing Authority



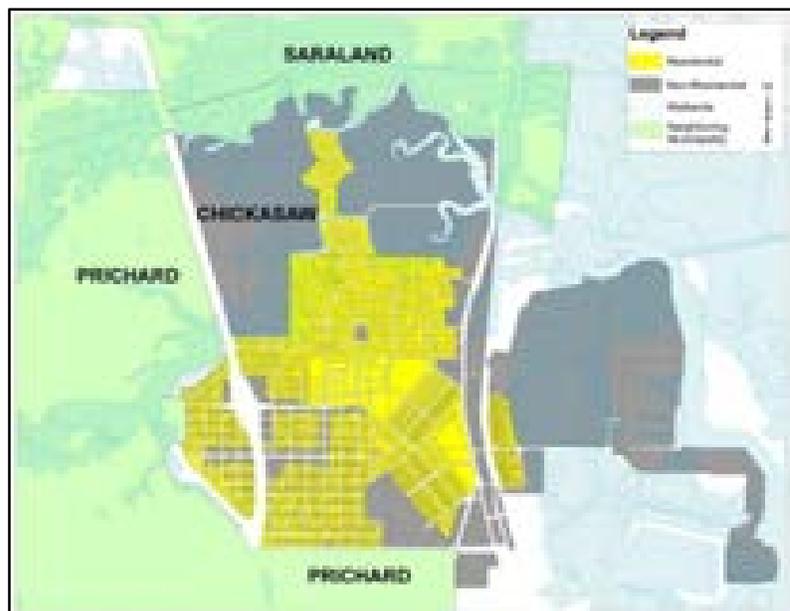
Source: SARPC

Projected Housing Needs

The majority of land that encompasses our corporate limits is classified as residential land use. *Figure 3.10* shows an illustration of our residential and non-residential land uses. The corporate limits of Chickasaw are entirely surrounded by wetlands and neighboring municipalities, creating a land-locked situation. Land parcels that contain wetlands will most likely never be developed due to federal restrictions that are in place for wetlands protection.

Our city should consider alternate ideas on how to manage and develop new housing growth, such as mixed-use housing, which allows for business and residential uses on the same parcel of land.

Figure 3.10: Chickasaw’s Residential and Non-Residential Land Uses, 2013



Source: SARPC



Other initiatives to consider are, using infill on vacant residential lots to develop duplexes or cottages as well as infilling empty building lots to develop community gardens, mini parks or pocket parks, and open green spaces. Additionally, when we are analyzing our future housing needs, we should consider the walking distances from our housing areas to business areas and other places such as schools, parks, and churches, in order to continue our efforts in developing a more walkable community. We should also consider implementing the development practices offered through the *Neighborhoods In Bloom (NiB)* Program in order to develop neighborhood stabilization. *Figure 3.11* is an illustration of one of the beautiful neighborhoods offered in Chickasaw.

Figure 3.11: Pirate's Cove Neighborhood in Chickasaw



Source: SARPC

Another option for future development is to establish high-rise housing complexes, such as apartments and condominiums, possibly near our waterfront. Due to the fact that our border is landlocked, growing upward and implementing mixed-use housing is a logical concept for the future development of our city. Apartments and other multi-family dwellings could infill the deteriorating or undeveloped areas of housing and provide an opportunity to recruit more citizens. By converting these problematic areas, our city will become more attractive to young families and retirees, provide stable neighborhoods, which can help solve the ongoing issues with vacant property and abandoned buildings.

The U.S. Department of Housing and Urban Development (HUD), offers programs such as *S.M.A.R.T. (Safe, Mixed-Income, Accessible, Reasonably-Priced, Transit-Oriented)*. This housing policy initiative not only encourages smart growth, it stimulates development of affordable renter- and owner-occupied housing. Our city should research this and other programs offered through HUD to develop a Neighborhood Plan to sustain our neighborhoods and redevelop areas that are in need of improvement.

Moreover, we should revise and amend our zoning ordinance in order to provide our city with the opportunity to establish newer and more adequate multi-family housing and establish a new *Mixed-Use* zoning category.



Community Goals

The following is a list of issues that were identified in part by our citizens through the Chickasaw Community Response Survey, which was conducted by the Chickasaw Planning Commission and the South Alabama Regional Planning Commission (SARPC) in January 2013. The goals listed are items that our city is addressing or will address and strive to accomplish in the future.

- Offer incentives that encourage home ownership and decrease the number of rental properties.
- Work with Landlords on maintaining the upkeep and appearance of rental units.
- Establish upscale apartments to draw younger working families to area.
- Explore solutions to the issues associated with dilapidated buildings and homes throughout our city and offer options for redevelopment of vacant properties.
- Develop mid-rise apartments on waterfront.
- Protect wetlands and other natural resources from contamination, encroachment or destruction due to development.
- Preserve historic structures and explore ways to identify and expose the historical elements that Chickasaw offers.
- Establish Neighborhood Watch Programs and Home Owners Associations in selected neighborhoods to develop covenants that address resident compliance issues.
- Address problems with neighborhood and city-wide cleanliness through our Code Enforcement Office.
- Ensure safe neighborhoods around schools where our families will feel comfortable having their children walk to school.

Recommendations

- Apply for housing grants from the *Homes Grant Program*, available through the Mobile County Consortium to restore deteriorating structures and remove dilapidated structures through Code Enforcement.
- Provide/encourage the use of infill for redevelopment opportunities in residential locations and commercial areas to provide duplexes, cottages, community gardens and open spaces.
- Develop waterfront homes and mid-rise apartments on undeveloped or deteriorating waterfront property.
- Revise our city's Zoning Ordinance to establish minimum and maximum height requirements to allow for high-rise, upscale apartments or condos.
- Establish a new *Mixed-Use* zoning category in our city's Zoning Ordinance and zoning map to create additional housing and business opportunities.



- Develop practices that will ensure Chickasaw to be a competitive housing market.
- Expand the establishment of historical designations of housing stock in efforts to preserve the history and character of Chickasaw's older homes.
- Work with Code Enforcement to establish high property value by decreasing the current vacancy rate through demolition or redevelopment of vacant properties.
- Reinvest in our strong traditional neighborhoods by identifying available infill sites for new homes, duplexes and town homes to attract young families, empty-nesters, and retirees.
- Work to encourage new housing development adjacent to existing neighborhoods, in walking distance of schools and with patterns of development like grid streets, sidewalks, alleys, lanes and neighborhood parks, that reinforce our distinct small town character.
- Encourage a variety of housing options with a wide range of sizes and prices, particularly close to schools, churches and recreation to create a more walkable community.
- Coordinate with the local *State Historic Preservation Office (SHPO)* to schedule routine architectural surveys to identify additional structures in our city that would qualify for historic preservation and to apply for grants and tax incentives offered through state historic preservation programs.
- Seek funding through the *National Park Service* for historic preservation research grants.
- Adopt a housing policy initiative offered through HUD's (Housing and Urban Development) S.M.A.R.T. (Safe, Mixed-Income, Accessible, Reasonably-Priced, Transit-Oriented) program to encourage smart growth and affordable housing throughout our city.
- Implement the *Neighborhoods In Bloom (NiB)* Program to encourage home ownership.
- Form a Historic Commission to explore opportunities for grants and incentives for historic preservation.
- Encourage community investment by forming neighborhood organizations and homeowner associations.
- Establish a revolving loan fund that offers microcredit loans to provide incentives for renters to buy.
- Evaluate and modify current business license terminology to place responsibility of rental property upkeep on landlords and enforce fines on landlords.
- Organize a Welcoming or Hospitality Committee with the City's Women's Club



Transportation

All residents and businesses of a community depend on the transportation network to connect to each other and to their region. The type, quality and location of these transportation networks are key components that influence the quality of life and a sustainable local economy.



Our city of Chickasaw is located in an exceptionally prime location, providing easy access to regional jobs and services through its local transportation network. Our city encompasses almost every mode of transportation, providing access to interstates, highways, streets, railroads, water corridors, sidewalks, signage, lighting, parking and traffic signalization. This chapter identifies and evaluates the current elements of our transportation system as it relates to traffic flow and connectivity of land uses. It also examines alternative means of transportation that are available, including recreational and short-distance transportation alternatives, such as trails and sidewalks. Lastly, recommendations and strategies are proposed to accomplish community identified transportation needs and address problems and deficiencies in our current transportation network.

Road Access

We are a small city with a diverse amount of transportation routes encompassing and bordering our community. Interstate 65 is located along the western side of the city, and running along the east side of Chickasaw is U.S. Highway 43, a principle arterial road. These two roads experience large amounts of traffic on a daily basis with traffic going to numerous destinations. Interstate 65 provides a quick means of travel for our citizens who need to travel south into Mobile or north to the industrial sites located in the northern portion of Mobile County. Within our city is Lee Street and South Craft Highway which are minor arterial roads. There are also three urban collector roads within our municipality that consist of Grant Street, Viaduct Road and Iroquois Street.

Road Classifications & Volumes

The functional classification system used by the Alabama Department of Transportation (ALDOT) separates streets by a hierarchical system based on street function. The classes of roadways in Chickasaw range from Interstate to local streets.



Interstates

Interstates are limited access roadways designed to carry significant high-speed, long-distance traffic. These roadways also function as freight and commerce transportation corridors. A portion of Interstate 65 is located along the western border of our community. An additional interstate interchange or access road may be needed along this border to accommodate future growth and development. When improvements are necessary to this roadway, substantial state and federal funding is available through the *Alabama Department of Transportation's (ALDOT) Industrial Access Grants* and the *Federal Highway Department*.

Principal Arterials

Principal Arterials serve the major centers of activity, have the highest local traffic volumes and carry the major portion of trips entering and leaving our area. Most Principal Arterials are fully or partially controlled access facilities. When improvements are necessary, substantial federal funding is available. U.S. Highway 43 is classified as this type of roadway and a portion of this highway runs along the eastern border of our city.

Minor Arterials

Minor Arterials interconnect with the Urban Principal Arterial system and provides for trips of moderate length at a somewhat lower level of travel than Principal Arterials. This roadway distributes travel to geographic areas smaller than those identified with the higher roadway system. Lee Street, Thompson Boulevard and Delaware Avenue are part of the minor arterial network of our city, see *Figure 4.1*. South Craft Highway is also a minor arterial road, which branches off from U.S. Highway 43 in the southern part of our municipality, continuing south.

Figure 4.1: West Lee Street in Chickasaw



Source: SARPC

Urban Collectors

Urban Collectors provide land access service and traffic circulation for residential neighborhoods, commercial and industrial areas. They differ from the arterial system in that collectors may penetrate residential neighborhoods, distributing trips from the arterials through neighborhoods to



the ultimate destination. Collector streets also collect traffic from our local streets, channeling traffic to the arterial system. The Urban Collectors in Chickasaw include Iroquois Street, Viaduct Street and Grant Street.

Local Roads

Local Roads are all roads that are not in the higher roadway system. They generally carry low volumes of traffic and serve primarily to provide direct access to abutting land and to higher order systems. These roadways offer the lowest level of mobility and through traffic movement is usually discouraged. The majority of our streets in Chickasaw are classified as Local Roads. They serve residential areas and connect neighborhoods to commercial area. Most of our Local Roads are in good to fair condition with some in need of minimal repairs. Most repairs include typical patching and drainage improvements to address flood prone areas. Improvements have been made to many of our existing stop signs and street signs throughout our city. We will continue our efforts in replacing and updating any other needed signage in the future.

Average Daily Traffic Volumes

Average daily traffic counts for our city were obtained from the *Alabama Department of Transportation (ALDOT)*. *Table 4.1* illustrates six ALDOT traffic count locations from 2007 – 2011. These counts represent average daily traffic volumes at particular locations within our city’s corporate limits, including one counter located south of our city limits and one counter located north of our city limits on U.S. Highway 43, see map in *Figure 4.2*.

The table also identifies the roadways’ Level of Service (LOS) rating. ALDOT assigns volume capacities to roadways in order to determine the performance of a transportation facility within a network. Daily traffic volumes are assessed to determine the road’s LOS rating. There are six LOS categories, A through F, with A being the least congested and most desirable, and F being the most congested and least desirable. A review of this model determined that the City of Chickasaw’s transportation corridors are currently operating at a LOS of A and C.

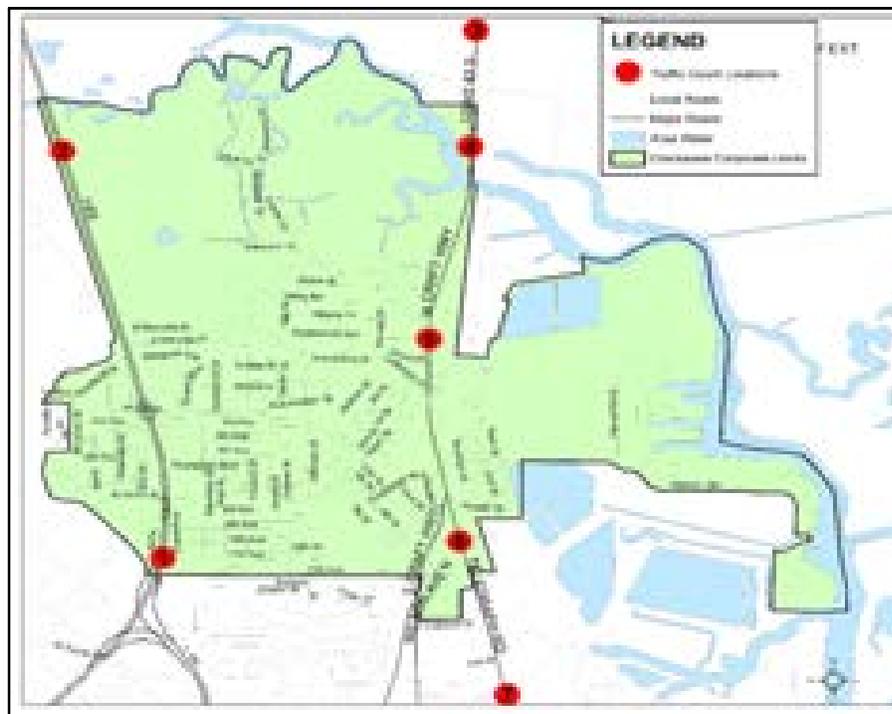


Table 4.1: Historical Average Daily Traffic Counts on State and U.S. Roadways in the City of Chickasaw 2007-2011

	Traffic Counter Location	2007	2008	2009	2010	2011	% Increase 2007- 2010	LOS
1	I-65, 0.3 mi. north of I-165 interchange	67,800	64,480	65,190	65,320	64,670	-4.6%	C
2	I-65, 1.3 mi. north of Lee Street exit	63,490	60,380	61,040	61,160	60,550	-4.6%	C
3	Hwy 43, 0.6 mi. north of Chickasaw Creek bridge	13,060	11,230	11,420	11,470	11,190	-14.3%	A
4	Hwy 43, 0.2 mi. north of Chickasaw Creek bridge	12,700	11,230	11,420	11,470	11,360	-10.5%	A
5	Hwy 43 at Myrtlewood Ave.	10,910	9,600	9,760	10,750	10,588	-3%	A
6	Telegraph Rd., 0.12 mi. south of Craft Hwy. intersection	N/A	N/A	N/A	N/A	7,300	N/A	A
7	Telegraph Road, 0.5 mi. south of Chickasaw city limits	6,880	6,100	6,200	6,180	6,087	-11.6%	A

Source: Alabama Department of Transportation (ALDOT)

Figure 4.2: Traffic Count Locations



Source: SARPC

Descriptions of the different types of LOS are shown in *Table 4.2*. It should be noted that the Level of Service ratings do not take into account driver perception. Perception of a driver is a critical factor in determining whether or not a roadway is functioning properly. If a driver perceives that there are unnecessary delays or that a roadway is overcrowded, then that roadway is not operating at an adequate LOS.



Table 4.2: Level of Service (LOS) for the City of Chickasaw, 2010

A	Highest LOS which describes primarily free-flow traffic operations at average travel speeds. Vehicles are completely unimpeded in their ability to maneuver within the traffic stream. Stopped delay at intersections is minimal.
B	Represents reasonable unimpeded traffic flow operations at average travel speeds. The ability to maneuver within the traffic stream is only slightly restricted and stopped delays are not bothersome. Drivers are not generally subjected to appreciable tension.
C	Represents stable traffic flow operations. However, ability to maneuver and change lanes may be more restricted than LOS B and long queues and/or adverse signal coordination may contribute to lower average travel speeds. Motorists will experience noticeable tension while driving.
D	Borders on a range in which small increases in traffic flow may cause substantial increase in approach delay and, hence, decreases speed. This may be due to adverse signal progression, high signal density, extensive queuing at critical intersections, and inappropriate signal timing.
E	This is the beginning of an inadequate network, with long queues causing excessive delays.
F	This represents traffic flow characterized at extremely low speeds. Intersection congestion is likely at critical signalized locations, with high approach delays resulting in more traffic demands than signal capacity

Source: ALDOT

Comparing maximum roadway capacities with actual volumes did not identify any current problems on Highway 43, however, there are significant issues with speeding and safety that should be addressed by our City. Responses gathered from our Community Response Survey indicate that there is a need to enforce slower traffic on Highway 43 and provide pedestrians a safer way to cross this busy roadway. Our city should coordinate with the *Alabama Department of Transportation (ALDOT)* to investigate solutions to these problems.

Public Transit

The City of Mobile’s Wave Transit System provides public transit in our community. There is a bus stop near the What-a-Burger on the east side of Highway 43 in the southern part of our city. This stop is displayed on our city’s Existing Transportation Map in *Figure 4.10*. This is the only Wave bus stop located within our city limits and it is the furthest north destination for Wave Bus Route 10. This route distributes passengers throughout Prichard and Mobile with its furthest south destination being Bel-Air Mall along Airport Boulevard in Mobile. While this single stop provides transportation to our citizens in the area, it’s location along the east side of U.S. Highway 43, requires most of our citizens to travel quite a distance across town and cross over Highway 43 to reach the bus stop. We should coordinate with Wave Transit to address and implement improvements needed to our public transit system, including the designation and construction of



several bus stop locations to identify transit access points of pick-up and delivery. Amenities needed at these bus stops include adequate signage for identification and bus schedule, street furniture to accommodate waiting pedestrians, and trees and vegetation for shade and aesthetics.

Water Access

William Brooks Park

There is one public water access point within our city limits, located at William Brooks Park, see *Figure 4.3*. The landing provides a boat/kayak/canoe launch and docks for our citizens and visitors to utilize. It serves Chickasaw Creek, which is one of only two waterways in our area that has direct access to the Mobile-Tensaw River Delta, which eventually leads to the Gulf of Mexico. Chickasaw Creek flowing northwest connects to Chickasabogue Creek, which has recently become the newest addition to the Alabama Scenic River Trail, a formal Blueway Trail offering 3000 miles of accessible waterways with amenities and campsites for kayaks, canoes and motorboats.

Figure 4.3: Brooks Park Landing Boat Launch



Source: City of Chickasaw

Chickasabogue Creek/Ron Jones Paddle Trail

Chickasaw or Chickasabogue Creek serves as the northern border of our city and provides water access to the Mobile-Tensaw Delta, Mobile Bay and the Gulf of Mexico. Our city is one of the few communities in the area with direct accessibility to these popular waterways, making Chickasaw a very attractive city in which to reside.

The Creek is part of the Alabama Scenic River Trail, a National Recreation Trail that flows throughout the entire state of Alabama for approximately 631 miles. This portion of the trail, named the Ron Jones Paddle Trail, after the county's former Parks and Wildlife Manager, is a two-mile stretch of river from Chickasabogue Park in Eight Mile to William Brooks Park in Chickasaw,



see *Figure 4.4*. New signage is posted along the route to ease the way for paddlers as they navigate throughout the twists and turns of the trail and kiosks are stationed at both ends of the trail that feature maps and interpretive panels. The Trail is featured on the state register and website, which draws locals and tourists to the area and promotes eco-tourism, economic development and quality of life. Being part of the Alabama Scenic River Trail benefits our area by providing advertising and exposure to our waterways and our city.

Figure 4.4: Chickasabogue Creek/Ron Jones Paddle



Source: SARPC

Port of Chickasaw

Our city is home to its own deep water, industrial port, the Mobile-Chickasaw Port Facility, Pier A. It is the second largest port in Alabama and serves as a United States port facility located in the Chickasaw Creek waterway, see *Figure 4.5*. The facility is independently owned and currently operates at almost 100% capacity. It is an industrial zone that is part of the port area of Mobile, which runs through Mobile and Baldwin counties and home to at least 11 privately owned industrial businesses, including barge manufacturing and rehabilitation, towing companies, oil and fuel facilities, chemical manufacturing and a loading terminal for ships. Port businesses are involved in shipbuilding and repair, steel fabrication, fuel oil, biodiesel, asphalt production, vacuum gas oil, ethanol, various petroleum products, and timber, specializing in the receipt and shipment of conventional and containerized general cargo in foreign and domestic trade; receipt of lumber; and shipment of dry-bulk materials by barge. It contains 10 berths with a berthing distance of 200

meters and can support vessels up to 600 feet in length.

Figure 4.5: Port of Chickasaw



Source: City of Chickasaw

The Port of Chickasaw Consortium was formed in January of 2009 as a project of the Chickasaw Industrial Development Board for the purpose of creating a strong link between the port of Chickasaw businesses and the city of Chickasaw.



The consortium members include the 11 private businesses based at the port, plus the Chickasaw Industrial Development Board. The group meets quarterly at the Chickasaw Civic Center to discuss issues, concerns, recommendations and topics related to the port, such as traffic, port security grant opportunities, road and bridge improvements and facility safety. The port of Chickasaw has the largest area of available land in the Mobile port area and constitutes a major industrial development area for Chickasaw's revenue base and economic growth. Chickasaw business leaders and city officials are working to capitalize on this important resource.

Walking and Bike Paths

Chickasaw offers several walking trails and foot paths to our residents and visitors for recreation and exercise. The trails at William Brooks Park and C.E. Burrell Park are constantly utilized by our residents, indicating that our community appreciates and needs these services. Additionally, respondents from our Community Survey overwhelmingly stated that both parks were their favorite places in Chickasaw. Brooks Park, see *Figure 4.6*, offers an elevated boardwalk system with four trailheads and provides walking trails on the banks of Chickasaw Creek. C.E. Burrell Park provides a flat, foot path/walking trail that winds throughout a residential neighborhood, complete with benches and bridges to provide hours of enjoyment and exercise.

Figure 4.6: Walking Trail at Brooks Park



Source: SAPRC

Currently our city does not provide bike lanes on our city streets or any bicycle trails. Responses from our community's survey indicate there is a need for these services and that our residents would like to have them available. In keeping with our city's efforts to encourage and support physical activity, we should consider adding bike lanes along our local streets to provide cyclists a safe mode of transportation. Additionally, we should coordinate with the *Adventure Cycling Association* to develop a bike trail in our city that connects into their existing Underground Railroad Bicycling Trail, a well-known bike trail among cycling enthusiasts. This trail originates in the Mobile-Tensaw Delta near Chickasaw and expansion would bring more eco-tourism and outdoor recreation opportunities to our area.

Sidewalk Streets

We are unique in being one of only two communities in the country that contain an inner sidewalk system, which is defined as *Sidewalk Streets*, see *Figure 4.7*. This type of neighborhood design is found in our Historic Shipyard East and West Villages, which were developed in the early part of the 1900's to provide housing for shipyard employees. This distinct settlement design was constructed in a grid pattern with houses facing a common sidewalk which runs the length of the block, with alleys running along the back side of the houses, which enables the construction of more houses on less acres of land. Coal and ice were once delivered to these alleys and today, they are used for service vehicles and rear parking access. The compact nature of our neighborhoods, along with the heavy tree canopy creates a walkable environment especially suited for the pedestrian.

Figure 4.7: Sidewalk Streets in Chickasaw



Source: Catt Sirten

Sidewalks

Sidewalks are a common feature in most communities. In addition to providing a pedestrian network, sidewalks serve as meeting places for friends and neighbors; play areas for children, retail display areas and settings for special events. They create walkable communities and promote interaction amongst neighbors. Upon review of our recent community survey, it is evident that our city is in need of improvements and implementation of pedestrian access. The condition and location of sidewalks in Chickasaw is especially a concern as our population is made up of many older citizens and young children who need sidewalks in their neighborhoods to travel throughout our community. Our city has been the recipient of several grants awarded through the *Transportation Alternatives Program (TAP)* from the *Alabama Department of Transportation (ALDOT)* to construct sidewalks throughout our community and will continue to seek funding from state and federal agencies for future sidewalk projects. One such project is the new sidewalks that have been installed from Lee Street to Chieftain Way (12th Avenue), connecting more of our city's neighborhoods to our school. The need exists for additional sidewalks to be constructed and existing sidewalks to be repaired in numerous areas throughout our city. Sidewalk maintenance comments received from our survey are being addressed to ensure that our sidewalks are in good condition for pedestrian safety. Our city has an ongoing project to retrofit existing curb and gutters in the construction of wheelchair accessible ramps that are American Disabilities Act (ADA) compliant.



Gateways

Each roadway that enters a city is essentially an opportunity to create an entry point or gateway, which provides the all-important “first impression” of the city and establishes a strong sense of civic identity for the community. Gateways provide a way to present a reflection of who the community is and the environment it provides to all who pass by. Gateways are also an important part of distinguishing a municipality from its neighboring communities. A gateway exiting the city is as equally important as a gateway entering the city, to give the motorist a sense of recognition and to reinforce the message that the city appreciates their visit and welcomes them back soon. We have four main entrances into our city. One is located at I-65 and Lee Street, two are located at the north and south municipal limits of our city, along U.S. Highway 43, and the fourth is found at the intersection of Grant Street and Highway 43. There are currently welcome signs in place at these locations; however, comments received from our Community Survey indicate that the majority of our residents believe we are in need of improved and updated gateways at some of these locations, see *Figure 4.8*. We should consider installing new signage, along with landscaping and ornamental lighting at these locations to provide a positive first impression into our city.. More detailed information regarding gateways is discussed in the Community Design chapter of this Comprehensive Plan.

Figure 4.8: Gateway on Highway 43



Source: SAPRC

Alleyways

Our city is unique in our neighborhood design due to the arrangement of alleyways throughout some parts of our community. This design feature is often found in older urban developments much like Chickasaw, to serve as an access road in the rear of the house for deliveries, such as coal back in the day. They also serve as a service road to allow for utility vehicles, fire engines and parking. Statistics from Alabama Power Company indicate that Chickasaw has more lumens per population than any other city in Alabama. However, our city should address the comments received from our survey regarding adequate lighting in the alleys, and evaluate areas where additional lighting may be needed.



Alabama Coastal Birding Trail

Our city of Chickasaw is home to the Eastern Shore, Mobile Bay Causeway and Blakeley Island Loop portion of the *Alabama Coastal Birding Trail (ACBT)*. The Loop trail is managed by our city and features numerous picnic pavilions, trails, piers and a boardwalk system that offers an easy walk that accesses a viewing pavilion. The trails pass through a variety of habitats ranging from mixed pine-hardwood uplands to forested bottomlands. The Alabama Coastal Birding Trail is a birder's paradise offering bird enthusiasts an opportunity to view and enjoy a high diversity of bird species representative of Alabama's Gulf Coast such as:

- ❖ Hummingbird (Summer & Winter Population)
- ❖ Common Yellowthroat
- ❖ Owl (multiple species)
- ❖ Mockingbird
- ❖ Great Blue Heron
- ❖ Osprey
- ❖ Summer Tanager
- ❖ Red-Winged Blackbird
- ❖ Prothonotary Warbler
- ❖ Woodpeckers (numerous varieties)
- ❖ Crane
- ❖ Snowy Egret

Birding is a huge economic facilitator that promotes eco-tourism and attracts visitors and naturalists who support conservation efforts and who help build a strong lobby for carefully managed development, see *Figure 4.9*.

Figure 4.9: Osprey Nesting in Chickasaw



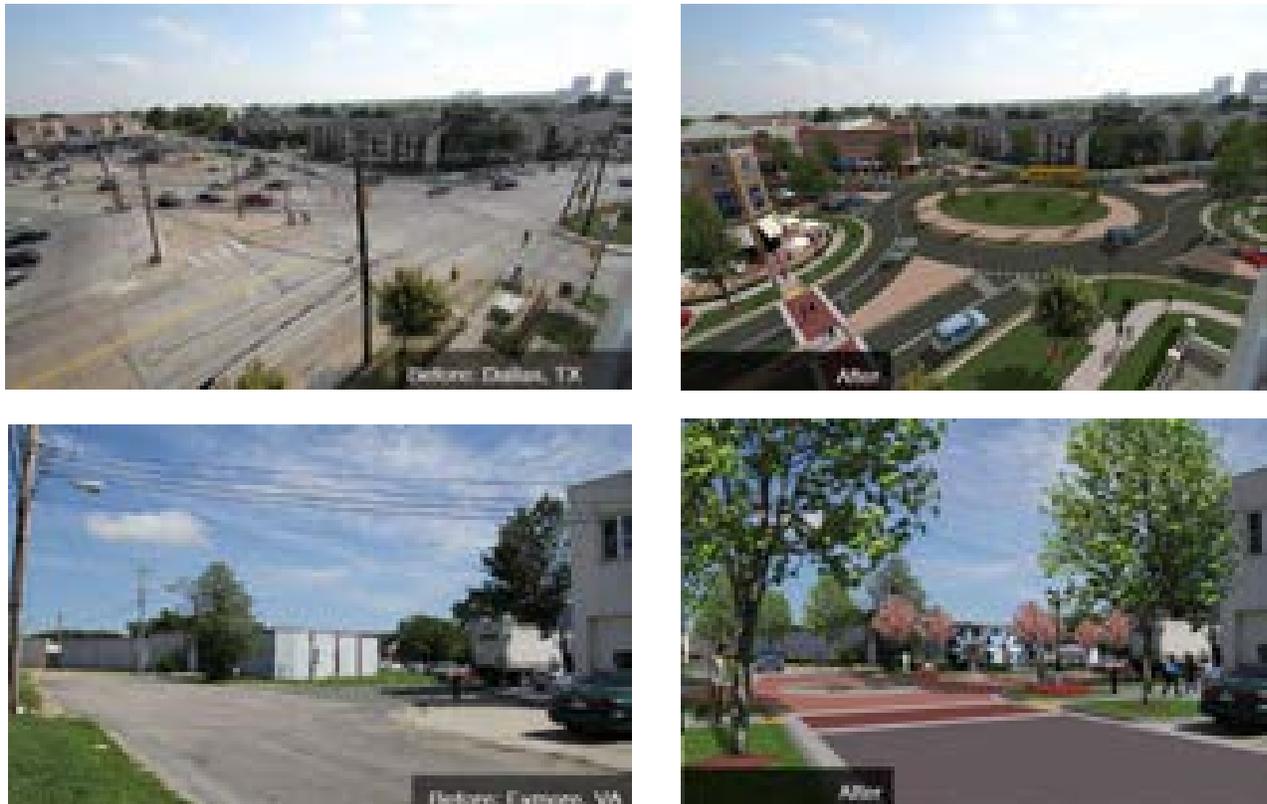
Source: N. McShae

Future Projects

Walkable Communities

We have a wide range of architectural styles and building types in our community that are nestled within tree-shaded canopies. The historic design pattern and the compact nature of our neighborhoods create a small town atmosphere that we should preserve and not lose sight of. To maintain the feeling and charm of our community, we should make efforts to become a more walkable community in order to promote interaction between neighbors and create a higher quality of life. Our city should consider organizing with groups such as the *Walkable and Livable Communities Institute* and the *American Association of Retired Persons (AARP)*, who have helped many cities improve pedestrian transportation through designing efficient walkability throughout their respective towns. Through their plan of providing efficient pedestrian transportation throughout numerous communities nationwide, it is claimed that cities' health, property values, and overall well-being could greatly benefit from these plans. *AARP* will provide walkability assessments of communities upon request. *Figure 4.10* is an illustration developed by the Walkable and Livable Communities Institute showing the before and after condition of two separate communities when implementing their practices.

Figure 4.10: Walkable Communities Illustration



Source: Walkable and Livable Communities Institute

See Figure 4.11 for a map of our city's transportation network, showing the existing transportation functional classifications and the Wave Transit Bus Stop.

Figure 4.11: Existing Transportation Network, City of Chickasaw, 2010



Source: South Alabama Regional Planning Commission/ALDOT

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Streetscaping

Streetscaping includes street furniture, lamp post lighting, trees and vegetation, signage, curbing, paving materials, awnings and canopies, and other aesthetically pleasing corridor improvements. A successful streetscape provides visual interest, and creates social meeting places for community interaction. Creating the streetscaping infrastructure along Highway 43 and West Lee Street will encourage the development of a small downtown area with shops and eateries to serve our residents. Efforts to establish streetscaping by our city can be accomplished with various sources of federal, state, and local grant funds. Our city has been awarded a grant to revitalize Lee Street with some of the improvements mentioned in this section.

Complete Streets

Complete Streets is a design concept that provides vehicular lanes, bike lanes, sidewalks, street parking, as well as aesthetics. Our city will greatly benefit from these uses as well as add an aesthetic feel to our community by developing *Complete Streets*. Our city will also benefit from these pedestrian paths as they provide more opportunity for exercise through jogging and biking as well as provide safety by keeping the biker/pedestrian protected from motorist by way of wide medians and curbs, see *Figures 4.12 & 4.13*.

Figure 4.12: Complete Street



Source: calmstreetsboston.blogspot.com

Figure 4.13: Complete Streets- Before and After Example



Source: SARPC & smartcoast.org



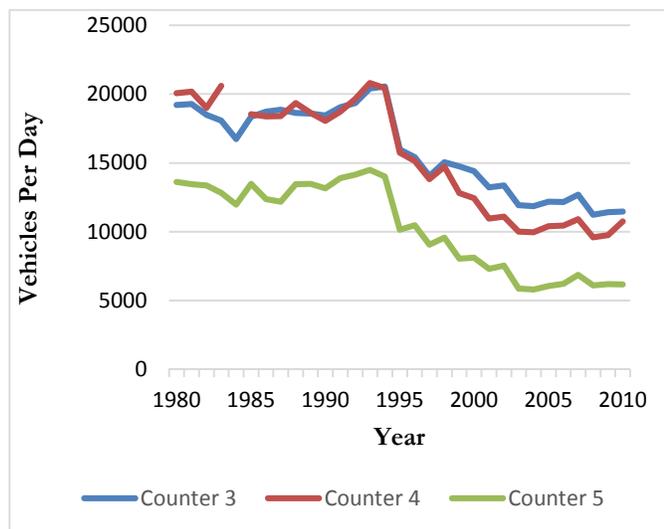
Chickasaw has adopted a *Complete Streets* resolution and is recognized as the first municipality in Mobile County to do so. We should continue implementing this design system on additional streets throughout our community to satisfy the needs and suggestions of our citizens. Funding resources are available through private foundations such as *The Bedsole Foundation*, as they are focused on helping communities to become healthier by funding numerous types of outdoor recreation services and equipment, including walking and biking trails. Additionally, the state offers funding through their *Transportation Alternatives Program (TAP)*, which include the *Alabama General TAP* fund and the *Mobile Urban TAP* fund.

Parkways

Transitioning Highway 43 and/or Craft Highway into “*Chickasaw Parkway*” will transform our city into a marketable address for future business developments. Parkways offer many community-friendly features such as: slowing traffic flow, offering a more scenic and aesthetically pleasing atmosphere compared to highways, and providing landscaped medians, sidewalks, bike lanes, decorated advertisement, and lighting among other variables that create a sense of place.

The number of vehicles that utilize State Highway 43 has dramatically declined since 1995, making the roadway a prime candidate for the *Complete Streets* concept. Craft Highway and Telegraph Road have the potential to be transformed into beautiful parkways as well, which would encourage motorists to stop, shop and spend time in our city. See *Figure 4.14* for ALDOT traffic counts and number of vehicles traveling the Highway per day. Survey results show that more than 75% of our citizens would support new landscaping, architecture, and overall appearance upgrades to U.S. Highway 43. Additionally, we should address the fencing along the I-65 overpasses that reduce the welcoming and aesthetic scenery of our city. A redesigned structure that provides pedestrian safety along with creative architecture for our two interstate overpasses, would be eye-catching and attract interstate travelers to our city. See *Figure 4.15* for an example of an improved overpass design.

Figure 4.14: Traffic Counts on Highway 43, 1980-2010



Source: SARPC/ALDOT



Figure 4.15: Improved Overpass Design



Source: Kelowna.com

vehicle speeds and reducing the number of lanes pedestrians have to cross. Additionally, they provide a refuge island to break the pedestrian crossing into two halves, so pedestrians only have to contend with vehicles approaching in one direction at a time, which results in fewer pedestrian crashes. We may want to consider replacing some of the troublesome intersections and roadways in our city where speeding is a problem with either of these alternatives to control traffic.

Traffic Circles & Roundabouts

Traffic circles and roundabouts can safely and effectively control traffic at many types of intersections, while also enhancing a community's aesthetics. They are an alternative to other types of intersection traffic controls, such as stop signs or traffic signals. They include a large circular island in the center of the intersection and yield signs on each approaching entrance. See Figures 4.16 & 4.17 for an illustration of each.

Modern roundabouts and traffic circles provide a safer environment for pedestrians by slowing

Figure 4.16: Neighborhood Traffic Circle



Source: kirklandviews.com

Figure 4.17: Roundabout



Source: dmv.ny.gov

Traffic Circles

Traffic circles are typically used in residential neighborhoods on collector streets with little traffic to slow vehicle speeds, calm traffic for pedestrians and reduce accidents. They are normally not designed to accommodate larger vehicles and are not considered ideal for use at a school crossing location. Traffic circles typically have less of an impact on emergency vehicles than speed humps or



speed tables, and can add to the aesthetics of the street. See the *Future Transportation Map* in *Figure 4.22* for the suggested locations of the proposed traffic circles and roundabouts.

Roundabouts

Roundabouts are usually larger than traffic circles and are an effective means of traffic control and pedestrian safety. They are designed to accommodate vehicles of all sizes, including emergency vehicles, buses, and truck and trailer combinations. Compared to signalized intersections, studies show that roundabouts reduce injury crashes by 75 percent and traffic fatalities by 90 percent. They also increase intersection traffic capacity by 30 percent, with fewer delays for vehicles and pedestrians. Another benefit of roundabouts is that they are cost effective, providing lower annual maintenance costs and life-cycle replacement costs, as well as lower crash and fuel costs.

Birding Trails & Elevated Boardwalks

Our city is unique due to its abundance of wetlands in the region. Wetlands attract visitors such as birders and naturalists who support conservation efforts and who help build a strong lobby for carefully managed development. Elevated boardwalks are an environmentally friendly way to provide community walking and birding trails and they can be constructed in wetland areas that prohibit any other type of construction, allowing for this space to be utilized. Additional boardwalks and wetland trail systems in our community could serve as a great source of pedestrian transportation and exercise routes for our citizens as well as provide for scenic tourism and economic development opportunities. Options should be explored to protect our city's wetland ecosystems and other natural resources as a means to manage development and maintain the natural environment, as suggested by Auburn Design Studio. *Figure 4.18* shows an example of such boardwalk structures that can be constructed within a protected wildlife habitat for conservation purposes. These trails could be constructed in areas near our port and around Chickasabogue Creek and serve our community as an environmental tool for revenue that takes advantage of our municipality's vast system of wetlands that restricts many types of development.

Figure 4.18: Elevated Boardwalk Over Wetlands



Source: Auburn Design Studio



Alabama Scenic River Trail & The Bartram Canoe Trail

Our city's prime location with convenient waterfront access provides many recreational and tourism opportunities that have the potential to bring new visitors and economic development to our community. Our northern border of Chickasabogue Creek is in close proximity to many popular aquatic trails, including the Alabama Scenic River Trail and The Bartram Canoe Trail. We should coordinate with the *Alabama Department of Conservation and Natural Resources (ADCNR)* to connect Chickasabogue Creek to these two popular waterway systems to expand our existing kayak/canoe/boating trails, attracting more boating enthusiasts and providing more outdoor recreational opportunities to our area.

Wave Transit Bus Stops

The Wave Transit System currently provides one bus stop location in Chickasaw. Additional bus stops with covered canopies are needed throughout our community to accommodate the needs of our citizens. The new bus stops should include a bench for waiting passengers and a covered canopy to provide shelter and safety from the elements. Coordination is needed with the *Wave Transit System* to seek funding for the development of these new bus stops. See the *Future Transportation Map* in *Figure 4.22* for the suggested locations of the new bus stops.

Gateways

New and updated entry gateways are needed at the main entrances into Chickasaw along our more prominent roadways. These new entry points should include decorative lighting and landscaping. We should apply for signage improvement grants offered through the *Mobile County Consortium* to construct and install these gateways. See the *Future Transportation Map* in *Figure 4.22* for the proposed locations of the additional and renovated gateways throughout our city.

Pedestrian Bridges & Crosswalks

Auburn Design Studio provided a detailed transportation plan for our city, which ranges from pedestrian travel to vehicular commuting. Their plan suggests that all pedestrian walkways are to be connected throughout our city. This plan also proposes a new vehicular connectivity route along Forest Street and Sutherland Drive. While this plan is elaborate and far-reaching, some suggestions could easily be included in the future design of our city.



One example offered is a pedestrian bridge that provides a walking structure over busy roadways, which would solve issues with pedestrian safety on Highway 43 and could also be considered as a possible alternative for other busy street crossings throughout our city. See *Figure 4.19* for an example. Another suggestion that provides pedestrian safety is improved crosswalks. Several comments received through our community survey complained about the condition of our city’s crosswalks, indicating the need for re-painting to make the crosswalks more visible to oncoming traffic. *Figure 4.20* is an example of a more modern crosswalk, constructed with building materials that are not only easy to distinguish as a crosswalk, but are aesthetically pleasing as well.

Figure 4.19: Pedestrian Bridge Design Concept Over Highway 43



Source: blog.al.com

Figure 4.20: Improved Crosswalk



Source: ipa.udel.edu

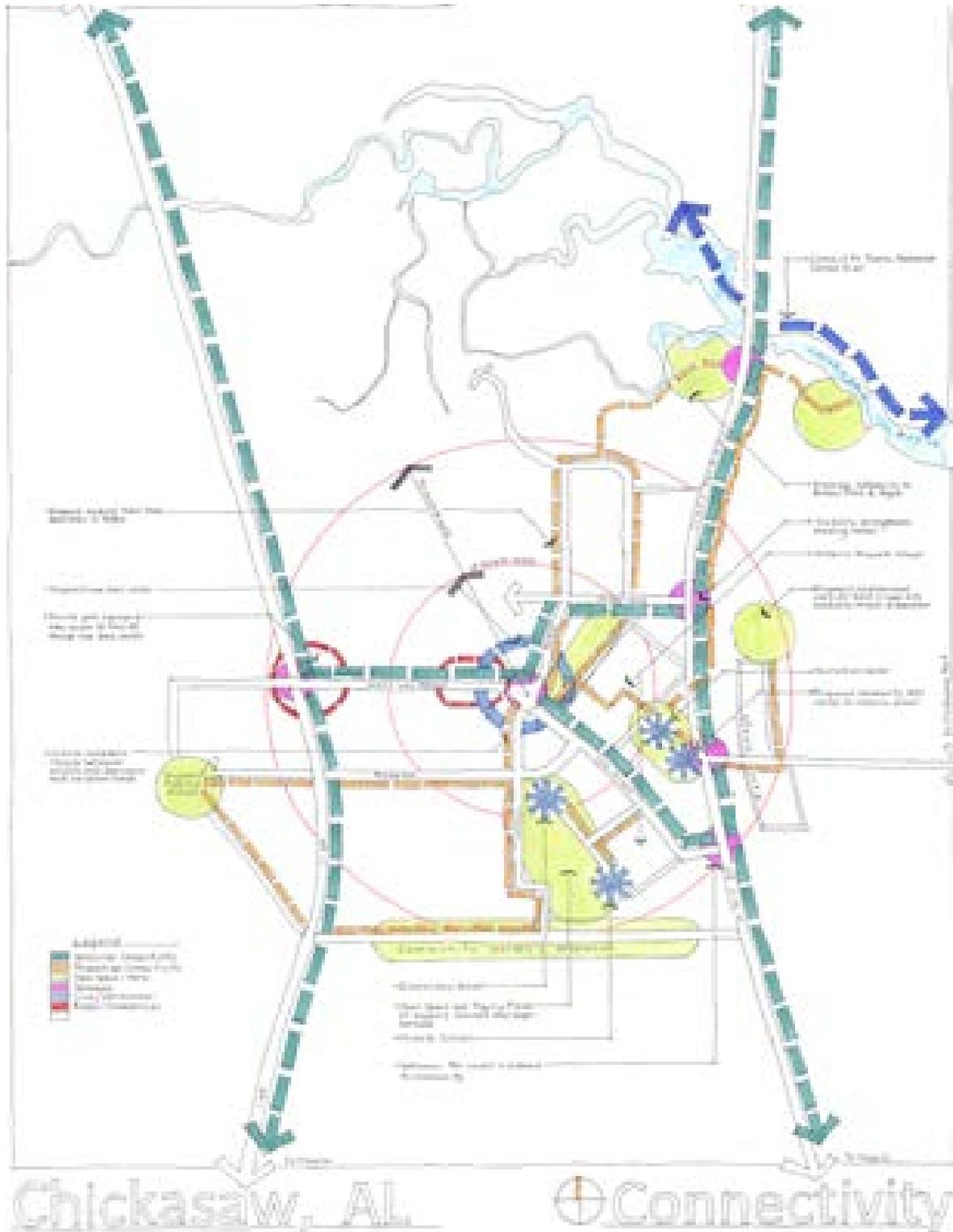
Survey participants also commented on length of time that signal lights remain red. Our citizens, particularly our senior and disabled population, need additional time to walk across streets, especially our busier roadways like Lee Street and Highway 43 that are wider and contain more lanes of traffic. The city should consider addressing these concerns and adjust the time frame of signal lights along with installing pedestrian crossing signals at all stop lights to ensure pedestrian safety throughout our community.

Figure 4.21 is an illustration of Auburn’s proposed transportation plan, which is intended to describe how our city could

become a more walkable community by detailing how vehicular and pedestrian paths throughout Chickasaw connect and coincide, along with walking times. The drawing also shows where our trails could connect with other existing trails outside our borders. Illustrated as well are the locations of the proposed “town center”, community gardens and other retail and civic ideas our city should consider for the future development of our community.



Figure 4.21: Future Transportation Plan as Suggested by Auburn Design Studio



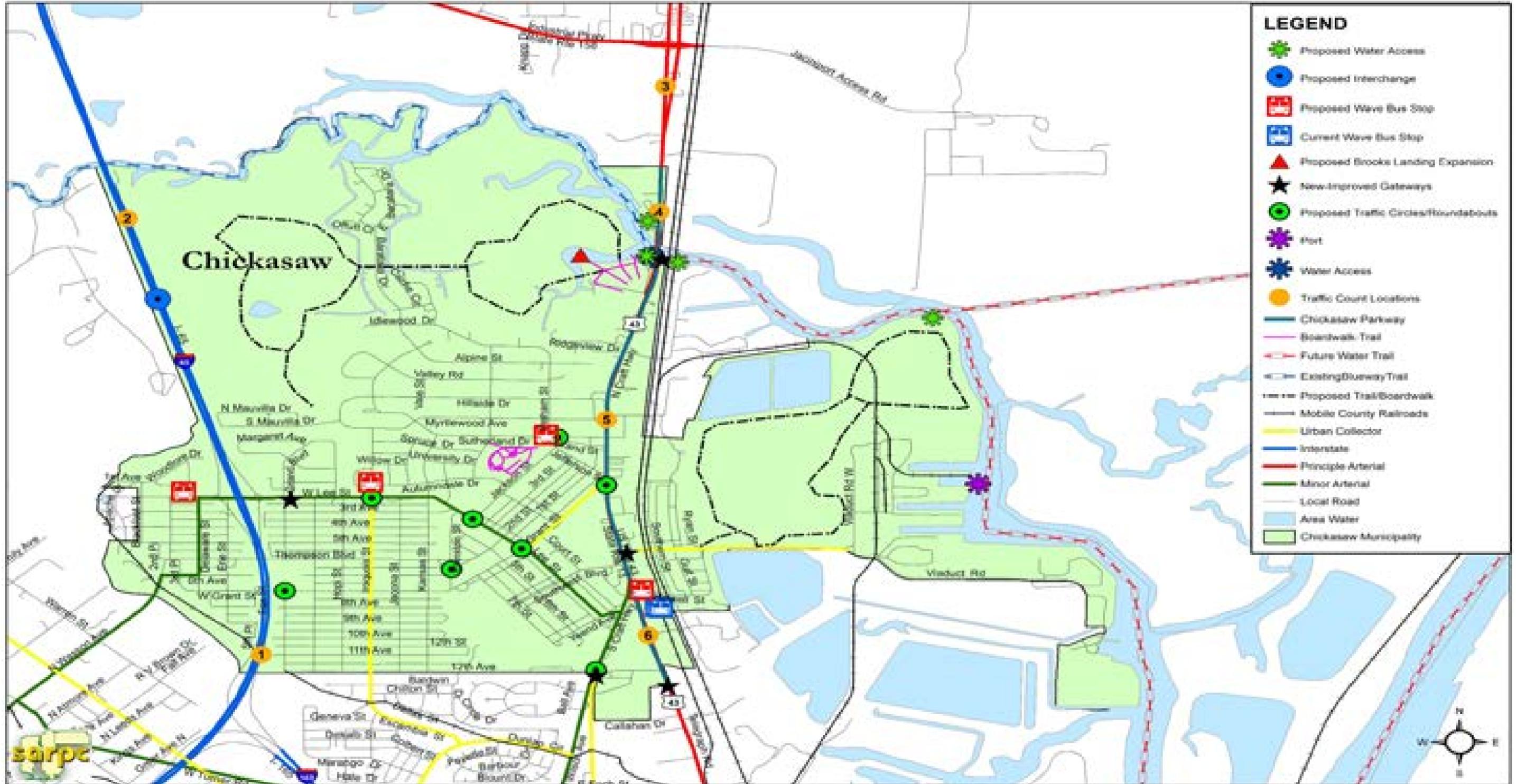
Source: Auburn Design Studio



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Figure 4.22 is a map that illustrates the future transportation network of our city. The possible future locations for trails, traffic circles and new bus stops are shown.

Figure 4.22: Future Transportation Network of Chickasaw



Source: South Alabama Regional Planning Commission/ALDOT

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Community Goals

The following is a list of issues that were identified in part by our citizens through the Chickasaw Community Response Survey, which was conducted by the Chickasaw Planning Commission and the South Alabama Regional Planning Commission (SARPC) in January 2013. The goals listed are items that our city is addressing or will address and strive to accomplish in the future.

- Improve conditions of U.S. Highway 43 throughout our city.
- Develop more pedestrian transportation systems in our city.
- Lengthen traffic signal time and install pedestrian crossing signals in order to give pedestrians time to cross streets.
- Increase height and visual path of stop signs.
- Improve or replace transportation signs and signals to create a more uniformed design.
- Redesign or re-mark crosswalks that are faded and hard to see while driving.
- Construct new sidewalks in neighborhoods and public areas of our city to make a more walkable community
- Repair and maintain existing sidewalk system
- Develop an elevated boardwalk structure over wetlands at port area.
- Address and enforce speeding issues along Lee Street and Highway 43
- Construct a pedestrian bridge that provides safer crossing of Highway 43
- Improve gateway entrances into our city with new signage, lighting and landscaping
- Develop streetscaping infrastructure to attract a vibrant downtown area and community gathering location
- Provide more bus stops in our city where feasible.
- Construct bike paths and bike lanes along city streets and implement the *Complete Streets* concept.
- Create an alternate route to redirect heavy duty vehicle traffic entering and leaving the port.
- Address road drainage issues and problems.

Recommendations

- Work with Wave Transit System to alter or expand bus route in our city.
- Develop a network of sidewalks by working with organizations such as American Association for Retired Persons and the Walkable and Livable Communities Institute.
- Apply for grants to help fund pedestrian accessibility projects.
- Appoint a committee to design and establish plans for gateways into our city.
- Appoint a committee to coordinate with *ALDOT* and to oversee transition of highways to parkways.



- Set up fundraisers to raise money for trees, lighting, etc. that would help our budget with the Highway to Parkway conversion and other traffic related city-wide improvements.
- Invite AARP and Walkable Communities to conduct walkability assessments and create models for our future pedestrian plans.
- Develop plans for roundabouts and traffic circles in our community.
- Apply for grants through foundations such as, but not limited to, the *Bedsale Foundation* to help build a system of recreational trails and paths that could promote healthy physical activity in our city.
- Collaborate with other municipalities to gain knowledge and advice on developing efficient pedestrian transportation networks, so we can learn from others' examples.
- Coordinate with the Adventure Cycling Association to develop a bike trail in our city that connects into their existing Underground Railroad Bicycling Trail.
- Evaluate areas throughout our city where additional lighting is needed.
- Coordinate with the Port of Chickasaw Consortium to develop an alternate route for service vehicles entering and exiting the port to control traffic, which includes semi-tractor trailers, large four-wheel vehicles and many automobiles, with an estimated traffic daily traffic count of over 600 roadway vehicles.
- Apply for *signage improvement grants* offered through the *Mobile County Consortium*.
- Seek *ALDOT* approval for an additional interchange on Interstate 65.
- Seek funding for industrial access road through *ALDOT's Industrial Access Grants*.



Land Use

“Land Use” refers to the activity or development characteristics of a given parcel of land. The Land Use Plan presented in the following pages, represents the City of Chickasaw’s official position on all matters related to the physical use and development of public and private lands within our city’s planning area. Land use planning is the orderly arrangement of land, resources, facilities, and services that ensures the proper growth and development of a community through the wise allocation of land to various uses based on the anticipated needs of future populations.

Specifically, Land Use criteria protects the quality of life and safety of citizens, conserves natural resources, promotes compatible land uses and transportation accessibility, and provides availability of utilities and public facilities.



The Land Use section of this plan provides an inventory and analysis of the existing and future land use patterns within the planning jurisdiction of the City of Chickasaw. The Land Use Plan is divided into land use districts consisting of: residential, commercial, industrial, government, institutional, utility, undeveloped and recreational. Every parcel within the municipal limits of our city is assigned an existing and future land use category and the corresponding land use map accompanies each section to identify the location of these parcels. Additionally, this section sets forth the physical plan for future development in Chickasaw and designates appropriate locations for future uses which will guide our city in establishing criteria for future land use management, standards and regulations. This section will also identify future recommendations that will guide our city in achieving our desired future land use goals over the next 20 years and beyond.

Existing Land Use Inventory

To establish an existing land use inventory for our city, parcel data was collected through a field survey and then converted into a GIS (Geographic Information Systems) database, which was used to create the corresponding land use maps. Chickasaw’s total planning area is currently comprised of 2,375 acres. Of that, 1,371 acres are developed and 1,004 acres are undeveloped. The South Alabama Regional Planning Commission conducted the windshield land use field survey of Chickasaw’s entire planning jurisdiction in the spring of 2013 to identify and assess the condition of the existing land uses in our city. The data was then cross-referenced with the Mobile County Revenue Commission’s 2013 GIS database for accuracy.



The existing land use categories for our city are as follows:

Undeveloped – All parcels that are devoid of urban developments, which include vacant plots, gullies, wetlands and subdivided land, with no structures.

Single-Family Residential – All parcels that contain a single-family dwelling unit and accessory buildings that are located on individual lots.

Duplex Residential – All parcels containing two dwelling units per lot.

Multi-Family Residential – All parcels that have three or more dwelling units per residential structure or series of structures per lot.

Manufactured Home – All parcels containing mobile or manufactured homes on individual lots or in parks.

Institutional – All parcels that include schools, educational institutions and churches.

Parks and Recreation – All parcels that are comprised of parks, green space, trails, recreational space and facilities.

Government – All parcels with City, County, State or Federal structures. This includes police and fire facilities, post offices, libraries, court houses, and other City and County buildings.

Commercial – All parcels that have commercial structures and/or uses, which includes banks, offices, gas stations, restaurants, retail stores and other entities where goods are distributed and personal services are provided.

Industrial – All parcels with or without buildings, where semi-finished or rough material is further processed, fabricated, or manufactured. This includes light or heavy industrial structures and/or uses including industrial parks, warehouses and manufacturing operations.

Utilities – All parcels with utility structures and facilities including water/sewer treatment facilities and storage and electrical substations.



Table 5.1 provides a breakdown of the different land uses within our city and the approximate acreage contained in each use.

Table 5.1: Total Acreage of Existing Land Use Categories in the City of Chickasaw, 2013

Land Use Category	Total Acreage	Percent
Undeveloped	1,004.30	42
Single-Family Residential	691.66	29
Duplex Residential	44.89	2
Multi-Family Residential	15.78	0.6
Manufactured Home	4.54	0.1
Institutional	79.61	4
Parks & Recreation	69.5	3
Government	92.48	4
Commercial	88.13	4
Industrial	272.62	11
Utilities	11.49	0.5
TOTAL	2,375	100

Source: SARPC

The following is a summary of each of the existing land use categories listed above that are within our municipal limits.

Undeveloped

Undeveloped is the largest land use category in our city, totaling 1,004 acres, which accounts for 42% of our total planning area. There are 1,540 undeveloped parcels identified in our city, most of which are located in low elevation wetlands and are not suitable for development due to federal wetland regulations.

Single-Family Residential

Single-Family Residential is currently the second largest land use category in Chickasaw with a total of 691.66 acres, which accounts for 29% of total acreage in our city. *Single-Family Residential* land uses represent the most common development standard in housing and neighborhood design in Chickasaw. *Single-Family Residential* areas are typically defined as a collection of individual lots with each lot being less than two acres in size, containing one single-family, detached dwelling unit. Other housing types within our city include *Duplex* residential and *Multi-Family* residential, both of which constitute roughly 2.6% of our total developed planning area.

Manufactured Homes

The smallest land use in Chickasaw is *Manufactured Homes*, accounting for 4.54 acres or 0.1%.



Institutional

Institutional land uses account for 79.61 acres, or 3.4% of our total acreage. This includes parcels containing our schools and educational institutions as well as our 16 churches and places of worship.

Parks and Recreation

Almost 70 acres, or 3% of our total developed land area is reserved for *Parks and Recreation* land uses. These land uses are evenly distributed throughout our municipality with the largest being Brooks Landing, which has 23.74 acres, and the smallest being Maritime Park with .34 acres.

Government

Government land uses are ranked fourth and represent 4% of our total municipal area, or 92.48 acres. Thirteen parcels are currently used for government land uses. These uses include our city hall, police and fire departments, the post office, sewer facility, water storage tank and our community shelter. They also include any parcel of land that is currently owned by the City of Chickasaw, such as the J.C. Davis Auditorium, the amphitheater and our civic theater.

Commercial

Commercial lands account for 3.7% or 88.13 acres of our city's planning area and includes 130 parcels, which are primarily located along Lee Street, Highway 43 and Craft Highway. Additionally, there are several small neighborhood commercial uses located within the residential areas along Thompson Boulevard.

Industrial

Industrial land uses are currently the third largest category in our city, comprising 272.62 acres, or 11% of our total planning area. This includes 37 parcels, which are mostly located on the eastern half of our city, primarily around the Port of Chickasaw and the southeastern portion of our city.

Utility

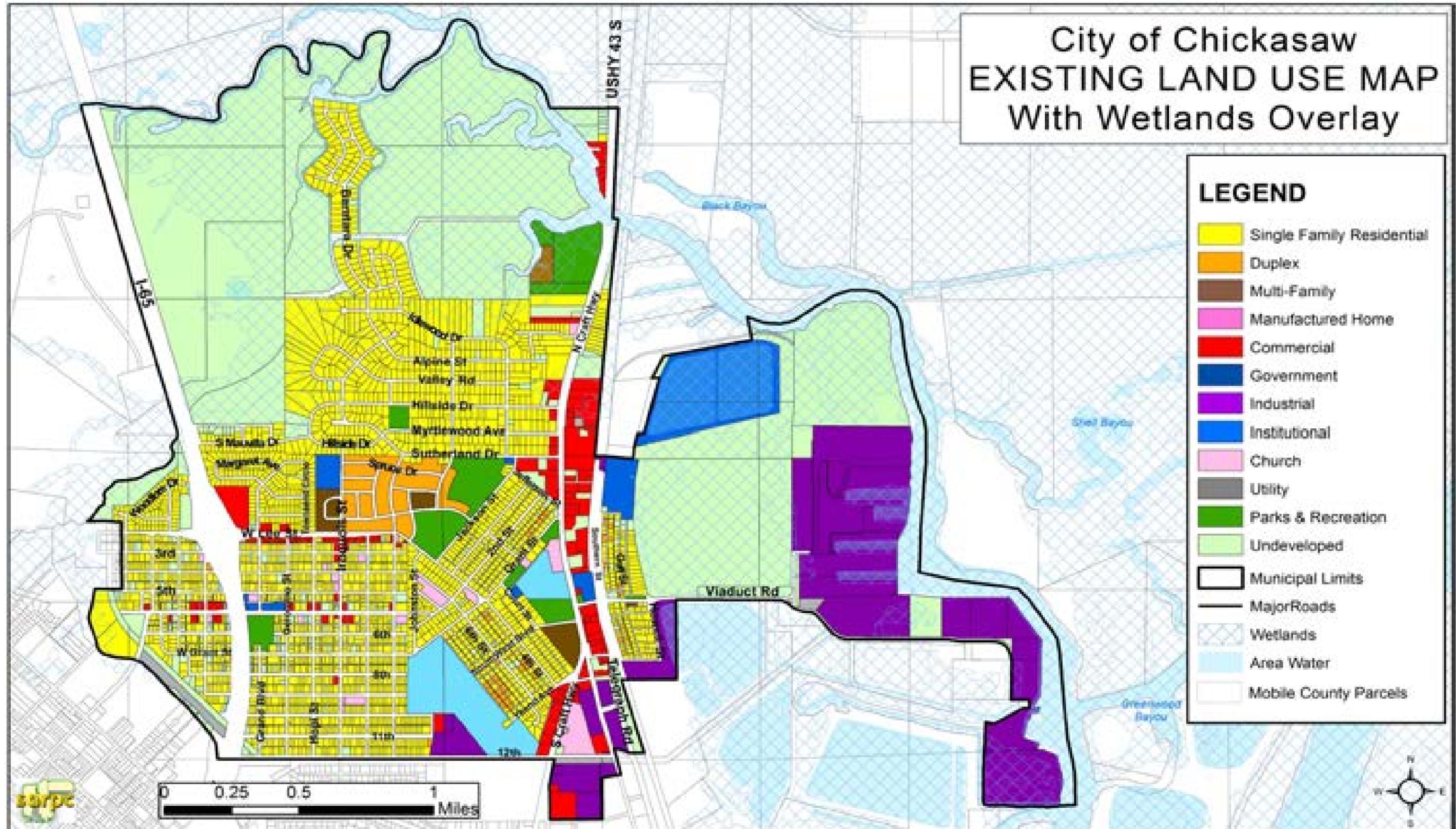
Utility land uses comprise 0.4% of our city, or 7.2 acres. Utility land use encompasses the Alabama Power utility easements.

Wetlands

There are approximately 1,164 acres of wetlands within our municipal limits, most of which are not being utilized at this time.

Our city's current land use development patterns are illustrated on the existing land use map in *Figure 5.1*.

Figure 5.1: Existing Land Use Map of City of Chickasaw, 2013



Source: SARPC



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Future Land Use Inventory

The physical characteristics of the land help mold the location, density, and types of development that occur. Soil characteristics, drainage patterns, and topography influence if land is acceptable for development. Chickasaw’s topography is generally flat and doesn’t present substantial development restrictions associated with slope.

To determine future land use projections for our city, data from other chapters in this plan were evaluated. The future land use acreage was formulated using the existing land use inventory, current and historical growth trends, Chickasaw’s current zoning map and future land use requirements according to future population and housing projections.

The future land use inventory presented in the following pages represents the City of Chickasaw’s official position on all matters related to the physical use and development of public and private lands within our city’s planning area. The purpose of this plan is to provide for adequate amounts of land based on accepted planning practices for each land use and to assure that these arrangements are harmonious. See *Table 5.2* for Chickasaw’s future land use by acres and percent.

Table 5.2: Total Acreage of Future Land Use Categories in the City of Chickasaw, 2013

<i>Land Use Category</i>	<i>Total Acreage</i>	<i>Percent</i>
Residential	756.88	32
Commercial	218.29	9
Parks & Recreation	75.33	3
Government	34.98	1
Institutional	89.69	4
Industrial	238.72	10
Eco-Tourism	841.97	35
Working Waterfront	121.26	5
TOTAL	2,375	100

Source: SARPC

Undeveloped

Undeveloped parcels are not identified on the future land use map. This does not mean all parcels in Chickasaw are projected to be developed, but that the opportunity exists for the lands to be developed. It should also be noted that due to natural resources such as wetlands, not all parcels are suitable for development and all future developments must comply with our city’s Zoning Ordinance and Subdivision Regulations.



Residential

Single-Family, *Duplex* and *Multi-Family* categories have been combined to *Residential* land use. *Residential* land uses did not change in acreage and remains at 757 acres. Due to Chickasaw being landlocked, it is projected that most future residential expansion will likely occur through mixed-use developments.

Housing is crucial to the overall health of a community's local economy and directly affects the perception of a community's overall quality of life. How people feel about their neighborhoods, where they live and play can be a major factor in how they perceive the quality of life in their city as a whole. Thus to maintain a high quality of life in a community, high quality residential neighborhoods are essential. Because residential land plays such an important role in Chickasaw's future economy and quality of life, planning for the development of residential neighborhoods and support facilities for these neighborhoods makes it one of the main concerns of the land use planning process. The key to providing high-quality places for people to live is to continue to create neighborhoods in which residents feel safe and comfortable which is greatly influenced by the design and function of the neighborhood.

A well designed and maintained neighborhood creates an environment that is safe from crime, protected from traffic, and provides the desired facilities and services, which in turn protects property values. These developments should enhance the community by including community design components that include, but are not limited to, architectural design, landscaping, sidewalk connectivity and lighting, which are discussed in the Community Design section of this Plan. The City should also consider Traditional Neighborhood Design (TND) standards for future residential developments where appropriate. These standards also include non-residential components that create a sense of place for neighborhoods. Listed below are typical TND guidelines:

- Parks, schools, civic buildings, and commercial establishments located within walking distance of homes
- Residences with narrow front setbacks, front porches, and detached rear garages or alley-loaded parking
- Network of streets and paths suitable for pedestrians, bicyclists, and vehicles
- Narrower streets with crosswalks, streetscaping, and other traffic-calming measures
- In-scale development that fits the local context
- Buildings oriented to the street with parking behind

Our city has received grants to construct sidewalks in various areas of our community. Currently, the city is working on installing sidewalks on Kansas Street, which will run south to Chieftain Way. This new addition will provide more sidewalks that lead to our public school. Our city leaders will continue their on-going effort to receive grants in order to provide more sidewalks throughout our community.



Commercial

Commercial lands uses are projected to increase in acreage from 88 to 218 acres. This increase occurs along both sides of Highway 43 and Lee Street.

Highway 43 ~ "Shipyard Market Place" & Lee Street Commercial Area:

Highway 43 is a commercial corridor along Chickasaw's main transportation route. Commercial development along Highway 43 in Chickasaw generally serves the local motoring public, local residents and the occasional tourist. This commercial corridor is identified as 200 feet from the right-of-way line of Highway 43. Future plans for this area propose it to be developed into a "Shipyard Market Place". The new *Shipyard Market Place District* is proposed as a new zoning district to accommodate more density in our city's historic shopping area, allowing for mixed-use opportunities and providing access management. The uses allowed in the district include, but are not limited to: residential, institutional, parks and recreation, commercial and government. Additionally, the new district will maintain height and bulk requirements, along with guidelines that address: architectural design, landscaping, lighting, streetscaping, buffers, signage and parking.

Commercial development along Lee Street primarily serves our local residents and is intended to be within walking distance of the adjacent neighborhoods. Future development for this area should be a variety of neighborhood shops and services. Lee Street will be enhanced with the "*Complete Streets*" design concept, all of which connect with our proposed municipal complex or "Town Center". Our city plans to establish appropriate development standards for these commercial areas that will include, but are not limited to: architectural design standards; landscaping; sidewalk connectivity; lighting; streetscaping, etc. Any commercial development along these corridors should enhance Chickasaw and define our city's civic identity. Types of commercial development encouraged in these areas are local businesses such as: retail, clothing boutiques, professional offices, book stores, salons, spas, bakeries, coffee shops, art galleries and restaurants.

I-65 Interchange Commercial Area:

The proposed I-65 Interchange Commercial Area will provide convenient access to interstate travelers and offer opportunities for interstate-oriented businesses. Additionally, the interchange will provide a much needed access point to the popular Chickasabogue Creek and park area. Another option to consider, is installing an industrial access road on the east side of I-65 to provide a service road for the proposed commercial and industrial area. The types of commercial development to locate in this area will be "big box" retailers, grocery stores, banks, restaurants, service stations, and hotels. Our city should develop appropriate architectural and community design standards, including but not limited to: building facades; roof pitches; landscaping; etc. These standards are to ensure that each development complements our community and maintains our civic identity. This commercial area has approximately 54 acres which is included in the total 218 commercial acres.



Parks and Recreation

Parks and Recreation land uses are expected to increase from 69.5 to 75 acres throughout our city limits. Proposed recreational developments include but are not limited to: a kayak and canoe launch, birding trails, elevated boardwalks, community gardens, extending the sidewalk system, linear greenways and parks, campgrounds and an RV park. Pedestrian walkways should be identified and created to ensure safe pedestrian routes throughout our community and provide more connectivity to create a more walkable community.

Government

This category is projected to decrease from 92 to 35 acres within our city limits due to the proposed development around our port. Some land that were classified as *Government* in the Existing Land Use map are now classified as *Eco-tourism* in the Future Land Use map. *Government* lands include new and relocated public and semi-public facilities such as our city hall, police station, and fire station. Public utilities, such as our sewer treatment plant and water storage tank are included in this land use category as well and account for 12 acres.

Institutional

Institutional land uses will increase slightly due to the future construction of our city's assisted living facility, which will be located near C.E. Burrell Park on Sutherland Drive and Jackson Street.

Industrial

Industrial land uses are projected to decrease slightly from 273 acres to 239 acres due to the proposed eco-tourism developments along the wetland areas of our city. This area was classified as *Undeveloped* in the existing land use section.

Eco-Tourism

An *Eco-Tourism* land use category is introduced to create an opportunity to utilize the numerous acres of wetlands within our city limits. Presently, there are 1,164 acres of wetlands within Chickasaw's planning jurisdiction. Our city should amend our existing Wetland Ordinance to define buffer and vegetation standards in order to protect the existing wetlands and ensure water quality. These buffers are suggested to be at least 100 feet from the wetland boundary. These buffer areas should be used to develop eco-tourism activities such as: kayak/canoe launch and rentals, linear greenways/parks and trails and elevated boardwalks to be used as pedestrian walkways and birding trails.

Working Waterfront

A *Working Waterfront* land use category has been created to allow opportunity for uses that support and encourage a working waterfront. Water-dependent industries contribute enormously to local economies through revenue and jobs. Uses can include but are not limited to: fishing, marinas, seafood processing, ship building, boat repair, eco-tourism, fishing piers and bait shops. Other uses that compliment a working waterfront include: restaurants, lodging, gift shops and recreation.



Working waterfront land uses are projected to encompass 121 acres within our city's planning jurisdiction.

Shipyards Market Place and Shipyards Village-East & West

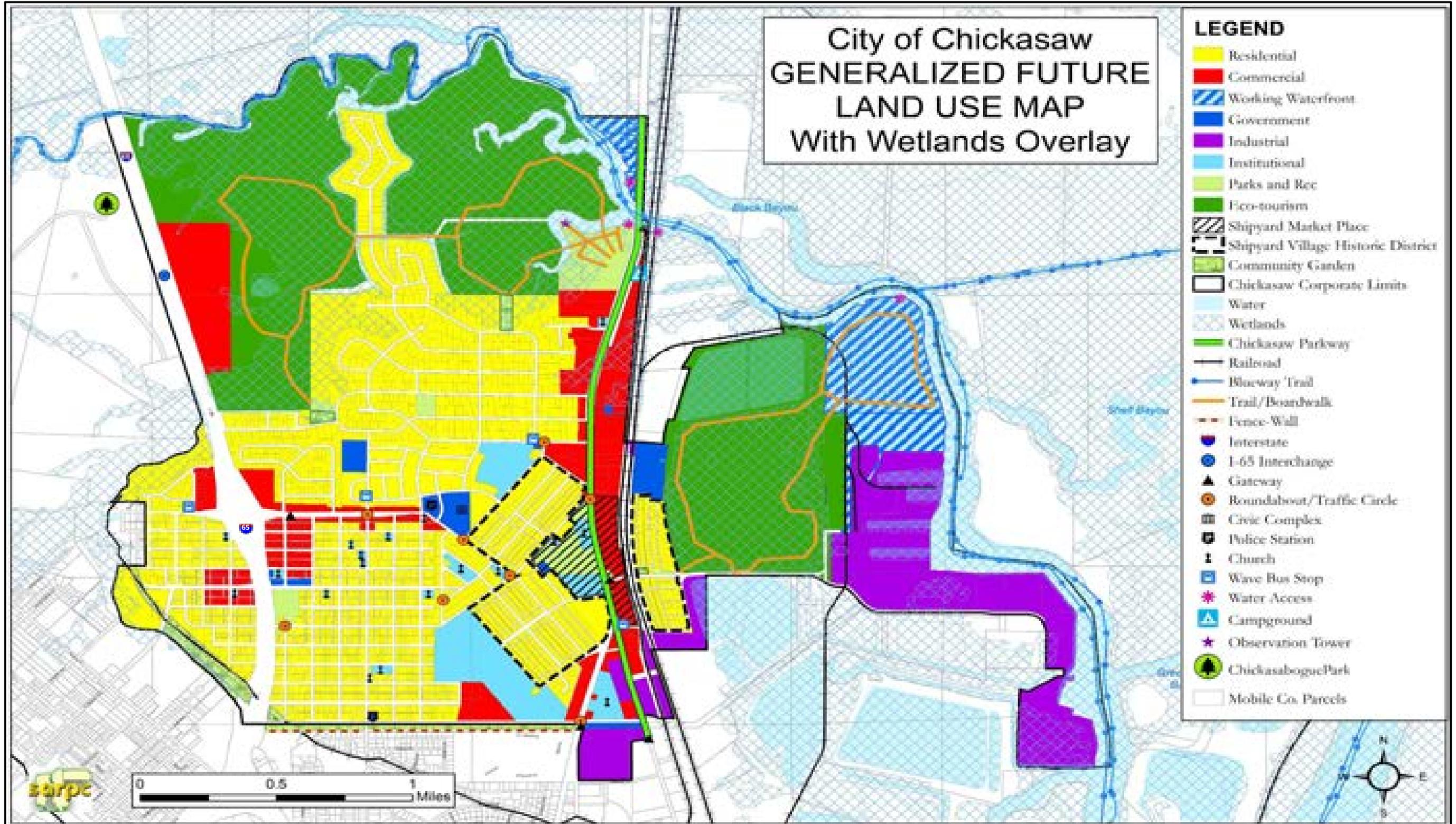
In conjunction with our existing Historic Shipyards Villages, a new district for each of these villages will be established. These district's requirements will protect the design and architectural integrity of the districts. Uses allowed will include *single-family residential*, *duplex* and *multi-family residential*, along with *parks and recreation*, *institutional* and *government*.

See *Figure 5.2* for an illustration of the 2030 future land use development patterns projected for Chickasaw.



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Figure 5.2: Generalized Future Land Use Map of City of Chickasaw, 2013





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Community Goals

The following is a list of issues that were identified in part by our citizens through the Chickasaw Community Response Survey, which was conducted by the Chickasaw Planning Commission and the South Alabama Regional Planning Commission (SARPC) in January 2013. The goals listed are items that our city is addressing or will address and strive to accomplish in the future.

- Provide waterfront apartments on Chickasabogue Creek.
- Establish waterfront dining options on Chickasabogue Creek.
- Remove or redevelop abandoned buildings and structures throughout our city.
- Recruit more businesses to Highway 43 corridor.
- Redevelop our historic shopping district.
- Provide more birding, walking and bike trails throughout our city.
- Provide a bike lane on our city streets to accommodate cyclists.
- Provide a better way to cross Highway 43 by installing a pedestrian bridge.
- Relocate our city offices.
- Develop a community garden.
- Establish more commercial opportunity on Lee Street.
- Slow down traffic on Lee Street and Highway 43.
- Establish more businesses at the Port of Chickasaw.
- Appoint a committee to manage and oversee the process of converting Highway 43 into Chickasaw Parkway.

Recommendations

- Create Working Waterfront District, Shipyard Market Place District and East and West Shipyard Village Districts.
- Amend Zoning Ordinance to include: Traditional Neighborhood Design (TND) Standards, Working Waterfront District, Shipyard Market Place District and East and West Shipyard Village Districts.
- Relocate City Hall, Police Station and Fire Department to a more centralized part of the city and create a municipal complex area or a “Town Center”.
- Adopt “Complete Streets” design concept for Lee Street and Highway 43 or “Chickasaw Parkway”.
- Construct a new exit ramp on I-65 to provide easier access to Chickasabogue Park
- Create a sidewalk plan from Brooks Park, along Highway 43, to the southern portion of our city limits to provide more walkability.
- Secure easement from Alabama Power for Community Gardens.



- Adopt Pristine Water Quality Standards.
- Amend Zoning Ordinance and Subdivision Regulations to provide for Wetlands buffer.
- Establish a new Police Precinct on Chieftain Way (12th Avenue).
- Develop vacant lots in our city's neighborhoods into Community Gardens.



Parks, Recreation and Events



Adequate parks, open space and recreation opportunities are vital to the quality of life in communities by providing citizens of all ages with enjoyable activities and settings in which to spend leisure time. Our city is proud of the numerous, attractive parks and recreational areas we provide to our citizens for their enjoyment.

Almost half of our community's population consist of youth-aged groups (0-19 years), or elderly-aged groups (65 years and older). These groups especially utilize our parks and recreational facilities in order to achieve and maintain a healthy lifestyle and provide a high quality of life. The Parks and Recreation section of this plan provides a current inventory of all parks and recreational facilities located within our community and provides and assessment of each with regard to improvement that may be required to accommodate the future needs of our community.

Social Organizations and Events In Chickasaw

Our City is home to several annual events as well as social clubs and organizations. One such organization is the Northside Cruisers Car Club, an automobile enthusiast club. Other clubs include the Chickasaw Kiwanis Club, Chickasaw Masonic Lodge, Chickasaw Garden Club and the Chickasaw Civic Theatre. Scheduled senior activities occur weekly at the McConnell Civic Center. The Chickasaw Historic Preservation Society meets monthly at the Civic Center as well. Our city celebrates Founder's Day every other October, to commemorate the day of our city's foundation. This event normally features children's activities, a costume contest, live music, dancing and much more. A complete list of all available activities with scheduled dates and times can be found on our website at www.cityofchickasaw.org and in our community newsletter, which is published every other month.

Classifications and Levels of Service

Park Classifications and the Level of Service standards provide communities with a method of assessing their current park and recreational inventory and projecting improvements based on future growth. This method is based on the National Park and Recreation Association (NPRA) guidelines, which consider the type, use, size and service area of parks and recreational facilities. Future demand for parks and recreation facilities are based on comparing projected populations with recognized level of service standards and responding to changing trends. Future needs are also directly influenced by population characteristics of the community. For example, communities with



more children require more outdoor recreational opportunities close to home, within a comfortable walking distance. Communities with more seniors can benefit from having more passive parks near residential areas, senior centers and transit to accommodate their activities.

Park Classifications

The following park classifications are based on the NPRA standards and modified to accommodate our current park and recreational inventory as well as future goals for improvements. Overall, our city encompasses 79.6 acres of parks, which exceeds the recommended NPRA acreage of 63 acres per 6,000 persons and approximately 3.66 miles of pedestrian and aquatic trails.

Mini-Parks

Mini parks, or “pocket parks,” serve a limited or concentrated population, usually a neighborhood, residential district, or commercial area and provides an urban green space within a densely developed area. Amenities might include a walking path, landscaping, park benches, and picnic tables. The service area is usually less than ¼ mile radius. The desirable size of the park is 2 acres or less. The NPRA suggest 0.25-0.50 acres per every 1,000 in population.

Neighborhood Parks

Neighborhood parks serve residential neighborhoods in developed areas and are intended to receive a high level of use. They typically have a landscaped walking path that can withstand the impacts of heavy foot traffic and should be connected to the community’s sidewalk network. Citizens should be able to walk to this park without crossing a major arterial street. They are places where neighbors can gather, children can play, and people can engage in recreational activities. Amenities might include an open grass lawn, playgrounds, basketball courts, pool, tennis court, pavilions, etc. The service area is usually less than ½ miles radius. The desirable size of the park is between 5 and 20 acres. The NPRA suggests 1.0-2.0 acres per every 1,000 in population.

Community Parks

Community parks are large parks intended to serve the entire community and meet the recreational needs of multiple neighborhoods. They provide more specialized and community organized recreational services and opportunities. They should be located adjacent to major arterials or other collector streets to provide easy vehicular and pedestrian access. They should be connected to linear trails and greenways throughout the region and developed around the natural resources of the community. Amenities include sports complex, ball fields, basket courts, tennis courts, playgrounds, splash pads, pavilions, disc-golf course, etc. The service area is usually a one to two mile radius.



The desirable size of the park is 25 to 100 acres. The NPRA suggests 5.0-8.0 acres per every 1,000 in population.

Regional Parks

Regional parks are large recreational areas usually developed around an area’s natural resources and they serve entire regions, including several municipalities. They may be county, state, or federally operated, but should connect to smaller community parks via greenways or trails to create regional linkage. Amenities include sports complex, ball fields, tennis courts, pool, playground, hiking trails, mountain biking trails, ATV trails, camping facilities, disc-golf course, etc. The service area is usually at least five mile radius or more. The desirable size is 50 acres or larger. NPRA suggest 20.0 acres per every 1,000 in population.

Linear Parks, Greenways and Trails

Linear Parks, Greenways and Trails provide linkages between other parks and/or points of interest. The service area and size varies from neighborhood greenways to regional pedestrian, bicyclist, equestrian, birding and aquatic trails. Wetlands should be inventoried. Buffers should be established to provide protection for the wetlands. These buffer areas should be used to develop linear greenways/parks and trails and develop pedestrian walkways.

Park Inventory

The following is a list of all parks and recreational facilities located within our city, including a brief description and assessment of each area. Additional information pertaining to specific parks and trails can be found in the Community Goals and Recommendations section of this chapter. The location of each park and facility is numbered and identified on the *Park Locations* map in *Figure 6.22* as well as the location of proposed walking and aquatic trails.

Legg Park

Legg Park is classified as a neighborhood park and lies on .50 acres of land, which is maintained by the City of Chickasaw. The park is located at the corner of Gulf Street and Viaduct Road, see *Figure 6.1*. It is named after 2nd Lieutenant John D. Legg, a Vietnam War Veteran killed in action while piloting a helicopter in South Vietnam on May 1, 1967 at 22 years of age.

Figure 6.1: Legg Park



Source: SARPC



Inventory includes a basketball court, monkey bars, swing set, water fountain and the John D. Legg Memorial

Mauvilla Park

Mauvilla Park is located at 318 Myrtlewood Avenue in our Myrtlewood community, see *Figure 6.2*. It is a 3.06 acre neighborhood park that is maintained by the City of Chickasaw. Inventory includes a baseball diamond, tennis court, basketball court, benches, press box, swings, bathrooms and a scoreboard. The park is home to all organized ball leagues in our city.

Figure 6.2: Mauvilla Park



Source: SARPC

Maritime Park

Maritime Park is classified as the only mini/pocket park in our city and lies on .34 acres of land. Inventory includes benches, brick paths, gazebo, and a historical marker, see *Figure 6.3*. The park displays one of the original engines that was used to drain the swamp where the Chickasaw Shipyards were built. It is located in front of our Municipal complex at 200 North Craft Highway and serves as an entrance gateway to our port area. The park is maintained by the City of Chickasaw.

Figure 6.3: Pump Engine at Maritime Park



Source: SARPC



William Brooks Park and Marina

Brooks Park and Marina is classified as a community park that encompasses 23.73 acres of land which is maintained by the City of Chickasaw. It is located at 599 North Craft Highway, see *Figure 6.4*. Inventory includes a boat, kayak and canoe launch, bird observation tower, fishing, boardwalks, running/walking trails, gazebos and benches, see *Figures 6.5 & 6.6*.

Figure 6.4 : Brooks Park



Source: SARPC

Figure 6.5: Picnic Area at Brooks Park



Source: SARPC

Figure 6.6: Elevated Walking Trail at Brooks Park



Source: SARPC



This scenic park provides a landing for boat, canoe and kayak launches which makes it one of only two public parks in the Mobile area that provides access directly into the Mobile Tensaw River Delta, see *Figure 6.7*. There is a launching fee and fishing is available from the piers. Senior Citizens who reside in Chickasaw can receive a free launch pass through our City Hall.

Figure 6.7: Boat Launch & Docks at Brooks Landing



Source: SARPC

Our city has received several grants through the *Mobile County Commission* to upgrade the park with extended boardwalks, a new pier and other amenities. The funds from the grants allowed us to extend the boardwalk around the wetlands of Chickasabogue Creek, which flows through the park and connects the boardwalk into a system of nature paths throughout the park, see *Figures 6.6 & 6.8*. Future improvements include an elevated bird observation tower and construction of several pavilions with benches near the popular fishing site. Additional plans for the park include a kayak, canoe and paddleboard rental facility, which will promote eco-tourism opportunities in our community. Chickasabogue Creek was recently added to the Alabama Scenic River Trail system and received the official distinction of a Scenic Blueway Trail. Our Police Department conducts routine

Figure 6.8: Boardwalk To One of Two Fishing Piers at Brooks Park



Source: SARPC

patrols throughout the park as well as at all our recreational areas to ensure the safety and well being of our residents and visitors.



John W. Dotson Park

John Dotson Park is classified as a community park and lies on 5.51 acres of land which is maintained by the City of Chickasaw, see *Figure 6.9*. It is located at the 200 block of Thompson Boulevard. Inventory includes 2 baseball diamonds and a football field with goalposts, bleachers, scoreboard and bathrooms. Organized leagues utilize the field for a variety of different sporting events. The field is also used for special events sponsored by our city. Our public school will use this park for the Middle and High School baseball and football teams. Beginning in the fall school year of 2013, John W. Dotson park will become the home field to the Chickasaw Chieftains.

Figure 6.9: John W. Dotson Park



Source: SARPC

Jesse T. Miller Park

Miller park is classified as a neighborhood park, located at the corner of Jackson and West Lee Street. It is a larger neighborhood park, encompassing 10.60 acres which is owned and operated by the Chickasaw Housing Authority. Inventory includes softball fields and recreational fields, see *Figure 6.10*.

Figure 6.10: Miller Park



Source: SARPC

C.E. Burrell Park

C.E. Burrell Park is a large 15.33 acre neighborhood park located off Sutherland Drive, behind the Chickasaw Post Office, see *Figure 6.11*. It is owned, operated and maintained by the Chickasaw Housing Authority. It is for pedestrian use only and is provided to our residents for their enjoyment. Hours of operation are from 8:00 a.m. to 8:00 p.m.

Figure 6.11: C.E. Burrell Park



Source: SARPC



Inventory includes a walking/running trail, benches and bridges. The park is a valuable recreational resource utilized by many of our citizens.

McConnell Civic Center Complex

Chickasaw’s McConnell Civic Center Complex contains many of our city’s amenities and is classified as a community park. It encompasses 20.53 acres of land which is maintained by our city. The complex is located at 224 Grant Street and inventory includes: Paul Devine Park, which is our largest park and is named after its long time caretaker. It houses a public swimming pool, concessions, tennis courts and shuffle board courts. Also part of the complex are the Community Library, playground, amphitheater, Civic Center, 18 hole Disc Golf Course, open green/walking space and numerous bridges. See the following *Figures 6.11 through 6.20* for illustrations of all the amenities these park have to offer our residents of Chickasaw.

Community Swimming Pool

Our community swimming pool located at Paul Devine Park is opened seasonally, beginning at the end of May from 12:00 p.m.-6:00 p.m., Monday through Saturday. There is a daily admission and the facility is available to our residents and their guests only. Season passes are available to residents as well, and the facility is available to rent for private parties. The pool offers two, 1-meter diving boards, a shower room, a wading pool and full concessions, see *Figures 6.12 & 6.13*. Additionally, Senior and Youth scheduled activities are available at the pool. Contact the Chickasaw Parks and Recreation Department for more information. *Figures 6.14 & 6.15* show some of the other amenities offered at our Civic Center Complex.

Figure 6.12: Paul Devine Park



Source: SARPC

Figure 6.13: Community Swimming Pool



Source: SARPC



Figure 6.14: Tennis Courts at Civic Center Complex



Source: SARPC

Figure 6.15: Shuffleboard Courts at Civic Center Complex



Source: SARPC

Disc Golf Course

Our Disc Golf Course is part of the Civic Center complex and is located at the corner of Grant and Court Streets. It is one of the few Disc Golf Courses in our area, offering an 18 basket course and the cost is free. A charity tournament is scheduled each year at the park and is sponsored by the Chickasaw Kiwanis Club, see *Figure 6.16*.

Community Amphitheatre

Chickasaw’s amphitheater is available for bookings through the Parks and Recreation Department. It has seating available for up to 100 people and is located on Civic Center grounds as well, see *Figure 6.17*.

Figure 6.16: 18-Hole Disc Golf Course



Source: SARPC

Figure 6.17: Community Amphitheatre



Source: SARPC



Charles E. McConnell Civic Center

Our Civic Center in Chickasaw offers facilities for large or small meetings and a full kitchen. It is available and can be reserved through the Parks and Recreation Department, see *Figure 6.18*.

Figure 6.18: Charles E. McConnell Civic Center



Source: City of Chickasaw

Ina Pullen Smallwood Memorial Library

The Ina Pullen Smallwood Memorial Library is available to all our citizens who reside within our city limits. It is located within the Civic Center area and is open Monday through Friday, 12-6 p.m. and on Saturdays from 1-6 p.m., see *Figure 6.19*.

Figure 6.19: Ina Pullen Smallwood Memorial Library



Source: City of Chickasaw

Our city provides many open green spaces and walking areas for all our residents and visitors to utilize. Around the Civic Center area there are swing sets, park benches, open spaces and bridges. See *Figures 6.20* through *Figure 6.23* for illustrations of these amenities.

Figure 6.20: Bridge at Disc Golf Course



Source: City of Chickasaw



Figure 6.21: Community Swing Sets & Park Benches



Source: SARPC

Figure 6.22: Open Green Spaces & Walking Area



Source: SARPC

Alabama Coastal Birding Trail

Chickasaw is home to one of the six birding trails developed by the *Alabama Coastal Birding Trail (ACBT)*, which includes the Eastern Shore, Mobile Bay Causeway and Blakeley Island Loop Trail of the ACBT. It offers bird enthusiasts an opportunity to view and enjoy a high diversity of bird species representative of Alabama’s Gulf Coast and promotes birding through tourism in the region. The site is managed by the City of Chickasaw and features numerous picnic pavilions, trails, a boardwalk system and two public piers.

The trails pass through a variety of habitats ranging from mixed pine-hardwood uplands to forested bottomlands. Look for migrants during the spring and fall like the Prothonotary Warbler, Common Yellowthroat, Summer Tanager, numerous varieties of Woodpeckers and Owls, and Red-winged

Figure 6.23: Coastal Wading Bird in Chickasabogue Creek



Source: SARPC

Blackbird, which are regular summer residents. Our area also sees a summer and winter population of Hummingbirds. Be sure to check for the mighty Louisiana Great Blue Heron, waterfowl, waders and Osprey in the open areas over the creek as well, see *Figure 6.23*.



The ACBT features six birding loops in Baldwin and Mobile counties, totaling over 200 miles. Each loop covers different ecological regions representative of the northern Gulf Coast and enables birders to experience different assemblages of bird species within each region. Since its opening, the ACBT has been a very popular birding attraction and in 2003 received the Alabama Tourism Partnership Award for its outstanding contributions to the state travel industry. See *Figure 6.24* for a bird species commonly found throughout the Chickasaw area.

Figure 6.24: Mockingbird at Miller Park



Source: SARPC

Chickasabogue Creek & The Ron Jones Paddle Trail

Chickasabogue Creek has recently been added to the Alabama Scenic River Trail, which is a formal Blueway Trail offering 3000 miles of accessible waterways with amenities and campsites for kayaks, canoes and motorboats. This trail has been recognized by the U.S. Department of the Interior as “the nation’s longest one-state river trail”, stretching approximately 631 miles from the Coosa River to the Gulf of Mexico in Alabama. Our two-mile stretch of the trail begins at Chickasabogue Park in Eight Mile and ends at William Brooks Park in Chickasaw. It has earned the Alabama Scenic River Trail Distinction and will be featured on the statewide website for the Alabama Scenic River Trails, a resource that is followed by many kayakers and canoeists nationwide. This portion of the trail, named the Ron Jones Paddle Trail is in honor of Mobile County’s former Parks and Wildlife Manager Ron Jones. New signage is posted along the route and kiosks are stationed at both ends of the trail that feature maps and interpretive panels. This new trail in our area will promote public awareness and eco-tourism activities in Chickasabogue Creek and our city. See *Figure 6.25* for illustrations and details of the new trail.



Figure 6.25: Chickasabogue Creek and the Ron Jones Paddle Trail in Chickasaw



Source: City of Chickasaw



Levels of Service

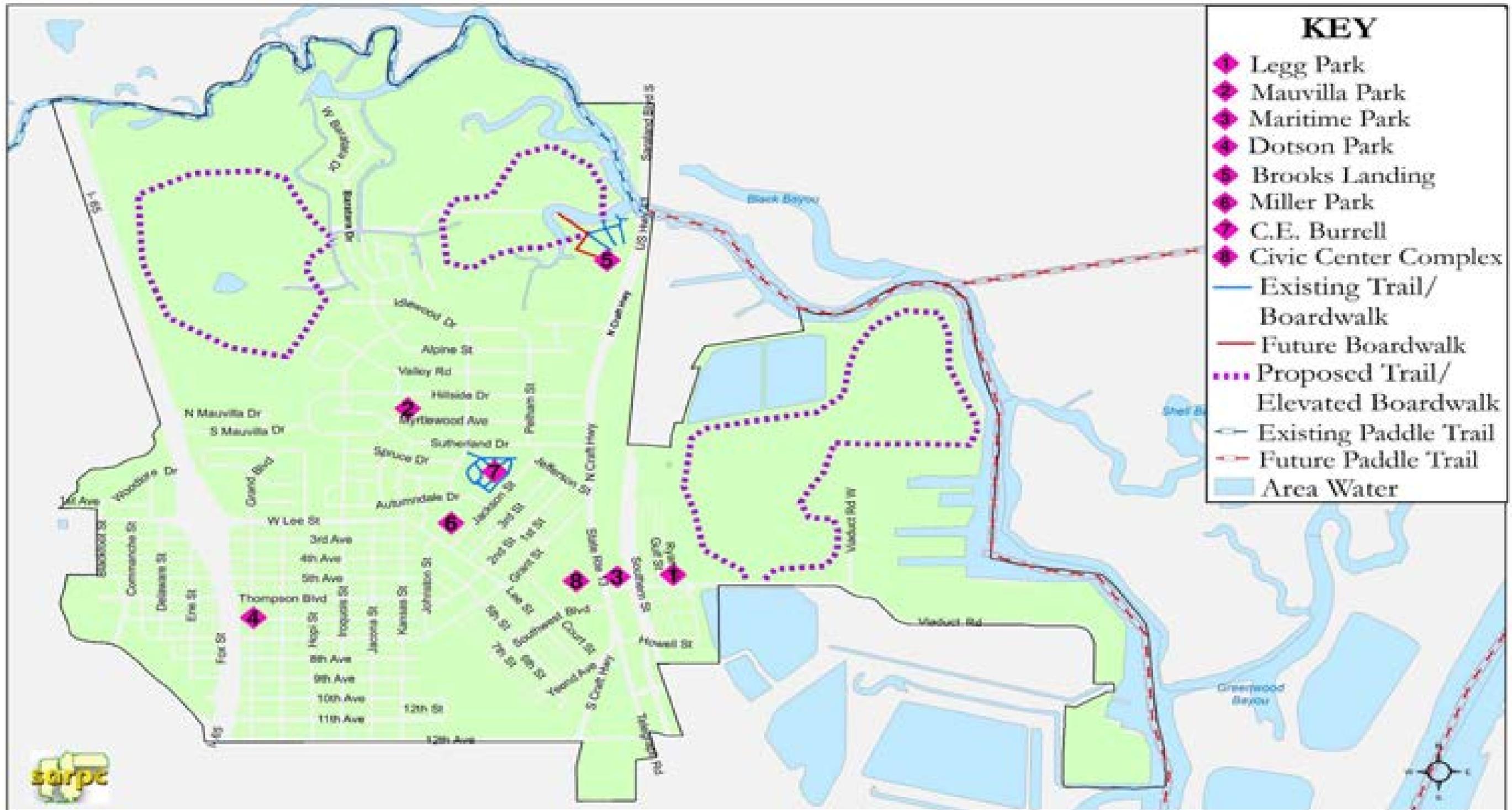
The *National Park and Recreation Association (NPR)* recommends Level of Service Standards associated with park and recreational facilities for communities in order to achieve an adequate number and type of facilities per population. *Table 6.1* illustrates these recommendations. The table is a chart showing the current inventory of all parks and facilities in our city, including the existing acreage of each park and the current acres needed for each of our parks and facilities based on our current population of 6,103.

Type of Park/Facility	Recommended Acres	Existing Acres	Facilities	Owner
Mini/ Pocket Park				
<i>Maritime Park</i>		0.34	Benches, Brick Paths, Gazebo, Historical Marker	City of Chickasaw
Total	1.5-3.0	0.34		
Neighborhood Park				
<i>Legg park</i>		0.50	Basketball Court, Monkey Bars, Swings, Legg Memorial	City of Chickasaw
<i>Miller Park</i>		10.60	Softball/Recreational fields	Housing Authority
<i>C.E. Burrell Park</i>		15.33	Walking & Running Trail, Benches, Bridges	Housing Authority
Total	6.0-12.0	26.43		
Community Park				
<i>Chickasaw Civic Center</i>		20.53	Pool, Concession, Tennis & Shuffle Board Courts, Library, Playground, Civic Center, Disc Golf Course, Bridges	City of Chickasaw
<i>Mauvilla Park</i>		3.06	Baseball field, Tennis & Basketball Courts, Benches, Swings, Bathrooms	City of Chickasaw
<i>John Dotson Park</i>		5.51	2 Ball Fields/Football Field w/Goalposts, Bathrooms	City of Chickasaw
<i>Brooks Park & Marina</i>		23.73	Boat Launch, Fishing, Boardwalk, Walking Trails, Gazebos, Benches	City of Chickasaw
Total Recommended	30.0-48.0	52.83		
CHICKASAW TOTAL	63.0	79.60		
Trails				
<i>Brooks Park Boardwalks</i>		.66 miles	Elevated boardwalks & trails	City of Chickasaw
<i>C.E. Burrell Park Trails</i>		1.0 miles	Walking/running trails	Housing Authority
<i>Alabama Coastal Birding Trail</i>		N/A	Loop trails for bird watching	City of Chickasaw
<i>Ron Jones Paddle Trail</i>		2.0 miles	Aquatic trail	Mobile County
TOTAL MILEAGE		~3.66miles		

Source: *National Park and Recreation Association (NPR)*

Figure 6.26 is a map that identifies park locations throughout our city, including existing and proposed trails and boardwalks.

Figure 6.26: Park Locations in Chickasaw



Source: SARPC

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Annual Events

Our city is home to many annual events that provide and promote community interaction and socializing. The following is a list of all our events and programs that occur annually or biennially.

Children's Halloween Parade

Every year in October, our city holds its annual Children's Halloween Parade. This is an opportunity to celebrate all Hollow's Eve with costume contests, followed by a walking parade of children and pets in their ghostly attire. Ages of the participants usually range from infant up to twelve years old.

Kayak Fun Paddle in William Brooks Park

The Kayak Fun Paddle in William Brooks park allows participants to paddle through the scenic Mobile-Tensaw Delta. The event is held monthly, giving kayakers ample opportunity to have a little fun while enjoying the great outdoors. Contact the city's Recreation Department for more information on dates and times.

Senior Christmas and Easter Luncheon

Continuing its tradition of active involvement in the lives of our local Senior Citizens, our city offers an annual Christmas Luncheon and an annual Easter Luncheon to our Seniors. The cost is nominal and the event offers a chance for food and fellowship during the holidays.

City of Chickasaw Founder's Day Festival

Every other year in the month of October, our community celebrates its founding with a fun-filled Founder's Day festival. This celebration is sponsored by our Chamber of Commerce and features kid's games and activities, such as a football toss and face painting, as well as entertainment for the whole family, including live music, dancing, costume contests and a silent auction. The festival also includes good food from various local vendors as well as arts and crafts vendors.

Chickasaw Youth Fishing Tournament

Our city sponsors an annual Youth Fishing Tournament at William Brooks Park every April. The age range is usually 16 years and younger. Participants are allowed to fish from the piers, shores, or boats around the waters of Brooks Park. Parents and/or legal guardians must be present to help sign release forms. Refreshments such as hot dogs and drinks are provided for entrants and a

weigh-in station is set up, where the participants who weigh their catch can receive cash prizes for total weight in each category of catfish, bass and bream, up to five fish per fisherman.

Kiwanis Club Freedom 5K Run & 1 Mile Fun Run

Every May on Armed Forces Day, our Chickasaw Kiwanis Club sponsors its annual 5K Freedom Run and 1 Mile Fun Run. The event takes runners along a certified, scenic 5K course through Chickasaw. Any and all ages can participate, see *Figure 6.27*.

Figure 6.27: Chickasaw Kiwanis Club 5K



Source: Carnes Craig

Garden Club Plant Sale

Our local garden club sponsors their annual plant sale each year to raise money for their continued efforts in beautifying our community. The Club plants many flowers, trees and shrubs around our city and sponsors events, such as “Yard of the Month”.

Historic Tour of Homes and Holiday Open House

Each December, our Historical Society members host their annual Holiday Open House. The event features house tours, crafts, refreshments and a silent auction. The "Chickasaw by Candlelight" Homes Tour delights visitors with a chance to view our city's numerous historical homes, which are

Figure 6.28: Chickasaw By Candlelight Historic Homes Tour



Source: Chickasaw Historic Preservation Society

beautifully decorated with Christmas trees, boughs of holly, garland and poinsettias, see *Figure 6.28*. Proceeds from this fundraiser support our Society's historic district community project.

Children's Mardi Gras Parade

Our City sponsors its own Mardi Gras Parade for the children within our city. Kids, ages 12 and under are allowed to participate. They are encouraged to dress in their most festive Mardi Gras attire and either walk or ride in a wagon, with their parents or guardians, along the parade



route and provide their own throws. All are welcome to watch the parade along sidewalks on the route.

Easter Egg Hunt

Our city wide Easter Egg Hunt takes place every spring at C.E. Burrell Park and always has a great turn out of around 100 children, ages 12 and under. There are three age divisions that contain 3,000 Easter eggs for the children to hunt. The event also includes inflatables, games, refreshments and of course a visit with the Easter Bunny, see *Figure 6.29*.

Figure 6.29: Chickasaw Easter Egg Hunt



Source: City of Chickasaw

Fourth of July

Our city celebrates Independence Day big with a fun filled day of festivities, which include games, live music, food, a kayak paddle, puppet show and much more. The event is held at Brooks Park and concludes with a spectacular fireworks show.

Summer Day Camp Program

Each year at the end of June, the our city organizes a Summer Day Camp for kids 4-12 years old, which lasts until about mid-August. This program is in its 31st year and has met much success. Day camp activities include time at the city pool, field trips to the movies, and even fun events like pajama day. It also provides an opportunity for the kids to get engaged with our community, with activities such as lessons on safety sponsored by our city's Fire Department. The Summer Day Camp Program is open to our residents and non-residents alike. More information about the program can be found by calling our Parks and Recreation Department.

Kiwanis Club Annual Disc Golf Tournament

On the 2nd Saturday in January, our Chickasaw Kiwanis Club sponsors its annual Disc Golf Tournament. The Tournament takes place at the Disc Golf Course located at our Civic Center complex, located at the corner of Grant and Court Streets.



Chickasaw Annual Christmas Parade

Every 2nd Saturday in December, our City sponsors an annual Christmas parade, open to all members of our community. Participants are encouraged to make and build creative floats for the parade. Individuals and organizations can participate. A Santa Claus float with old St. Nick himself is also present in the parade, see *Figure 6.30*.

Figure 6.30: Chickasaw Christmas Parade



Source: Carnes Craig

Summer Reading Program

The Ina Pullen Smallwood Memorial Library’s Summer Reading Program is a six week, summer reading program available to our residents. The program focuses on keeping kids reading all summer and is always a great success! Participants enjoy stories, crafts, refreshments and special guests. Children who read the most books receive special prizes and all the children receive backpacks and goodies.

Chamber of Commerce Citizen of the Year

Every year in June, our Chamber of Commerce hosts an annual luncheon to award one of our selected citizens with the Citizen of the Year Award. An outside entity evaluates the nominees and selects the award recipient based on how the citizen has advanced our community and their accomplishments in the various positions they hold in our community.

This luncheon, which features a prominent guest speaker, has been hosted for almost 60 years by our Chamber. It always has a large attendance of approximately 100 people, and is an important annual event for our city, see *Figure 6.31*.

Figure 6.31: Chickasaw’s Chamber of Commerce Citizen of the Year Luncheon



Source: Chickasaw Chamber of Commerce

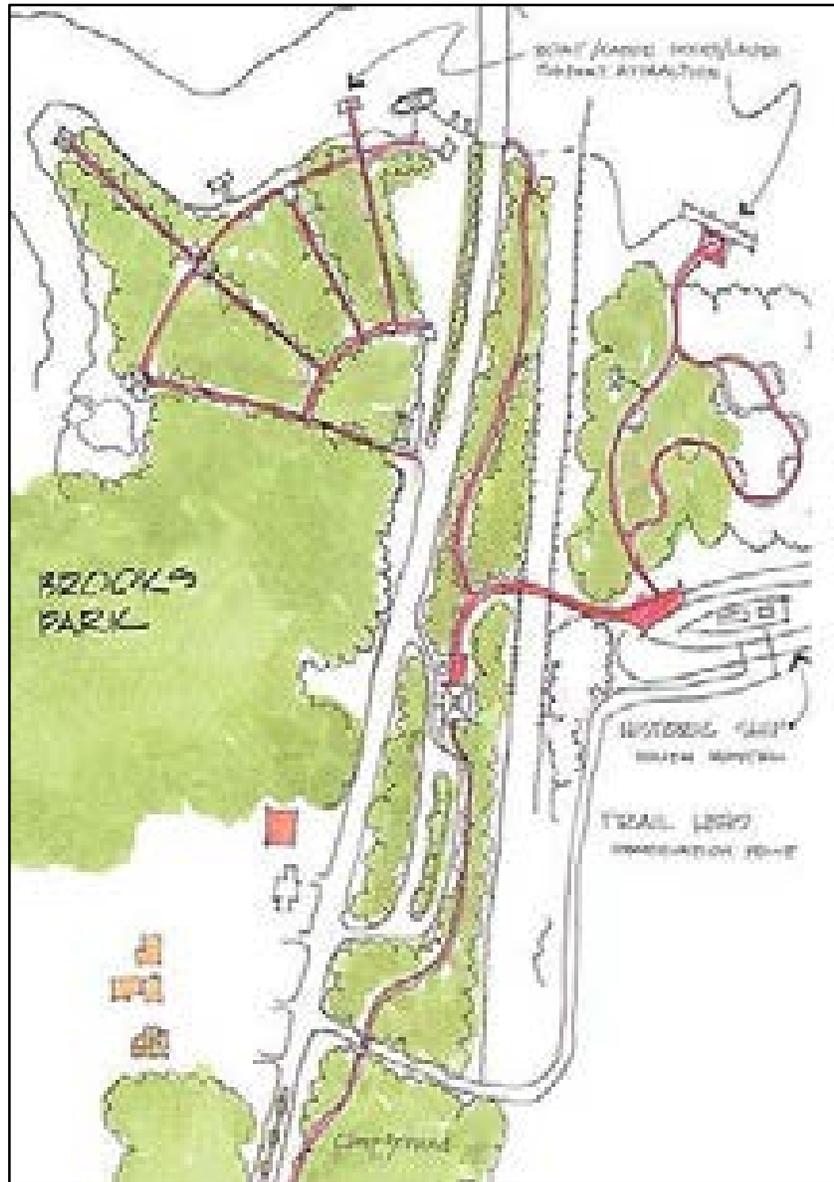


Future Parks & Recreation

For the purpose of our Comprehensive Plan, Auburn University’s Center for Architecture & Urban Studies prepared progressive and elaborate concept plans for our community’s development in a variety of categories to be included in our city’s master plan. Illustrated in *Figures 6.32 & 6.33* are some examples of their suggestions and ideas. *Figure 6.32* shows Brooks Park Landing and Recreation area, showing details for development on the east side of Highway 43. These plans include an additional boat/canoe/kayak launch and dock, a restored shipyard vessel to house a museum or lodging facility, a restored tugboat as a park attraction and the creation of an RV park, campgrounds and picnic areas.

Figure 6.32: Brooks Park Plan

Figure 6.33 shows a broader concept of our Parks and Recreation plan throughout our entire municipality, which includes more pedestrian greenway trails and trail heads that inter-connect throughout our city, more parks and playing fields, community gardens and “green” buffers and connecting Chickasabogue Creek into the Alabama Scenic Canoe Trail. These suggestions will promote eco-tourism in our city and provide a more walkable community. Along with the master plan that is being developed by the City of Chickasaw, other recreational areas such as trails and a historical park along Chickasabogue Creek are being developed.



Source: Auburn Design Studio



Figure 6.33: Auburn Design Studio Concept Parks & Recreation



Source: Auburn Design Studio



Elevated Boardwalks

Our city will continue to develop additional opportunities to capitalize on the birding and eco-tourism industry by constructing elevated boardwalks over wetland areas in different areas of the city, such as our port and Pirates Cove areas, see *Figure 6.34*. Constructing boardwalks in these areas will provide a way for the wetlands throughout our municipality to be utilized as well as recruit locals and tourist to our port and the proposed working waterfront district of our city. Our community could also benefit from hosting an annual Chickasaw Migratory Bird Festival to recruit birders and nature enthusiasts to our area. It is important that we as a city, become a local leader in developing regional initiatives that focus on conservation, sustainability and tourism in our area.

Figure 6.34: Elevated Boardwalks Over Wetland



Source: ekisticsdesignstudio.com

Community Gardens & Farmers Market

Community gardens or neighborhood gardens and nurseries can be developed as one large community plot or many individual plots. They contain fruits and vegetables or flowers that can be grown for individual use or sold at a Farmers Market. They provide a multitude of benefits for a community such as:

- Improves the quality of life for people in the garden and neighborhood
- Stimulates social interaction and brings communities together
- Produces nutritious food and teaches gardening skills
- Reduces family and school food budgets
- Creates opportunity for recreation, exercise, therapy, and education
- Promotes interactive agriculture learning through the development of school gardening programs
- Provides a catalyst for neighborhood and community development
- Encourages and teaches self-reliance and sustainability
- Beautifies neighborhoods and unused open spaces
- Conserves resources
- Reduces crime
- Preserves green space
- Creates income opportunities and economic development

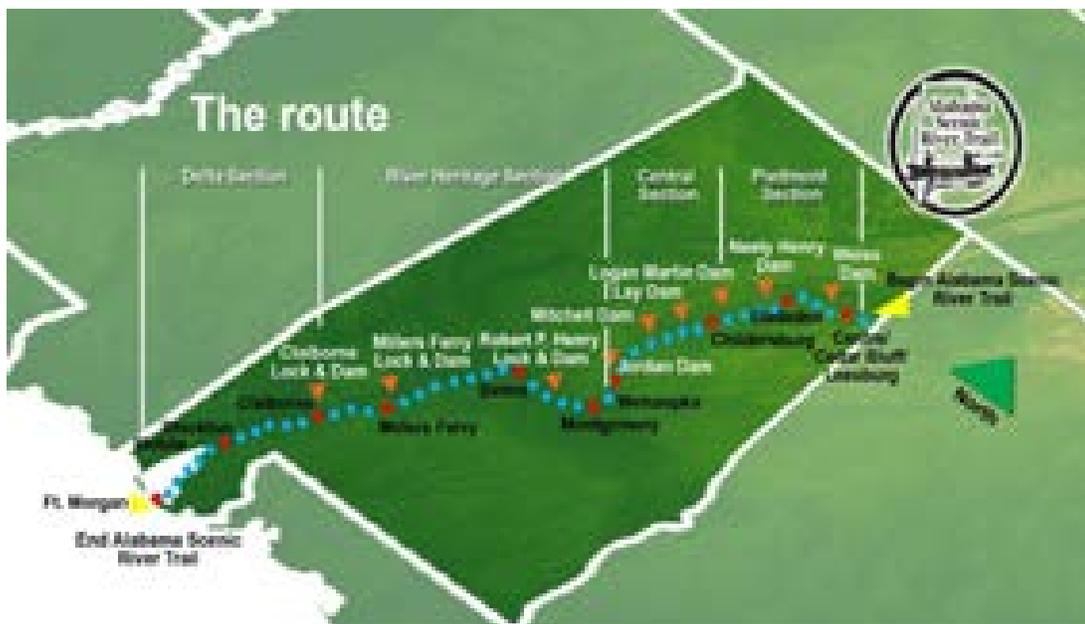


Our community will greatly benefit from a community garden and should explore the opportunity by creating a committee to investigate areas of availability, such as vacant lots scattered throughout our neighborhoods and Alabama Power’s right-of-way along Chieftain Way (12th Avenue), which is adjacent to our public school. Additionally, the garden will provide an interactive learning environment for our school-aged children by creating an outdoor classroom, which will enable our students to gain gardening skills through hands-on learning and provide fruits and vegetables to our school cafeterias. The committee should establish and manage a Farmer’s Market in a vacant area of our city, such as the China Doll factory site. The Farmer’s Market will provide a way for local farmers from our area to sell their crops throughout the summer growing months.

Alabama Scenic River Trail

Water related activities and recreation is a big part of our lives in lower Alabama. Chickasaw or Chickasabogue Creek is within our city limits, providing us with waterfront access to the Mobile-Tensaw Delta, leading to the Gulf of Mexico. While always being mindful of our natural resources and being responsible stewards of our environment, we should capitalize upon our close proximity to the waterfront and the Mobile-Tensaw Delta by developing more eco-tourism activities such as boating, kayaking, canoeing and paddle boarding. These water dependent activities attract many enthusiasts and nature lovers alike. The Alabama Scenic River Trail, which is designated as a National Recreation Trail, see *Figure 6.35*, encompasses Chickasaw Creek. By coordinating with the *Alabama Department of Conservation and Natural Resources (ADCNR)* to connect into this existing trail along with the existing Bartram Canoe Trail in Baldwin County, we can acquire many more aquatic miles of outdoor recreation availability and economic opportunity.

Figure 6.35: Alabama Scenic River Trail Route



Source: *Outdoor Alabama*



Splashpads

Splashpads are becoming a very popular recreational activity in today's society. Children of all ages are enjoying an alternative way to beat the heat other than swimming pools. Paul Devine Park has an open concrete area located between the pool and tennis courts that could serve as a likely candidate for a splash pad location. Due to elevated numbers of city pool users, we can serve our citizens more efficiently by providing them with this recreational activity.

Community Goals

The following is a list of issues that were identified in part by our citizens through the Chickasaw Community Response Survey, which was conducted by the Chickasaw Planning Commission and the South Alabama Regional Planning Commission (SARPC) in January 2013. The goals listed are items our city is addressing or will address and strive to accomplish in the future.

- Provide more facilities and activities for the young adult and young family-aged demographic group.
- Maintain, improve and expand current park and recreational facilities and events in Chickasaw. This includes the development of additional public water access facilities for boats and pedestrians. Additionally, this could include the preservation, restoration and new development of a working waterfront that includes boat slips, boat launches, and additional elevated boardwalks over wetlands.
- Expand and support eco-tourism opportunities and businesses to better capitalize on the city's resources without resulting in an adverse impact to the social or physical environment or quality of life for the city's residents. Applicable eco-tourism businesses would include watercraft rentals, bicycle/moped rentals, bait and tackle shops, etc.
- Host a *Movie in the Park* night at our Community Amphitheatre in the summer months to encourage community fellowship and promote strong neighborhoods.
- Sponsor an annual Shakespeare or Renaissance Festival to be held at our Community Amphitheatre and use the park to host a community movie night in the summer months.
- Work with our city's Parks & Recreation Department to develop a soccer league for our children.
- Incorporate our Community Library into the Mobile County Public Library System.
- Repair and replace identified equipment at city parks.
- Install lighting and other security measures as needed in parks to promote safety and reduce crime.
- Provide additional Police in parks to promote public safety.
- Create Community Gardens.



- Construct more boardwalks in wetland areas to provide more opportunity for bird watching and other eco-tourism activities.
- Establish a Farmer's Market.
- Construct more playgrounds throughout the city and provide more playground equipment in existing parks.
- Work with the appropriate regulating authorities to remove debris and abandoned vessels from the Tensaw River where our proposed extended paddle trail is located.

Recommendations

By implementing the recommendations and strategies listed below, our city can begin to achieve the community identified goals.

- Develop a new recreational facility for water access in the area of Brooks Landing. The facility would support recreational boating, fishing, kayaking, paddle boarding, and would include boat slips, boat launches, pedestrian boardwalks, observation decks and fishing piers.
- Advertise Brooks Park as a site for recruiting private events such as weddings, birthdays, paddle board and water-ski tournaments and cross country events, just to name a few.
- Host the Chickasaw's Founder's Day festival annually as opposed to every other year, in order to draw more attention to the happenings around the city. Include a fireworks display and a Founder's Day parade within the festival, to enhance the experience of the celebration.
- Contact *Alabama Coastal Birding Trail* and establish additional birding trails around our city's Port and establish an annual Chickasaw Migratory Bird fest in our community.
- Work with *American Veteran and Vietnam Veteran organizations* to help fund the repairs and restoration of Legg Park, and provide improved memorial monument for KIA Vietnam Veteran 2LT. John D. Legg at Legg Park.
- Install trash cans and waste collection sites throughout Brooks Landing.
- Seek funding through the *Bedsole Foundation* and the *Alabama Department of Economic & Community Affairs (ADECA) Trails Program* for development of additional playgrounds for the community and for repairs on existing park equipment.
- Establish officer patrol route through Brooks Landing to control vandalism.
- Form a committee to conduct an annual assessment of our city parks to identify needed repairs and improvements.
- Develop kayak, canoe and paddleboard rental programs at Brooks Landing.
- Work with *ADECA LETS* program to purchase security camera equipment and additional lighting for parks.



- Work with Mobile County Public Library System to incorporate Chickasaw’s Community library with County System.
- Establish city museum with historical items at library and around town.
- Seek funding from *ADECA Trails Program* and the *National Oceanic and Atmospheric Administration (NOAA)* to construct more pedestrian and bike trails.
- Develop campgrounds, RV park and picnic areas to attract eco-tourism to our area.
- Coordinate with the *Alabama Department of Conservation and Natural Resources (ADCNR)* to connect Chickasabogue Creek into the existing Alabama Scenic River Trail and capitalize on the water access points of Brooks Park Landing to develop this area into an important resource along this trail.
- Develop more nature trails and trail-heads that inter-connect with existing pedestrian trails throughout our city, creating a more walkable community.
- Locate and restore an old Chickasaw shipyard vessel to be used as a city museum, park attraction or lodging facility.
- Work regionally to build initiatives that capture conservation and eco-tourism opportunities.
- Coordinate with the *American Community Gardening Association (ACGA)* to develop community gardens and work with our city’s school system to integrate an outdoor classroom with a community garden.
- Establish a committee to manage and develop a Farmer’s Market and oversee the organization of the community gardens.
- Form a committee to ensure the integrity of our Blueway Trails: Ron Jones Paddle Trail and the Alabama Scenic River Trail, by coordinating with the proper regulating agencies to keep our waterways free and clear of debris and dumping and to monitor possible environmental hazards such as sewage leaks and deteriorating boat hulls, see *Figure 6.36*.
- Expand our efforts and participation in Alabama’s annual Coastal Clean-Up by developing and hosting our own annual “*Clean-Up Our Blueways Day*” in Chickasaw. This event will provide an additional way to get our community and watermen involved in environmental conservation and clean up efforts and will create public awareness to our natural resources.

Figure 6.36: Concrete and Debris Dumping Near Chickasaw Creek



Source: SARPC



- Coordinate with ADCNR to apply for funding through the *Coastal Impact Assistance Program (CIAP)* in 2015 to identify and remove derelict vessels in Chickasaw Creek area that may pose an environmental threat due to leaking boat hulls, see *Figure 6.37*.
- Apply for funding through the *Gulf Coast Resource, Conservation and Development Council (Gulf Coast RC & D)* to construct a community Splash Pad at Paul Devine Park.

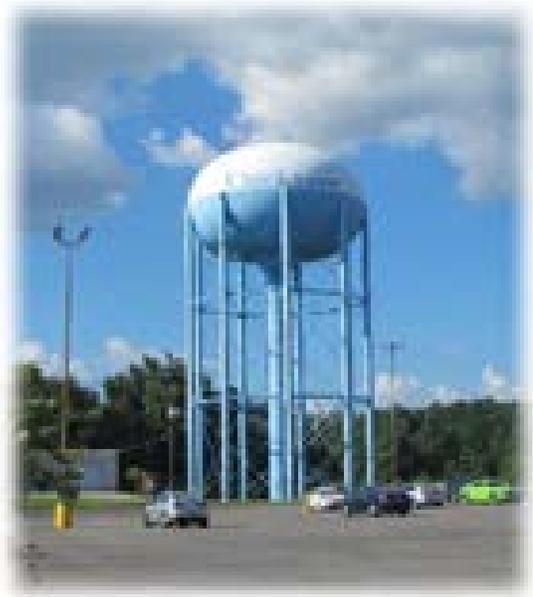
Figure 6.37: Derelict Vessel Near Chickasaw Creek



Source: SARPC

Community Facilities and Services

A community requires a wide variety of facilities and services to ensure that basic health and safety needs are met. These services also insure a high quality of life and a sustainable economy. This chapter provides an inventory of community facilities and services currently offered to our residents and local businesses and identifies the services and facilities needed to accommodate them and their interests. Recommendations and strategies are proposed to accomplish community goals and plan for future growth.



The following is a list of our city's current inventory of services and facilities provided to our residents and local businesses.

Chickasaw City Hall

Our city incorporated on November 12, 1946 and elected a Mayor and five council members. Our city offices were established in one end of the Lange Building and later moved to their current location at City Hall, located at 224 North Craft Highway, see *Figure 7.1*. The building was constructed in 1953 and expanded in 1965 and it consists of 9 offices as well as a courtroom. It houses the Council Chambers, Mayor's office, Business Office, Court Clerk's Office, Code Inspector's Office, Code Enforcement Office, City Jail, Recreation Supervisor's Office and Docket Room. Office hours are Monday- Thursday 7 a.m. to 6 p.m.

There are 78 total city employees consisting of 56 full-time and 22 part-time as well as a hired city attorney. Our governmental structure consists of a Mayor and five council members. Our Mayor is responsible for overseeing the day-to-day operations of the city with the support of the city staff.

Figure 7.1 : Chickasaw City Hall



Source: SARPC

The nature, powers, and functions of this governing body are explicitly covered in our city's charter.

The City Council meets twice a month on the 2nd and 4th Tuesday at 6:30 pm for workshop and 7:00 pm for Council Meeting. The Chickasaw Planning Commission meets once a month on the first Monday of each month at 6:00pm. The Zoning Board of Adjustment meets as needed. The meetings are held at the City Hall Courtroom and are open to the public. The City of Chickasaw operates under the Code of Alabama of 1975, Title 11, Chapter 41, which applies to the operation of municipal governments.

For a complete list of city services, events and up to date information, visit the city's website at www.cityofchickasaw.org and Facebook page under *City of Chickasaw*.

Public Safety

Municipal Court

Municipal Court is held within City Hall. The Court hears cases every Wednesday on misdemeanor and traffic cases within the City of Chickasaw. A Municipal Judge rules on all cases and there is no jury. All other offenses are heard in the Mobile County Circuit Court.

Jail Facility

The city jail is located inside City Hall. It contains five cells which were constructed from an old disassembled brig. The jail is designed to hold 11 inmates at any time and only holds misdemeanor offenders and those who have failed to pay their traffic fines. The jailers are dispatchers employed with the Chickasaw Police Department and they rotate on 12-hour shifts.

Police Department

Personnel and Equipment

Our city's Police Department is located behind City Hall in the 4,000 square foot Lange Building, see *Figure 7.2*. This building is a historic structure in Chickasaw that has served as the venue for many different businesses over time, including an ice house and a medical clinic.

Figure 7.2 : City of Chickasaw Police Department



Source: SARPC



Our local Kiwanis Club presents recognition awards to our Police Officers who are doing an outstanding job every quarter or when recommended by the Police Chief.

Our Police Department employs 22 full time sworn Officers and one non-sworn employee. The Department operates 24 hours a day on 12 hour shifts and patrols a police jurisdiction of approximately four square miles with no jurisdiction outside our city limits. Both our Police and Fire departments use the Mobile County CAD System for 911 dispatched calls. There is one officer for every 277 civilians in our city. *Table 7.1* shows an inventory of our police personnel.

Table 7.1: Inventory of Police Department Employees

Officer Type	Number	Sworn/Unsworn
Patrol Officer	15	Sworn
Criminal Investigators	4	Sworn
Administration	2	Sworn
Code Enforcement	2	1 Sworn,1 Unsworn

Source: Chickasaw Police Department

Our Police Department maintains a fleet of vehicles which are equipped with a variety of the most up to date equipment, which is listed in *Table 7.2*. Some of the equipment is shared between the Police and Fire Departments when needed. A 27 foot aluminum hull, jet propelled Police and Fire Rescue boat was given to the department from the Military Surplus Equipment 1033 Program that donates vehicles and equipment to law enforcement entities. The boat is from the Red River Army Depot in Texarkana, Texas. It will be used to protect the waters around our city and the Port of Chickasaw for public safety and police patrol, as well as search and rescue and fire protection.

Table 7.2: Current Police Equipment Inventory

Quantity	Vehicle Type	Purpose	Equipment
21	Standard Police Interceptors	Police Patrol	Laptop Computers, Printers, Camera Systems, Radar Units
3	Non-Pursuit Vehicles		
4	Specialty Vehicles		
1	27 ft. aluminum Police/Fire Rescue Boat	Public safety, patrol, search & rescue, fire protection	
2	Hummer	Tactical enforcement, inclement weather rescue	
1		Tactical Response Vehicle	Bullet proof armor and glass, gun mount

Source: Chickasaw Police Department

Employment and Training

Hiring procedures for our police department is through the Mobile County Personnel Board, which handles the application and testing process. As with any police department in the State of Alabama,



enrollment in an accredited police academy is required within six months of hire but not required at the time of the initial hire. Training is mandated by each agency and is also maintained by the particular agency once hired. Our hired Police Officers are required to complete a mandatory field training in which they ride with and are evaluated by a certified Field Training Officer. Additionally, the State of Alabama requires that all Police Officers receive a minimum of 12 continuing education hours each calendar year.

Our Officers attended numerous education and training classes. The following is a list of some of the fields in which they have been schooled and trained in:

- Special Weapons and Tactics (S.W.A.T.)
- Homicide investigation
- Public information officer school
- Canine handling
- Rapid response instructors
- Field training officer school
- Criminal interdiction
- Firearms instructors

Our Police and Fire Departments provide many educational and community safety programs to the citizens of Chickasaw and our public school children, to promote public safety and public awareness. One of these programs is Offender Watch, an online resource that is the nation's leading registered sex offender management and community notification tool. Our Law Enforcement utilizes Offender Watch to manage and monitor the whereabouts and status of all registered offenders in Chickasaw.

Other programs our Officers provide and participate in are as follows:

- Eddie Eagle Gun Safety Program
- Community Watch Program
- Reserve and Auxiliary Program
- Gun Safety Classes

Performance

Our community survey results showed that precisely 67% of our citizens feel safe or very safe when it comes to public safety in our city. Numerous citizens who participated in our survey commented on how pleased they are with the response time of our Police and Fire Departments and the consistent Police presence throughout our community. As stated, most of the comments were positive, however some comments indicated that additional Police protection is needed to control crime and safety in Chickasaw.

Table 7.3 displays the crime report data for our city from 2000-2012. This data is evaluated by federal and state funding agencies to determine a community's eligibility for law enforcement funding. This data can also be used to identify growing crime rates, types of crime being committed and specific trends in crime within our community.



Table 7.3: Chickasaw Police Department Uniform Crime Report Data 2000-2012

CRIME	2000	2001	2002	2003	2004	2005	2006	2007	2008	2009	2010	2011	2012
Homicide	0	0	0	0	0	1	1	0	2	0	0	0	0
Rape	2	2	2	2	4	2	1	2	3	3	4	2	1
Robbery	7	9	4	10	6	7	8	10	17	8	10	6	8
Assault	22	13	16	14	22	26	18	17	23	31	22	23	52
Burglary	67	104	55	110	93	75	114	83	143	92	104	91	87
Larceny (Theft)	289	347	269	281	249	244	215	242	240	208	219	225	261
Motor Vehicle Theft	33	19	31	11	8	18	8	23	45	24	22	24	17
TOTAL	420	494	377	428	382	373	365	377	473	366	381	371	426

Source: Alabama Criminal Justice Information Center (ACJIC)

Needs

Our Police Department is housed in an old building with limited space. A new facility is needed to accommodate the needs of the Department, which include storage space, offices and room for expansion if more officers are hired. Future development plans for our city include the construction of a combination police, fire and jail facility. Additional patrol vehicles will be needed as well as sufficient body armor for tactical response teams, a narcotics canine, new jail facility, several more laptop computers with printers and additional in-car camera systems. The *Alabama Department of Economic and Community Affairs (ADECA)* provides a *Surplus Property Division*, which offers equipment, furniture, vehicles and other items from state and federal organizations at tremendous discounts. The *U.S. Department of Agriculture (USDA)* awards grant money and offers low interest loans and to provide community facilities such as police and fire stations and equipment, jail facilities and many other resources that are vital in supplying community needs and services. Our city should submit projects through the *Mobile County Consortium* in order to be awarded *ADECA* funds as well as contact the *USDA* for funding and loan opportunities. Agency contact information can be found in *Appendix B: Funding Resources* of this plan.

Fire Department

The Chickasaw Fire Department was established in 1946 as a result of the founding of our city. It is located behind our City Hall at 224 North Craft Highway in an all metal structure with three truck stalls and living quarters that accommodate two full time Firefighters and Emergency Medical Personnel (EMT’s) at all times, see *Figure 7.3*.

Figure 7.3: Chickasaw Fire Department



Source: SARPC

The mission of the Chickasaw Fire Department is to offer quality fire protection, emergency medical care and hazard mitigation services to our citizens and to minimize the potential for loss of life or property damage due to fire or other hazards.

Personnel

Our Fire Department is a fully staffed, state-certified Department that has trained personnel to provide fire suppression and emergency medical services (EMS) skills. Our Department is

staffed 24 hours a day, 365 days a year. We operate on a 24/48 hour rotation, meaning we are fully staffed 24/7 and each Firefighter works 24 hours on and has 48 hours off. The Chickasaw Fire Department has a mutual aid agreement with adjacent municipalities and will assist outside the jurisdiction of our city limits if needed.

All of the staff are cross-trained to assist in firefighting. Each employee has been through the EMT program and all are state-certified firefighters as well as certified by the Alabama State Fire College. The current staff includes:

- 6 full-time Firefighters,
- 7 trained Emergency Medical Technicians (EMT’s)
- 22 Safety Officials

Equipment and Training

Every month, our Firefighters receive 12 hours of in-house training and all EMT’s are required to have CEU’s (Continuing Education Units), based on the National Register of EMT’s program as well as CPR. A complete list of our Fire Department’s current fleet and equipment inventory is displayed in *Table 7.4*.

Table 7.4: Chickasaw Fire Department Equipment Inventory, 2013				
Quantity	Equipment	Year	Purpose	Features
3	Pumper Trucks		Firefighting/EMS/MVA/Accident Extraction	4500 Gallons Per Minute Pumping Capacity, TNT Extrication Equipment, EMS Equipment
1	Shallow water boat		Water Rescue	Jet Drive Propulsion

Source: Chickasaw Fire Department

Performance

Our Department operates under the BLS (Basic Life Support) Program, providing basic life support, including CPR and AED, but we do not transport. Our jurisdiction is approximately 3 square miles and basic response time is 3 minutes.

Emergency ambulance services are provided by Mobile County EMS for transportation to the hospital as well as Advanced Life Support Personnel. Emergency calls are dispatched from Mobile County EMS/Fire Dispatch to the fire department by radio and digital pager.

Every five years, our Department is evaluated by the Insurance Service Organization (ISO) and receives an ISO rating. This rating determines the quality of fire protection available and insurance rates. The rating system ranges between 1-10, with 1 being the best rating a Department can receive. The ISO uses a consistent set of guidelines to evaluate every Fire Department and bases a Fire Department's rating on many factors including the number of personnel on duty, training level of personnel (paid or volunteer), the amount of water the fire department can get to a fire, and the amount and quality of equipment used (such as fire engines and hand tools). The purpose of ISO is to give insurance companies a uniform system on which to base their insurance premiums. Currently, Chickasaw's Fire Department's ISO rating is a 6 and the Department is making improvements to our water system, fire equipment and training procedures in order to lower their ISO rating at our next evaluation.

Figure 7.4 is an example of how involved our Fire Department is in our community activities. The Department consistently attends functions such as our Founder's Day celebration, charity runs and many other community events. Additionally, the Department presents educational information to our public school children through school assemblies and demonstrations.

Figure 7.4: Chickasaw Fire Department at Founder's Day Parade



Source: City of Chickasaw

Needs

Our Department was in need of a Ladder Truck, but has recently acquired one to be used in assistance and response to current and future commercial and industrial districts. Our Fire Department saves money by purchasing some of their equipment through the state's DRMO (Defense Reutilization Marketing Office) Program. The DRMO Program receives excess property from the military and makes it available to municipalities at discounted prices. Future development plans for the Department include the proposed construction and relocation of the Fire Department to a more centralized location in our city.

Chickasaw City Schools

Our city is proud to offer and provide a city school to the residents of Chickasaw. The Chickasaw City School System established their inaugural classes in the fall of 2012 after transitioning from the Mobile County Public School System. Our school system is made up of two facilities, an Elementary School, offering education for grades Kindergarten through 5th grade and a High School for students in 6th through 12th grades. The facility is located at 50 Chieftain Way (12th Avenue) in Chickasaw, see *Figure 7.5*, and our Administrative offices are housed at 201 North Craft Highway in the original Chickasaw school building. The school system has a second campus located at 90 Grant Street. Future development plans for our school system include relocating the Elementary school to this campus.

Figure 7.5: Chickasaw City School



Source: City of Chickasaw

School staff consist of 64 certified administrators and employees and 36 support aides and staff. We provide daily transportation to and from school, by way of seven school buses, with one being used for Special Needs students. Our school busses travel approximately 80 miles of bus routes daily. Enrollment is open to all Chickasaw school aged residents as well as students from outside our city limits who meet specific criteria. Approximately 25 students are currently enrolled in our school through a tuition-scholarship program that allows students to attend our school, providing they meet academic, attendance and behavior criteria.

All of our classrooms have integrated the use of state of the art “Smart Boards”, where students can inter-actively learn through related software applications. Both of our schools provide computer labs to the students. An on-line career tech program and distance learning lab is available through our High School.

Chickasaw Elementary School

Chickasaw Elementary School offers education for students enrolled in Kindergarten through 5th grade. School hours are 8:00 a.m. to 3:00 p.m. Current enrollment for the 2013-2014 school year is 486 students. The school provides a full breakfast and lunch each day as well as a before and after school care program, which is partnered with the Childcare South Program, formally the Grandma Program, beginning at 6:30 a.m. until 5:45 p.m. for students attending our Elementary School. This is a structured program that provides a teacher who is available to help with homework if needed. Our elementary school has recently obtained the status of being an AMSTI School (Alabama Math

and Science Technology Initiative). Our teachers have been specially trained, providing hands-on learning techniques are applied while teaching math.

Chickasaw High School

Our High School facility is offered for students in grades 6th through 12th. The school day begins at 7:30 a.m. and ends at 2:35 p.m. Current enrollment for the 2013-2014 academic year is 398 students. The school offers many programs, such as tutoring, Advanced Placement (AP) and Pre-AP courses, Special Education, ACT Prep classes and Extended Day School, a program offered to students who, due to personal circumstances, require attending school during the evening hours of 3:30 p.m. to 6:30 p.m., Monday through Thursday. We are dedicating resources and teachers to place a school system-wide emphasis on math and science. Our goal is to maintain smaller class sizes to allow for individual student progress monitoring and academic adjustments where needed.

Additionally, our High School offers a variety of programs and clubs to our students in 7th through 12th grades. The following is a list of the activities available to our student body:

- *Marching Band*
- *Special Needs Programs*
- *Chorus*
- *Physical Education Class*
- *Driver's Education*
- *Mobile Area Piano Lab*
- *Special Olympics*
- *Robotics*
- *Chess Club*
- *Dance Team*
- *Student Government Association*
- *Evening Alternative School*
- *Distance Learning Programs*
- *Career Tech Programs*
- *Newspaper & Yearbook Staff*
- *Early College Program (collaborative project with the University of Mobile)*
- *Athletic Programs: basketball, cheerleading, volleyball, football, softball, cross country, track & field, soccer, disc golf and badminton*

Our athletic program aims to empower young people by providing a life skills program that promotes positive values, healthy habits and education through a variety of sports. Our Booster Club organizes and participates in many fundraisers to help with the cost of our programs.

We have an established athletic program that offers sports such as basketball, cheerleading, volleyball, football, softball, track & field and cross country. Our football facility is currently located at Dotson Park, see *Figure 7.6*. We will continue our efforts to grow our athletic program and expand to sports such as baseball, golf, tennis, and swimming. Our Booster Club is a leader in raising funds for our sports programs and we are developing other fundraising programs to help fund adequate facilities and equipment and other needs in order for us to compete at the highest athletic level with other schools not only in the region, but across the state. Partnering with other successful schools could also be a useful tool when seeking ideas on establishing our athletic programs and facilities.

Figure 7.6: Chickasaw’s J.V. Football Team



Source: SARPC

We provide up to date information about our school and current activities through social media outlets such as Facebook and Twitter. We use these outlets as an education tool and a useful way to promote communication between our school and parents, as well as our entire community. “Like” us on Facebook under *Chickasaw City Schools*, “Follow” us on Twitter at *@ChickasawSchool* and visit our school website at www.chickasawschools.com to stay informed and updated about our school’s happenings.

Our school has much potential and we are dedicated to transforming the children of Chickasaw into a productive youth who will be ready to face whatever the future holds for them. The goal of our school system is:

“That all students who graduate from the City of Chickasaw School System will be prepared for college or work with no need for remediation”.

Before the establishment of our school system, our community’s children were bused to over 60 different schools throughout Mobile County. These children no longer have to tolerate long bus routes and attend different schools from their neighbors. The Chickasaw City School System has played a major role in connecting our neighbors with each other and providing activities for our youth to participate in.

We produced our first graduating class in 2013 school year with 12 students, 9 of which had attended separate schools before our school system was established, see *Figure 7.7*.

We were recently awarded a grant from the State of Alabama titled the *21st Century Community Learning Center*. It will fund our school \$135,000 per year for the next three years. It's the only federally funded program that offers support to after school programs. Because of this award, we will have the opportunity to open our school doors to our community and "share" our classrooms with our citizens for academic programs.

Figure 7.7: Chickasaw's Inaugural Class of 2013



Source: Chickasaw City School System

Another successful program that we are currently involved in, along with most public schools in Mobile County, is the *Fill the Bus* program. *Partners in Education* in collaboration with the University of Mobile, sponsors this wonderful program for our school every year by filling a school bus with school supplies and uniforms. Our local churches generously give of their time as well as provide school uniforms and supplies to the program See *Figure 7.8*.

Figure 7.8: Special School Programs



Source: Chickasaw Board of Education

Needs

Our school system's future is one of our utmost priorities in the future development of our city. While we continue to strive for a high level of academic success, we also should look into a holistic approach when it comes to our supporting our recently incorporated school system. We rely on the fundraising efforts of our PTO and Booster Club, but more funding resources must be sought through state and federal funding agencies as well as private foundations. We should consider partnering with other school systems similar to us in size, who have established successful programs such as aviation and ROTC training.

Additionally, we should form a committee to collaborate with the *Mobile Area Education Foundation (MAEF)* to establish an *Educational Enrichment Program* for our school to raise supplemental monies for school projects and supplies that aren't state and federally funded. Establishing these initiatives will solidify a successful future for our children and our school system.

Some examples of school systems within our state who have seen a great deal of success, both academically and athletically, are Piedmont, Brewton and Thomasville School Systems. *Community*



Development Block Grants (CDBG) offered through ADECA (Alabama Department of Economic and Community Affairs) and low interest loan programs financed through the USDA are sources of funding that these cities have used to establish their successful schools. Moreover, a close partnership and collaboration with the Mobile County Consortium and Commissioners should be considered to be made aware of all possible funding opportunities.

Library

Our city provides a Community Library for our residents to utilize and enjoy, see *Figure 7.9*. The library is one of the more popular places in Chickasaw as indicated through the community surveys. The Ina Pullen Smallwood Memorial Library is named after the lady who worked so hard in her efforts to establish a library for our community. It employs three part-time employees and is located at 224 Grant Street. The library houses 31,144 books, DVDs, tapes, magazines and newspapers. Additionally, the library

Figure 7.9: Ina Pullen Smallwood Memorial Library



Source: SARPC

holds many historic artifacts of our city, such as shipyard materials, property plats and historical texts, just to name a few. Many special activities and programs for children are held at the library, such as summer reading program, craft classes and puppet shows. Computer and internet access is provided to library members. Our library leaders should investigate the opportunity to join the Mobile County Library System to expand upon the services and programs available through the county's system.

Community Shelter/Safe House

In 2009, our city received a grant to construct a community shelter/safe house. Our community shelter is located at 799 Iroquois Street and is approximately 3,200 square feet in size. The facility is engineered as a safety shelter and can withstand winds up to 200 mph. It can currently house up to 146 people which includes 11 with special needs. Its main purpose is to serve as a storm shelter for our residents and First Responders. It provides a kitchen as well as shower facilities in case there is a need for long term residency.

In addition to serving as a safe house, the facility provides a number of different uses for our community including, senior activities, recreational events and meeting space with the availability of Wi-Fi services. The city sponsors adult GED classes in collaboration with Bishop State Community College and offers computer classes for seniors, see *Figure 7.10*.

Figure 7.10: Chickasaw Community Shelter



Source: City of Chickasaw

Hospitals and Health Care Services

Chickasaw does not presently have any hospitals or medical facilities within our city limits. However, there are four hospitals located nearby in Mobile and one Urgent Care facility located in Saraland. The closest hospital to Chickasaw is the Mobile Infirmiry, which is approximately five miles south of our city. The other three hospitals include the University of South Alabama Medical Center, USA’s Children’s and Women’s Hospital and Springhill Medical Center, all of which are within close proximity of Chickasaw. In the event of an emergency, our citizens are offered a choice of where to go to seek medical treatment if a hospital visit is required.

The closest Urgent Care Medical facility to our city is American Family Care, located at 1097 Industrial Parkway in Saraland. Recently, plans were announced to construct a branch of Mobile Infirmiry in Saraland, placing it within just a few miles north of our municipal border. See *Figure 7.11* for a map showing all the facilities, including the location of the proposed facility.

Figure 7.11: Hospitals and Medical Centers Near Chickasaw



Source: SARPC

Our city currently provides two health care facilities, one being a Chiropractic office belonging to Dr. Ron Steed, D.C., located at 401 North Craft Highway. The other is a dental facility, a branch of Azalea City Dental and it is located at 457 North Craft Highway.



Post Office

Our city post office is located in the heart of our community at 411 Parker Lane, see *Figure 7.12*. The post office is open to our citizens Monday through Friday, during the convenient hours of 8:30 a.m.-1:00 p.m., closed for lunch from 1:00-2:15 p.m., reopening for the day from 2:15 p.m.-4:30 p.m.

Figure 7.12: Chickasaw Post Office



Source: SARPC

Parks, Green Spaces and Trails

Our city currently offers eight different parks and five pedestrian and aquatic trails, along with numerous acres of open green space for public use, see *Figure 7.13*. These facilities are all owned and maintained by the City of Chickasaw with the exception of Miller Park and C.E. Burrell parks, which

Figure 7.13: Open Green/Walking Space



Source: SARPC

are maintained by the Chickasaw Housing Authority. The Parks and Recreation Chapter of this plan assesses all our city’s parks and recreational spaces and identifies future needs in order to serve our current and growing population.

Public Works

The Chickasaw Public Works Department strives to maintain and provide the best service possible to our citizens. The offices are located within our City Hall facility and staff includes: one Superintendent, which serves as Director,

one Supervisor, one Painter, two Carpenters, two Equipment Operators, two vehicle Service Technicians, three Public Service Workers I and one General Laborer. The department is responsible for all of the following activities throughout our city’s incorporated area: paving, buildings, streets, ditches, mowing and recreational facilities. The department maintains several pieces of equipment such as; a backhoe, dump truck, tractors, street sweepers, bush hogs, lawn mowers and a bucket truck, all of which are stored at City Hall.

Water Services

Our city’s water is provided by the Mobile Area Water and Sewer System (MAWSS). Their main office is located at 207 North Catherine Street in Mobile. Their service area includes over 200,000 residents throughout Mobile County including all of Chickasaw. The drinking water source for MAWSS is



received from the 3,600 acre Big Creek Lake Reservoir, located in West Mobile. Our city is provided one holding tank to service our residents.

Sanitary Sewer

Our city's sewer services are privately owned by the City of Chickasaw and the facility is maintained and operated by the Chickasaw Utilities Board. It services approximately 3,200 customers daily. Offices are located at City Hall and the staff includes one Supervisor, one Lift Station Mechanic and one Public Service Worker. The sewer facility consists of a wastewater treatment plant and two holding ponds and is located near the port, adjacent to Chickasabogue Creek.

Distribution System

The wastewater treatment plant has a maximum flow capacity of 600-700 thousand gallons per day and is currently operating at average capacity, serving approximately 100% of our residents. The discharge circulates through two lagoons or holding ponds that encompass roughly 50 acres combined. There are 11 pump stations located throughout the city and range in size from 30-40 horsepower. The Utilities Board is responsible for the maintenance and operation of all aspects of the facility, including roughly 40 miles of sewer mains and manholes. Although some maintenance is performed in-house, most issues have to be addressed by an outside contractor due to the small staff of the Utility Board. The existing infrastructure in place is old and in need of replacement. The *Alabama Department of Economic and Community Affairs (ADECA)* offers *Community Development Block Grants (CDBG)* that are generally used for infrastructure projects that improve public water and sewer services. Our city should apply for these grants through the Mobile County Consortium.

Gas

Mobile Gas, Inc. provides all gas utility services to a portion of our residents. The facility's main office is located at 2828 Dauphin Street in Mobile with a satellite location at 229 Wilson Avenue in south Prichard. Mobile Gas is a natural gas utility servicing approximately 89,000 residential, commercial and industrial customers in southwest Alabama and operating primarily in Mobile County. Natural gas is available to all areas of our incorporated limits.

Electricity

Our city's electricity is provided by Alabama Power. Alabama Power is one of four U.S. utilities operated by the Southern Company, one of the nation's largest producers of electricity. It supplies electricity to an unparalleled 1.4 million customers in the southern two-thirds of Alabama. Power for our area is generated at the Barry Steam Plant located along the Mobile River in north Mobile County.

Roads and Sidewalks

Our city's Public Works Department maintains local roads, right-of-ways, mowing, landscaping and sidewalks throughout our city as well as the signage and lighting along these roadways.



Drainage Infrastructure

The storm water drainage system in our city is complex and outdated. Our drainage infrastructure is currently maintained by our Public Works Department. There are numerous ditches and culverts funneling water into nearby Chickasabogue Creek. The original developers of our city installed an extensive storm water drainage system, channeling natural, meandering streams into straight ditches. At that time, these ditches did not provide any natural drainage functions. While they have served their test of time, they have exceeded their useful life span and are degraded and in need of replacement. The city has replaced two of the drainage pumps and *Figure 7.14* shows the newly constructed storm water pump house and new pumps. The new pumps are capable of pumping up to 20,000 gallons of storm water per minute to a 1.5 mile wide drainage canal. A back-up generator is in place as well in the event of a power outage.

Figure 7.14: Storm Water Pump House



Source: City of Chickasaw

Waste Management

Advance Disposal provides solid waste management services to residents and businesses throughout our city. There is currently no recycling service in Chickasaw, however, citizens can deliver their recyclables to the Earth Resources Recycling Center, located at 2810 Mill Street in nearby Mobile.

Cable and Internet

Our city's cable and internet service providers are Comcast and AT&T.

Building Inspection Department

Our city provides a Building Inspection Department and a Building Inspector, who is hired by our city. This inspector regulates and administers all building permits for our community. The Building Inspection Department is responsible for issuing building permits, determining permit fees, reviewing all plans for compliance with all applicable codes, performing inspections, issuing certificates of occupancies, and interpreting the Land Use and Zoning Ordinances for our city. Additional responsibilities include receiving and reviewing applications for subdivisions, site plans and zoning amendments and working with our Planning Commission and other governmental departments and agencies as needed.



Code Enforcement Office

The job of a Code Enforcement Officer is an important part of the effort to provide a safe and healthy environment for the public as well as clean and safe neighborhoods to our community. Our city currently employs a Code Enforcement Officer for our community. There are specific regulations and statutes our Code Enforcement Officer must enforce in order to protect our neighborhoods and effectively perform the duties required.

Animal Control

The animal control office is responsible for maintaining the population of stray animals as well as nuisances and/or dangerous wildlife that may enter our city.

Chamber of Commerce

Our Chamber of Commerce is located inside the Chickasaw Civic Center at 224 Grant Street. Our Chamber has been promoting business and industry in Chickasaw since its founding in 1955. The goal of our city's Chamber of Commerce is:

“To bring together business, community and governmental leaders to promote and insure the continued economic growth and business development of the City of Chickasaw and its surrounding areas.”

The Chamber collaborates with our city to seek recognition of new and expanding businesses in the North Mobile corridor. They are continuing to work to identify businesses that our community needs such as grocery stores, retail shopping and heavy industries, just to name a few. Their goal is to support education, the economy and a better quality of life. The Chickasaw Chamber of Commerce is open to all local businesses, services and individuals, 18 years and older. Individual and business memberships are available. Business meetings are held on the 3rd Thursday of each month at our Civic Center. With our growing city, our Chamber provides a great resource of advertisement for Chickasaw as the perfect location for all types of businesses and industry as well as residential living. More information about the Chamber can be found on their website at: www.chickasawchamber.com

Recreation Department

Our Recreation Department is a crucial factor in maintaining the overall health of our community. Recreation is very important to our citizens and this department supplies our citizens with numerous events and programs throughout the year. There is a Recreational Committee that meets when needed and consist of three City Council Members and a Recreation Superintendent. Events range from co-ed softball at Mauvilla Park to summer youth events held at our J.C. Davis Auditorium. Programs and events take place at numerous locations throughout our city including our Community



Amphitheater, Civic Center, and J.C. Davis Auditorium, see *Figure 7.15*. Detailed information about activities and programs, including a list of scheduled events, can be found on our city’s website at www.cityofchickasaw.org and Facebook page under *City of Chickasaw*.

Figure 7.15: J.C. Davis Auditorium



Source: SARPC

Senior Citizens Department

Our Senior Citizen Department is a very popular and active part of our community. Meals on Wheels is a service provided through the Senior Citizens Department. This program provides home cooked meals at low costs for our seniors in Chickasaw. Volunteers are used for transporting deliveries. Our Senior Citizen’s can also take advantage of the free transportation the Department provides. *Figure 7.16* shows the bus used for Senior transportation. Other services our Senior Citizen Department provides are as follows:

- Blood pressure checks
- Computer classes
- Game nights
- Breakfast
- Outings and trips

Figure 7.16: Senior Bus



Source: SARPC

Events are held regularly at the McConnell Civic Center. More information on our Senior Citizens Department, including a detailed list of events and activities can be found on our city’s website: www.cityofchickasaw.org/Recreation.

Community Theater

The Chickasaw Civic Theatre (CCT), also known as the Lola Phillips Playhouse, named after its longtime supporter, was formed in 1963. It is Chickasaw’s premier Performing Arts Theater, offering a full cast and schedule of Broadway Style Musicals and Plays each year. 2013 proudly marks their 50th Anniversary. They are famous for enriching our region and residents and visitors by building an appreciation for the performing arts, making live theatre and music affordable and accessible and providing superior theatre arts education to our community. The location of the theater has changed several times over the years, prompting the founding members to name it “the tepee” since they had a movable home.



The Theater is currently located at 801 Iroquois Street, adjacent to our Community Shelter, see *Figure 7.17*. In 2000, the CCT attained charitable, non-profit status, making it eligible for tax-deductible donations. The Theater has a continuing capital building campaign that has raised over \$200,000. However, additional funds are needed to remodel and fully utilize the building.

Figure 7.17: Chickasaw Civic Theater



Source: SARPC

Churches

Chickasaw is well known for our abundance of churches. Our city is home to sixteen churches located throughout our community. Most of these can conveniently be found nestled throughout our neighborhoods, on nearby street corners, making Chickasaw a charming community. The United Methodist Church of Chickasaw was the first to organize in 1939.

We pride ourselves in offering a diverse abundance of Churches to our community, as shown through the citizen survey results, see *Figure 7.18*. Our churches have and will continue to be an integral part of our society, serving our community in numerous ways such as vacation bible schools, senior activities and providing uniforms and other services for our school children. The following is a list of Churches located in Chickasaw:

Figure 7.18: St. Michael's Episcopal Church



Source: SARPC

- Chickasaw Assembly of God
- Word of Life Community Church
- Oasis Life Church
- First Baptist Church of Chickasaw
- Christian Fellowship Full Gospel Church
- Church of God of Prophecy
- St. Thomas the Apostle Catholic Church
- Mount Calvary Baptist Church
- Second Chance Full Gospel
- Consolation Primitive Baptist Church
- West Chickasaw Baptist Church
- Chickasaw First United Methodist Church
- North Mobile Free Holiness Church
- Trinity Faith Bible Church
- True Worship and Praise
- St. Michael's Episcopal Church
(seen in *Figure 7.18*)



Future Facilities and Services

Museum

Our city should consider establishing a museum to preserve our past and our rich history. As suggested by Auburn Design Studio, an old shipyard vessel or tugboat, moored at the port or Brooks Park, would serve well as a museum for our city and provide an interesting landmark in Chickasaw that would attract locals and visitors alike.

Webpage

As stated in our Community Response Survey, better communication is needed between our city and our residents. We should investigate ways to develop better forms of communication such as establishing and maintaining an informative and interactive website for our community. We should also establish communication through all the available forms of social-media outlets and form a committee to maintain these sites and keep them updated with up to the minute information for our residents.

Campgrounds/ RV Park

Because of our close proximity to our local waterways, we should consider constructing an RV Park and campgrounds, complete with picnic areas to attract visitors and tourists to our area, as suggested by Auburn Design Studio. Campers will visit and stay in our community if there is a place provided for them. We should collaborate with the *Alabama Scenic Blueways Trail*, who already provides camping along Chickasabogue Creek and seek funding through the *Alabama Department of Conservation and Natural Resources (ADCNR)* to develop campsites and camping facilities along Chickasaw Creek to recruit tourism to our community.

Drive-Inn

Back in the day, our city was home to the Air-Sho Drive Inn Movie Theater. It was popular with locals and visitors for many years. Comments received from our community survey indicated there was a strong desire to re-develop the old Drive Inn Theater in its old location. We should consider this proposed action to provide community involvement and economic development in our city. Drive Inn Theaters are few and far between these day, and people and families will drive at length to visit these facilities.



Community Goals

The following is a list of issues that were identified in part by our citizens through the Chickasaw Community Response Survey, which was conducted by the Chickasaw Planning Commission and the South Alabama Regional Planning Commission (SARPC) in January 2013. The goals listed are items that our city is addressing or will address and strive to accomplish in the future.

- Redevelop City Hall and public services buildings to a more centralized location of our city.
- Improve public safety.
- Acquire the newest technological equipment for police and fire departments.
- Provide opportunities for progressive future development of school system.
- Improve and drainage infrastructure.
- Continue to provide seniors with programs, activities and services.
- Develop more programs for families and youth.
- Provide family-fun attractions for our residents, such as skating rinks, bowling alley and a miniature golf course.
- Improve our city's website to keep residents informed and to improve communications between citizens and the city.
- Provide a recycling service.
- Develop a community Golf Course and driving range.
- Expand services at the Chickasaw Civic Theatre to include a dinner theatre.

Recommendations

Public Safety

- Promote public safety by setting up security camera systems around the city.
- Prepare facilities to support future population growth, particularly police and fire protection.
- Continue to acquire and use the most up to date and adequate technology for police and fire to ensure the safety of our current and future citizens.
- Seek funding to upgrade jail facility and create a committee to explore options of moving and developing a new police headquarters.
- Apply for grants to help acquire new patrol vehicles, sufficient body armor for tactical response teams, a narcotics canine, new jail facility, several more laptop computers with printers and additional in-car camera systems.

School

- Recruit businesses and industry into the city to provide taxes to support our school system.



- Acquire private and public funds to help establish sports complexes and facilities for our school system.
- Establish booster clubs, an Educational Enrichment Foundation, etc. to provide financial and voluntary support for our school system.
- Collaborate with successful school systems such as Thomasville, AL, Saraland, AL and Piedmont, AL to help guide our city in plans to establish our new strong and efficient school system.
- Seek additional funding to ensure adequate teachers and curriculum.

Recreation

- Continue to provide adequate recreation to our citizens.
- Create more recreational facilities for our residents' enjoyment.
- Continue to raise funds to remodel and restore our Community Theater.
- Develop a campground and RV park facility as well as other lodging opportunities such as Bed & Breakfasts along the waterfront near Brooks Park.
- Establish a city museum.
- Connect our existing paddle trail into the Bartram Canoe Trail.
- Seek funding to rebuild the Air-Sho Drive Inn.
- Evaluate and review procedures of administration concerning pool registration and membership.
- Seek funding to purchase outdoor furniture for community pool.

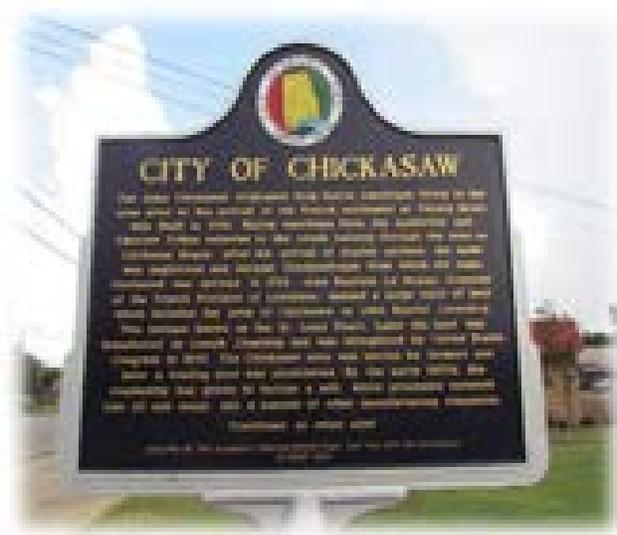
Utilities

- Seek funding to renovate and redevelop drainage infrastructure to adequately meet the needs of our city.
- Continue to repair and replace outdated and damaged utilities and other infrastructure throughout Chickasaw. Work with private utility companies to ensure safe and affordable utilities for our future.
- Invest in a Personnel Assessment of our city's current staff and responsibilities to determine the needs of city departments and to ensure each department has adequate staff and appropriate training.
- Seek funding through the Alabama Department of Environmental Management (ADEM) to establish a recycling program for our city.



Community Design

Community design can be defined as a discipline concerned with functional and visual relationships between people and their physical environment. It also examines the ways in which these relationships can be enhanced. Community design is therefore directly involved with several significant areas of community planning. These areas include housing, transportation, utilities, open space and commerce. The underlying assumption in the practice of community design is that the physical environment can be desirably formed, using certain design techniques and methods.



The character of a community is established by the design and aesthetics of its features. The design of individual elements provides an impression of a community, and together gives a sense of community image and civic identity. There are many factors that play a role in a community's design, which include gateways, streets, lighting, landscaping of public and private spaces, signage, utility placement and historic preservation.

In this chapter of the Comprehensive Plan, we examine the elements that currently make up our community's image and identity in addition to suggesting future development ideas for our city that include assets-based planning, a concept that identifies a communities unique elements and builds upon them. Eighty percent of survey respondents from our Community Response Survey stated that they would support a policy to improve and update the appearance of our city.

Streetscaping

An important concept and element of community design is streetscaping. Examples of positive streetscaping include landscaping, signage, underground utilities, street furniture and lighting. A positive, harmonious streetscape can foster a positive overall impression of the community. All of these examples were expressed by citizens, through our community survey results, as areas in need of improvements.

Gateways

Gateways provide an opportunity for us to make a positive first impression to outsiders entering our city limits. A “sense of place” can be experienced by incomers even before they enter the geographic boundaries of our city. These gateways can vary in size and location throughout the municipal borders. Our city’s entrance gateways should be a reflection of who we are as a community and define our civic identity to our residents and all who pass by. They should distinguish our city from our neighboring communities so the traveler knows that they have arrived at our city.

There are four main gateway entrances into Chickasaw. *Figure 8.1* illustrates one of our gateways. There are two entrances along Highway 43, located at the north and south borders of our city limits, the third being located at the intersection of Grant Street and Highway 43 and the fourth on Lee Street near Interstate 65. There are currently welcome signs in place at these locations, however, comments received from our Community Response Survey indicate that the majority of our residents believe that some of our gateways could be improved upon with improved signage, lighting and landscaping.

We should consider establishing new and improved gateways along the more prominent roadways that define who we are by displaying a piece of our history, such as, shipyard artifacts like large ship anchors and propellers. These gateways should also include landscaping and ornamental lighting. See *Figure 8.2* for an example of an improved gateway with some of these features. Additionally, the new signage should include an exiting message, letting visitors know that we recognized their visit.

Figure 8.1: Chickasaw Gateway Entrance



Source: SARPC

Figure 8.2: Future Gateway Example



Source: Portstanley.net



Our city’s future development will include the redevelopment of our port into a Working Waterfront District. Providing a formal entry point into our port area at Viaduct Road, will create an inviting welcome to visitors. Currently, Maritime Park at the corner of Viaduct Road and Highway 43 provides an entrance gateway to the port, see *Figure 8.3*. However, a more connected gateway is needed at this entrance to create the perception that the visitor is entering a special place. We should consider extending this gateway to reach the south side of Viaduct Road or install signage that welcomes the visitor to our port. This gateway will also connect our East Gulf Village neighbors with our proposed historical shopping district (Shipyard Market Place), creating a more walkable community for our citizens. An alluring gateway at this location would symbolize an inviting entrance into an interesting and intriguing “place” to visit as well as provide safety for pedestrians.

Figure 8.3: Future Gateway at Viaduct Road



Source: SARPC

Landscaping

Landscaping provides a welcoming and aesthetic appearance to a community. Decorating a yard or business through landscaping can encourage a better “sense of place” by promoting outdoor activities such as gardening, see *Figure 8.4*. An overwhelming number of our survey respondents stated that our city is in need of landscaping improvements and they would support a city-wide

Figure 8.4: Landscaping With Hanging Flower Baskets



Source: Sue Dalimonte

Figure 8.5: Landscaping Ideas



Source: City of Fairhope, Alabama

upgrade in landscaping and tree planting. Because we live in an area that is fortunate to have majestic trees and lush vegetation, many area municipalities have established landscape ordinances, tree committees, beautification committees and hired landscape architects to help promote aesthetic vegetation throughout their community. *Figure 8.5* illustrates these improvements in our neighboring city of



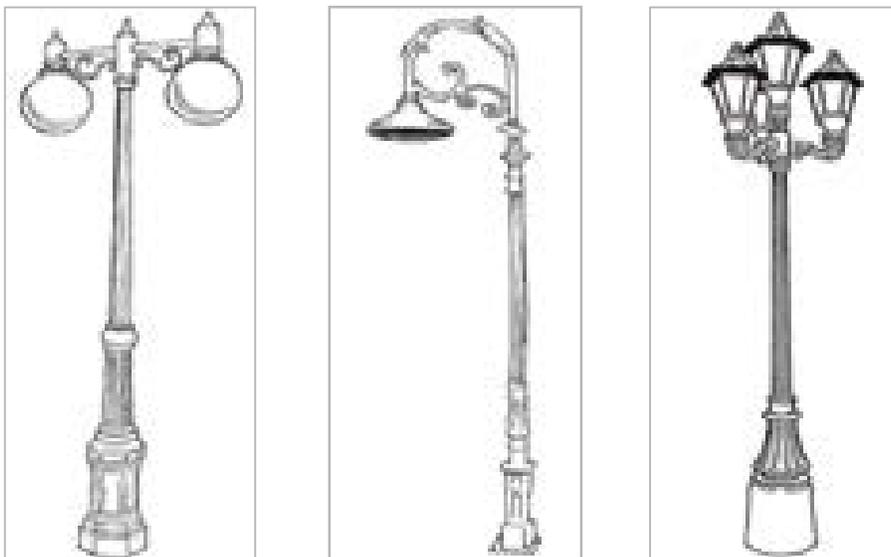
Fairhope. We should consider some of these same practices by establishing committees to coordinate with our city’s Garden Club, who actively sponsors a “Yard of the Month” initiative. Our city should consider developing landscape and tree ordinances to help enforce a more aesthetic presence in Chickasaw and to regulate site plan requirements on landscaping and tree protection.

Lighting

Lighting is an important element of community design and a key streetscape element. City lighting should offer high illumination, security and safety, but also be environmentally friendly by consuming little energy. Collector and arterial streets must be adequately lit because of their greater traffic volumes. Comments from our Community Response Survey indicate that there is a need for improved and additional lighting in our alleyways. The city should address these comments and evaluate areas where additional lighting may be needed.

Night lighting can dominate the mood and focus of a streetscape. Supporting structures for light fixtures (e.g. light poles) are part of the overall “street furniture” associated with public and private streets. As such, these structures can set the tone for streetscape. Low-level street lighting offers the most pleasing community design. There are many types of attractive, low level streetlights available and several examples are shown in *Figure 8.6*. The city is working on a street improvement project along Lee Street, which will include street lighting and street façade revitalization. This project is being funded by a grant awarded to the city through the *Alabama Department of Transportation (ALDOT)*.

Figure 8.6: Examples of Street Lighting Design



Source: *Best Development Practices*



Street Furniture

Street elements such as streetlights, traffic signals, directional signs, bus shelters, transit rider seating, tree grates, fire hydrants, information kiosks, drinking or decorative fountains, litter baskets and step railings can all be termed street furniture. Streetscapes are, in large measure, defined and enhanced by the orderly and disciplined installation of street furniture. Street furniture gives character and quality to a streetscape, while making the area more attractive to the pedestrian. It acts to convert a harsh street scene to a more sensitive human/pedestrian scale. Citizens who responded to our survey indicated that our existing street furniture is in need of an upgrade and additional structures are needed. We should form a committee to identify areas throughout our city that are in need of street furniture and work with local businesses and corporations to sponsor city beautification programs that would provide these features for our community. See *Figure 8.7* for an example of street furniture that is a common site in many of our neighboring communities.

Additionally, survey results show that some of our citizens believe that sanitation and littering has become a problem in Chickasaw, especially at Brooks Park. Additional litter baskets should be considered at the park and all other recreational and pedestrian locations throughout the city. They should be attractive as well as functional, see *Figure 8.8* for an example from our neighboring city of Fairhope.

Sidewalks

Sidewalks are an important community design element. They provide many benefits including safety, mobility, and healthier communities. They promote walkability and provide the basis for and support of the use of street furniture. The use of a mailbox, a telephone booth, low-level street lighting, a drinking or decorative fountain, information kiosk, or bus shelter is linked to a defined

Figure 8.7: Street Furniture



Source: City of Fairhope, Alabama

Figure 8.8: Attractive Trash Container



Source: City of Fairhope, Alabama



pedestrian transportation network. The number one concern received from our citizens who participated in our survey, regarding pedestrian safety issues, was the lack of sidewalks throughout the city. Chickasaw has a large number of senior citizens who have strongly suggested through survey results that they would like more walkability opportunities within the city and want to see improvements made to our existing sidewalks. We should create a committee to coordinate with organizations such as the *American Association of Retired Persons (AARP)*, to conduct a walkability assessment of our community. This assessment will identify areas in need of sidewalk additions and rehabilitation.

Our city has been the recipient of several grants awarded through the *Transportation Alternatives Program (TAP)* and the *Safe Routes to School Program*, from the *Alabama Department of Transportation (ALDOT)*, to construct sidewalks throughout our community. One such project is the new sidewalks that have been installed from Lee Street to Chieftain Way (12th Avenue), connecting more of our city's neighborhoods to our school. We will continue to seek funding from state and federal agencies for future sidewalk projects.

Street Signs

We received a number of comments through our survey, suggesting that our street signs throughout Chickasaw are in need of an upgrade, see *Figure 8.9*. Residents stated that they would like for our street signage to be consistent and uniform in design. Old, outdated and weathered signage is being replaced and improved for safety controls and aesthetics. More signage improvements are scheduled for the future throughout the community.

Figure 8.9: Street Signage in Chickasaw



Source: SARPC

Bus Stop Shelters

Our city has one public Wave Bus Stop, which is located in front of the What-a-Burger on Craft Highway. Currently there is no covered shelter at this existing bus stop or at the unofficial bus stop locations throughout our city.



Figure 8.10 is a photo of our existing Wave Bus Stop in Chickasaw and a drawing of a suggested bus stop structure. We should coordinate with the *Wave Transit System* to seek funding opportunities for the construction of these shelters, which should also include landscaping, lighting and trash receptacles to provide safety and attractiveness. While additional bus stop locations are being examined throughout our city, we should consider options of providing shelters and benches at these locations. Our residents would utilize public transportation more often if additional bus stops were provided throughout the city, as indicated from our survey.

Figure 8.10: Existing and Proposed Bus Stop Shelters



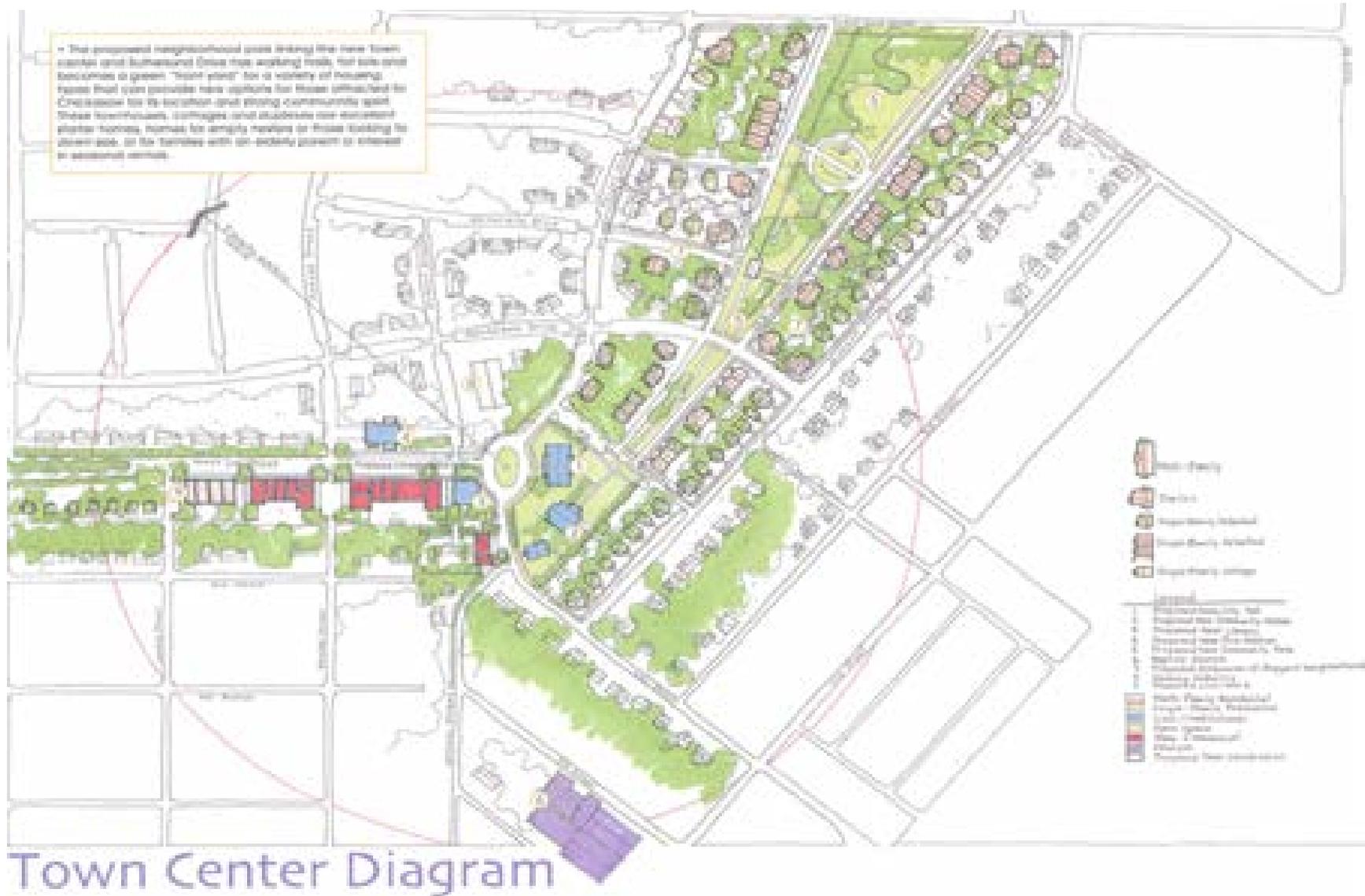
Source: SARPC & Sketchup.google.com

Proposed Town Center

Our existing City Hall, Police and Fire Departments are located in a highly visible area on Highway 43. This area is also a prime location for the development of strong retail and commercial possibilities. Auburn Design Studio has proposed a new “Shipyards Market Place” for this location on Highway 43, and relocating our city’s municipal services to a new and more accessible location, off of Lee Street. By creating a new “Town Center” in a more centralized and pedestrian-friendly area of our community, we would have the opportunity to develop a new civic heart of our community. A new “town center” would provide a place for our citizens to come together for both civic and social activities. The large undeveloped tract of land associated with the Chickasaw Housing Authority offers potential, not only for an array of new homes, but also for a neighborhood park, community center, courthouse and City Hall. Realignment and extension of streets and the addition of new streets will create a better way to navigate through our city and provide sites for new retail, professional and mixed-use opportunities. Additionally, a new fire department location, away from train tracks, can also create better response times and safety. See *Figures 8.11 & 8.12* for illustrations of our proposed town center and Shipyards Market Place, as suggested by Auburn Design Studio.



Figure 8.11: Proposed “Town Center” Diagram by Auburn Design Studio



Source: Auburn Design Studio



Figure 8.12: "Shipyard Market Place" Plan as Proposed by Auburn Design Studio



Source: Auburn Design Studio



Our city was recently awarded a grant from ALDOT through their *Alabama Transportation Rehabilitation and Improvement Program (ATIP)* to redevelop a portion of Lee Street with medians, turn lanes, lighting and entrance gateways. See *Figure 8.13* for a sketch of the redesigned Lee Street that shows the future developments our city is planning for the area.

Figure 8.13: Lee Street Sketch



Source: Auburn Design Studio

Parkway Development

Highway 43 creates one of the most significant first impressions of our city. Essentially, it is the “front door” into our community. By distinguishing our municipal borders from our neighbors, we can encourage people to really “see” our city and create a place that makes them want to stop and stay a while. For the purpose of our Comprehensive Plan, Auburn Design Studio proposed an idea for redeveloping Highway 43 into a Parkway. Parkways slow traffic down by offering a more aesthetic feel to a drive and provide opportunities for a *Complete Streets* concept, which includes landscaped medians, parallel parking, abundant trees and bike lanes. Pedestrian access can be implemented with the installation of wider sidewalks to allow for more walkability, and safer bike lane access and pedestrian crossings, all of which were concerns expressed through our community survey results.



A pedestrian bridge is one option that would provide pedestrian safety when crossing Highway 43, see *Figure 8.14* for an example. A pedestrian bridge is a structure that provides an elevated crossing that does not interfere with oncoming traffic and eliminates pedestrians being forced to cross busy roadways.

Figure 8.14: Pedestrian Bridge Design



Source: *blog.al.com*

These attributes are all critical to the potential economic development along Highway 43 in order to create “Chickasaw Parkway” and a revitalized historic shopping district or “Shipyards Market Place”. Businesses and commercial activities will benefit from this prime location of high visibility and traffic. We should continue to seek funding through state and federal resources for the development of these projects, such as the *Surface Transportation Program (STP)*, offered through the state.

Splash Pads

Our community pool is used extensively by the citizens of Chickasaw and could benefit from expansion and added facilities. A splash pad is an area for water play that has no standing water, eliminating the need for lifeguards or other supervision, as there is little risk of drowning. Many splash pads are designed to appeal to young children, but a more recent trend has been to design similar spaces that include more sophisticated aquatic play features that appeal to adults as well.

There is an existing open space between the tennis courts and our community pool at Paul Devine Park, where a splash pad could be constructed to relieve some of the overflow from the pool. This could also add to the aesthetic design the city has expressed they want added to the community. The proposed site can be seen in *Figure 8.15* as well as a possible design model.

Figure 8.15: Proposed Splash Pad Location and Design



Source: *SARPC & Newsroom.com*



Working Waterfront District

Working Waterfronts are defined as waterfront lands, waterfront infrastructure, and waterways that are used for water-dependent activities, such as ports, small recreational boat harbors and fishing docks. Essentially a Working Waterfront is a developed area created for diverse uses that depend on access to the water, such as commercial fishing, boat building, waterskiing, kayaking and eco-tourism, including businesses that complement the industry such as bait and tackle shops, boat repair, gift shops, restaurants, etcetera.

The *Alabama Working Waterfront Coalition* is a local program offered through the Mississippi/Alabama Sea Grant Consortium that provides information about Working Waterfronts. They educate waterfront communities and businesses about the importance of Working Waterfronts, environmentally and economically, and the role they play in sustaining a community's economy. The *National Working Waterfront Network (NWWN)* is the federal organization that supplies information and support for financing and planning for future Working Waterfront developments to municipalities.

Cities such as Dauphin Island and Gulf Shores are some local communities in our region that have established Working Waterfront Districts. We should consider becoming a member of the local Working Waterfront Coalition to research and explore future development opportunities for our waterfronts. Chickasaw is a waterfront community, rich in maritime history, that values our natural resources and considers them an important part of our lives. We should explore ideas to showcase and capitalize upon our potential in ways such as developing a Working Waterfront District at our port and Brooks Park areas while also conserving these natural resources. Additionally, we should consider developing low to mid-rise apartments to be located on our waterfront to provide for future housing demands. Lodging facilities like Bed and Breakfasts along with waterfront dining establishments should also be considered around our waterfront areas in our city to attract tourism.

Building Facade

Citizens expressed through our community survey that they would like to see an upgrade in our city's building façades. Many buildings throughout our city appear to be old and in need of renovation and they could greatly benefit from an aesthetic makeover. *Figure 8.16* shows our existing shopping center with the historically popular Atkinson's Jewelry Store as well as an example of building façade revitalization that provides for mixed-use by placing the business on the first floor of the structure and apartment homes on the second and third stories. Our citizens have also expressed a desire to have our historic shopping district remodeled with a common historic design.



Figure 8.16: Building Façade Revitalization



Source: SARPC & mnprairieroots.com

Another design option for some of our abandoned buildings is to create artistic murals to cover empty space and unsightly walls. We should consider revitalizing our old structures by creating places that tell the story of our shipbuilding history and our southern heritage that includes our part of the Mobile Bay settlement. *Figure 8.17* is an example of a mural that captures a special place in time. These murals could provide a creative and informative back drop to our historic shopping district or be used as wall for a courtyard café.

Figure 8.17: Artistic Mural Design on Brick Wall



Source: www.town.midland.on.ca

Overpass Design

There are two overpasses located on Interstate 65 within Chickasaw’s city limits. Fencing along these overpasses provides protection to pedestrians traveling across them. We should look into newer and more updated fencing designs for these overpasses that could provided a positive visual perception of our city to Interstate motorist, while providing protection for pedestrians. *Figure 8.18* illustrates the Lee Street overpass over Interstate 65 as well as a proposed new overpass design.

Figure 8.18: Overpass Remodeling Design



Source: SARPC & Kelowna.com

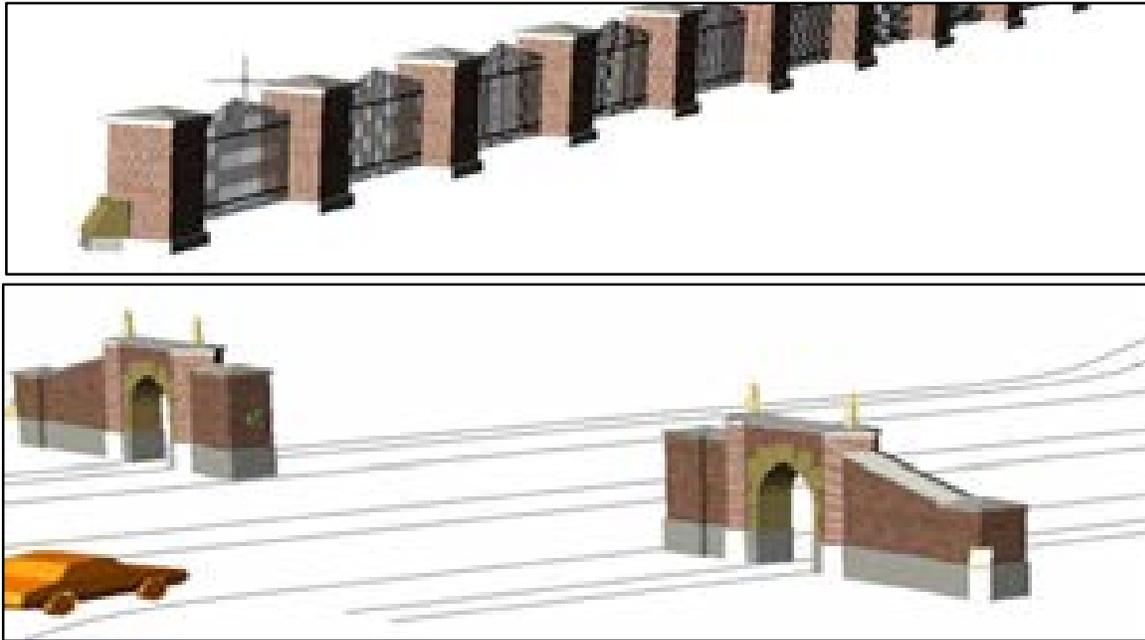
Chieftain Way (12th Avenue) Fence

Our citizens have expressed through our survey that they would like a physical border at the southern portion of our city limits, located along Chieftain Way (12th Avenue), dividing Chickasaw and Prichard. This border could be accomplished by the development of a gateway and a fence, stretching the length of our city limits. The proposed fence should be designed with elements that are mindful of residents living near the fence, that will continually and permanently have the fence in their view. It should be constructed with aesthetically pleasing construction materials, such as bricks and wrought iron, that provide security and promote a visible border between the two municipalities.

Complimenting shrubery and landscaping should be included in the design process as well as lighting to provide security and to create a pleasing, welcoming view opposed to a barrier feel. It should give the visitor the perception that they have “arrived” in a special community that is distinguishable from its neighbors. *Figure 8.19* is an artist’s rendering of this suggested fencing and entry gateway.



Figure 8.19: Chieftain Way (12th Avenue) Fence and Entry Gateway Design



Source: SARPC & Iccproject.com

Brownfield Redevelopment

Brownfields are abandoned, idled or underutilized industrial and commercial facilities or sites that offer potential opportunities for redevelopment. Brownfields are common areas in nearly all post-industrial cities and our city is home to a few of these sites as well.

The southern portion of Chickasaw, primarily between Craft Highway and Telegraph Road, have Brownfields that are a result of the post-industrial departing of heavy industry. One such area of our city that is defined as a Brownfield is the China Doll Factory, see *Figure 8.20*. This abandoned site could potentially serve as a business incubator for new businesses that are in the beginning stages of becoming established businesses.

Figure 8.20: Brownfield Site in Chickasaw



Source: SARPC



Jeffery Beam has explained in-depth ideas and recommendations on developing Brownfields in post-industrial cities through his thesis *Holistic Revitalization in Small Post-Industrial Cities: Tools for Urban Development*. We should refer to his suggestions as a resource when redeveloping the Brownfields located within our city, as well as coordinate with the Mobile County Consortium to apply for *New Markets Grants* offered through the State.

Another option for developing these Brownfields is the creation of Greenfields. The *Environmental Protection Agency (EPA)* can conduct assessments and provide assistance if Greenfield development is decided on. Greenfields provide an asthetic presence to what was once an open and often times environmentally hazardous Brownfield. Other cities such as Detroit and Birmingham have begun transitioning their Brownfields to Greenfields that provide a place for city parks and Farmer's Markets. These plans and ideas from other cities could help us when deciding our course of redevelopment action.

Tree City USA

Our city contains an abundance of beautiful hardwoods, and we should celebrate this by joining associations such as *Tree City U.S.A.* *Tree City U.S.A.* is a national program sponsored by the *Arbor Day Foundation* that provides the framework for community forestry management and inspires communities to plant, nurture and celebrate trees, see *Figure 8.21*. By fulfilling membership requirements, our city could take advantage of funding opportunities for tree plantings and landscape design and be eligible for earning the distinction of being a Tree City, U.S.A. The program provides many benefits, such as education, promoting community pride, creating publicity and a positive public image, and initiating community improvement efforts.

Figure 8.21: Tree City USA



Source: Tree City USA

Main Street Alabama

The *Main Street Alabama Program* is a proven, powerful tool for small town economic development. It is a highly focused, long-term, incremental program that capitalizes on the unique character of historic downtowns. Created and trademarked by the National Trust for Historic Preservation, the Main Strret Program has over 25 years of success in more than 2,000 communities nationwide. Currently, 13 Alabama communities are using the Main Street Four Points Approach to invest in existing infrastructure, create new jobs and retain and attract businesses. They are turning



abandoned, vacant buildings into the revitalized, tax-generating businesses once again and bringing shoppers back to the downtowns across Alabama. Moreover, the program engages local citizens in creating stronger communities by offering many educational and training opportunities for Main Street communities and those interested in exploring the Main Street Four Points Approach to rebuild their downtown areas.

John Dotson Park

Dotson Park is one of the most recognizable parts of our city to motorists traveling through Chickasaw on Interstate 65. Our city has made several improvements and upgrades to the park recently and the fields are currently being used by our public schools for their sports programs. Our city will continue to make upgrades to the park in order to provide a more aesthetically pleasing environment to motorists traveling along I-65 and to create a better perception of our city, see *Figure 8.22*.

Figure 8.22: Fence Line at Dotson Park and Interstate 65



Source: SARPC

Community Goals

The following is a list of issues that were identified in part by our citizens through the Chickasaw Community Response Survey, which was conducted by the Chickasaw Planning Commission and the South Alabama Regional Planning Commission (SARPC) in January 2013. The goals listed are items that our city is addressing or will address and strive to accomplish in the future.

- Establish and enforce landscaping standards by creating a city wide Landscaping Ordinance.
- Improve aesthetic appearance throughout Chickasaw.
- Develop a historic concept for the city.
- Improve and lengthen the sidewalk system.
- Update the shopping district with a historical design.
- Update street lighting throughout city.
- Improve landscaping and appearance along Highway 43.
- Construct a fence and entry gateway along 12th Avenue.
- Redevelop the old Air-Sho Drive-In Theater and market it as an attraction to our city.



- Update and install new signage at our city’s entry points.
- Celebrate and display our city’s history with the creation of a mural.
- Revitalize the façade of the abandoned buildings and structures throughout the city.
- Install a pedestrian bridge to provide a safer way to cross Highway 43.
- Remodel the fencing along our overpasses.
- Redevelop Brownfield sites into new industries or Greenfield spaces.
- Coordinate with our Garden Club to form a beautification committee and consider becoming a Tree City U.S.A.
- Construct a splash pad at Paul Devine Park between the pool and tennis courts.
- Install additional street furniture to provide a “place” for our residents to enjoy our city.

Recommendations

- Provide gateways that give an aesthetic welcoming to our city.
- Use gateways as advertisement for city (example: High School, Heavy Industry, Park, History, etc.)
- Work with the *American Association of Retired Persons (AARP)* and other organizations on sidewalk assessments and plans.
- Incorporate ideas from Auburn Design Studio to develop a “Town Center” and “Shipyard Market Place”.
- Convert Highway 43 into Chickasaw Parkway.
- Improve and repair old sidewalk system, both street and inner.
- Investigate a “Sister City” relationship by gaining knowledge on other community’s design ideas and implementations
- Develop new landscaping ordinances to promote aesthetic vegetation and decorations within Chickasaw.
- Rehab stone street signs or replace with newer type of signs.
- Work with the Wave Transit System on constructing bus stop shelters for both current and future bus stop locations.
- Construct a Splash Pad at Paul Devine Park.
- Remodel building facades throughout our community to coincide with a historical look.
- Replace eyesores and maintain fence line along Interstate 65 at Dotson Park.
- Replace fencing along overpasses throughout Chickasaw.
- Apply to become a Tree City, USA.
- Contact EPA to remediate Brownfield properties that could be environmentally hazardous and redevelop into public resources.



- Develop Greenfields, or unused land, into new, modern communities or community gardens and Farmer's Markets.
- Join the local Working Waterfront Coalition to discuss ideas and learn how to develop a Working Waterfront District for our community.
- Form a committee to join the *Main Street Alabama* program and implement their principals in order to rebuild our downtown area.
- Develop a Tree Ordinance for city.
- Invest in our youth by appointing a Junior City Council to get students involoved with city events and to ensure the future of our community.
- Hire a volunteer to research funding opportunities for future projects and to organize fundraising events.
- Create a walk-over to provide pedestrian safety when crossing U.S. Highway 43.
- Investigate areas of our city to develop a golf course (i.e. 9-hole, 18-hole, driving range or miniature golf).
- Recreate city logo and intall new logo on city's water tower.
- Install directional signage on Lee Street to direct visitors to other sections of the City.
- Provide more lodging opportunities south of Lee Street in the general commercial zoned district along the east side of Interstate 65.



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APPENDIX A

City Overview

Chickasaw Public Opinion Survey

Community Response Survey Results



City Overview

The Chickasaw Planning Commission, in conjunction with the South Alabama Regional Planning Commission (SARPC), created and distributed a Community Response Public Opinion Survey to all the citizens of Chickasaw in January 2013. The main objective of our survey was to gather citizen's comments and opinions of our city, which enabled us to conduct a comprehensive evaluation and assessment that identified the wants and needs of our citizens. Survey results were used to develop the Comprehensive Plan for our city, with the intent being that the Plan would be a reflection of what residents desire for our community and how they wish to see our city evolve over the next 20 years. Roughly 2,800 surveys were mailed to our residents and a total of 422 surveys (16% return rate) were received and tabulated by SARPC in February 2013.

A profile of the survey respondents revealed them to be:

- 66.4% female, 26% male, and the remaining 4% did not answer
- 63% are 50 years of age or older
- 71% are homeowners
- 22% rent their home
- 68% have 1-2 people living in household
- 63% did not have school-aged children in the home
- 83% work outside of Chickasaw

Subjective evaluations regarding the perception of Chickasaw were as follows: 72% stated that quality of life in Chickasaw was satisfactory to good. 67% feel that our city is very safe to safe.

The top reasons why our residents live here and our best features include:

- Convenience and location
- Affordable housing
- Small town atmosphere
- Friendly community
- Quiet and safe
- Police and Fire Departments presence and response time

Residents overwhelmingly agreed that our parks and trails, including Brooks Landing and Chickasabogue Creek, were their favorite places in Chickasaw. A close second was our Library, Civic Center and community pool.

Our survey also focused on issues that are of concern to our citizens and areas that are in need of improvements throughout Chickasaw. The predominant comment received from our citizens regarding areas of concern, revolved around the need for more businesses. The majority of responses indicated that our residents want and need a good a grocery store. One that will provide quality goods



at an affordable price. Just as many people agreed as well, that our city is in need of a nice, family oriented restaurant. 88% of people surveyed want to see our shopping district revitalized. 80% are in support of economic growth and business expansion. As a post-industrial city, we have seen our population decline over the years, which has resulted in withdrawal of business and industry. As a result, our tax revenues have decreased, which has impacted public services throughout our city. Our citizens have expressed that they want to preserve our tight knit community while bringing back productive businesses to our city. They want economic development to occur, keeping their tax dollars in Chickasaw. This interest has increased over the last decade as we have made progress as a community in ways such as establishing a quality school system. With the development of more area businesses, retail establishments and industry throughout our city, our school system has a great potential to become a premier school in our region and our city has the potential to become a thriving community once again.

The foremost concern expressed by our citizens regarding improvements that are needed throughout our city dealt with cleanliness. Other main areas in need of improvements include:

- Improved landscaping, beautification, and overall appearance
- New and updated welcome signage
- Abandoned structures and improved building facade
- Section 8 Housing program
- Safety and crime
- Community input and involvement, communication improvements
- More sidewalks and speed controls along main roadways
- School system improvements

This Comprehensive Plan is essentially a planning tool our city will use, reference and amend over the next 20 years to guide our future growth and development. It is our vision for the future development of Chickasaw. It examines our city's present condition, identifies areas in need of improvements and offers recommendations and suggestions. Funding resources are listed as well that can provide grants to finance our plans that we will eventually see come to fruition. It is the goal and intent of the City of Chickasaw and the Chickasaw Planning Commission to create a well-defined plan that is formed around the needs, wants and interests of our citizens.

*Change is inevitable ~
It is a constant, natural process that will always occur ~
We can PLAN for change to happen FOR us ~
Otherwise, change will happen TO us.*



Chickasaw Public Opinion Survey

Dear Chickasaw property owner, business and/or resident,

Please take the time to participate in the in the planning process of our community! Your feedback allows City officials to better govern by implementing plans, procedures and policies that reflect the needs and desires of all residents. Please feel free to bring any additional written comments and suggestions to City Hall and deposit them into the Suggestion Box by February 14, 2013 to have them included in the public opinion results within the newly created *Chickasaw's Comprehensive Plan*.

1. What is your gender? Female _____ Male _____
2. How old are you? _____
3. How long have you lived in Chickasaw? _____
4. How long have you lived in your present home? _____
5. Do you own or rent your home? _____
6. Do you work in Chickasaw? _____
If no, what city and/or county do you work in? _____
7. Do you own or rent commercial property in Chickasaw? _____
If yes, for how long? _____ Is it along HWY 43, or other? _____
8. How many people are in your household? _____ How many are school age children? _____
9. How would you rate the overall quality of life in Chickasaw?
Very Poor Poor Satisfactory Good Very Good
10. List the top three reasons you live in Chickasaw.

11. List three things you like best about Chickasaw.



12. List three things that could be improved in Chickasaw.

13. List three of your favorite places in Chickasaw (could be places you go with friends, parks, or historic landmarks).

14. How would you rate the safety of Chickasaw for you and your family (Circle one)?

Dangerous Not Safe Safe Very Safe

15. How do you rate the overall quality of the following (Check only one for each):

	Very Poor	Poor	Satisfactory	Good	Very Good
Schools in Chickasaw					
Availability of Youth Activities					
Availability of Adult Activities					
Shopping Opportunities					
Parks and Public Spaces					
Dining Opportunities					
Street Lighting					
Public Transportation					
Water Quality					



16. How far do you typically drive to do the following (Check only one for each):

	0-5 Minutes	5-10 Minutes	10-15 Minutes	15+ Minutes
Go out to eat at a restaurant				
	0-5 Minutes	5-10 Minutes	10-15 Minutes	15+ Minutes
Do most of your shopping for clothes				
Do most of your shopping for groceries				

17. How would you rate the importance of preserving historic buildings and landmarks?

Not Important Neutral Important Very Important

18. Please rate the need for the following in Chickasaw (Check only one for each):

	No Need	Little	Moderate	Great
Single-family homes				
Multi-family homes				
Retail Development				
Office Space				
Commercial Development				

19. Would you like to see the revitalization of the Chickasaw downtown shopping district along Hwy 43? **Yes No Neutral**

20. Would you support policies developing design guidelines for the historic area to preserve old building facades and require new development in this area to compliment the district? **Yes No Neutral**



21. How would you like to see the Chickasaw shopping district look in five years?

22. What types, if any, retail establishments or service establishments are needed in Chickasaw (ex. grocery stores, drug stores, restaurants, dry cleaners...)?

23. How many times do you drive past the City Hall area in a week? _____

24. How many times do you drive on HWY 43 and Craft HWY a week? _____

25. Would you support economic growth in the form of “big box” stores (Lowe’s, Target, etc.)?

Yes No Neutral

26. Would you support incentives for new and expanding businesses?

Yes No Neutral

27. At what rate would you like to see growth occur in Chickasaw?

Slow Moderate Fast

28. How do you rate the importance of preserving the small town feel?

Not Important Neutral Important Very Important

29. How do you rate the importance of preserving our natural resources?

Not Important Neutral Important Very Important

30. How would you rate the walkability in our community to schools, commercial establishments, and shopping?

Very Poor Poor Satisfactory Good Very Good

31. Would you like to see the walkability of Chickasaw increased?

Yes No Neutral

32. HWY 43 is major tourism, commuter, and commercial corridor. Would you support a policy designed to improve the architecture, landscaping, and appearance of this roadway?

Yes No Neutral



33. HWY 43 is a “gateway” into Chickasaw. It is one of the first impressions people get when they come into the city. In your opinion, is there anything we could do to improve the appearance of this corridor?

34. Would you support a policy for enhancing the city’s appearance through tree planting, street upgrading, landscaping, improved facades, and signage?

Yes No Neutral

35. How would you rate the streets, intersections, traffic in Chickasaw?

Very Poor Poor Satisfactory Good Very Good

36. In the past 12 months, how often did you attend a city council meeting or planning commission meeting for the City of Chickasaw? _____

37. What are five things the City of Chickasaw should give focus to and not neglect when planning for future growth and development of the community?

38. Are there areas of the city where safety should be improved for pedestrians?

39. Additional Comments and Suggestions:



Thank you for the time and effort used to complete this questionnaire. Your opinion and comments will be an important part of our future planning process.

If you would like to be a part of the Planning activity for Chickasaw, the Planning Commission will be interviewing people with the desire and skills that will make the planning process represent the needs and views of our community. Please contact us by dropping off a short note in the Suggestion Box at City Hall with your name, address, and how we can contact you as we go through the process of creating a Chickasaw Comprehensive Plan for our future.

**Chickasaw Planning
Commission**

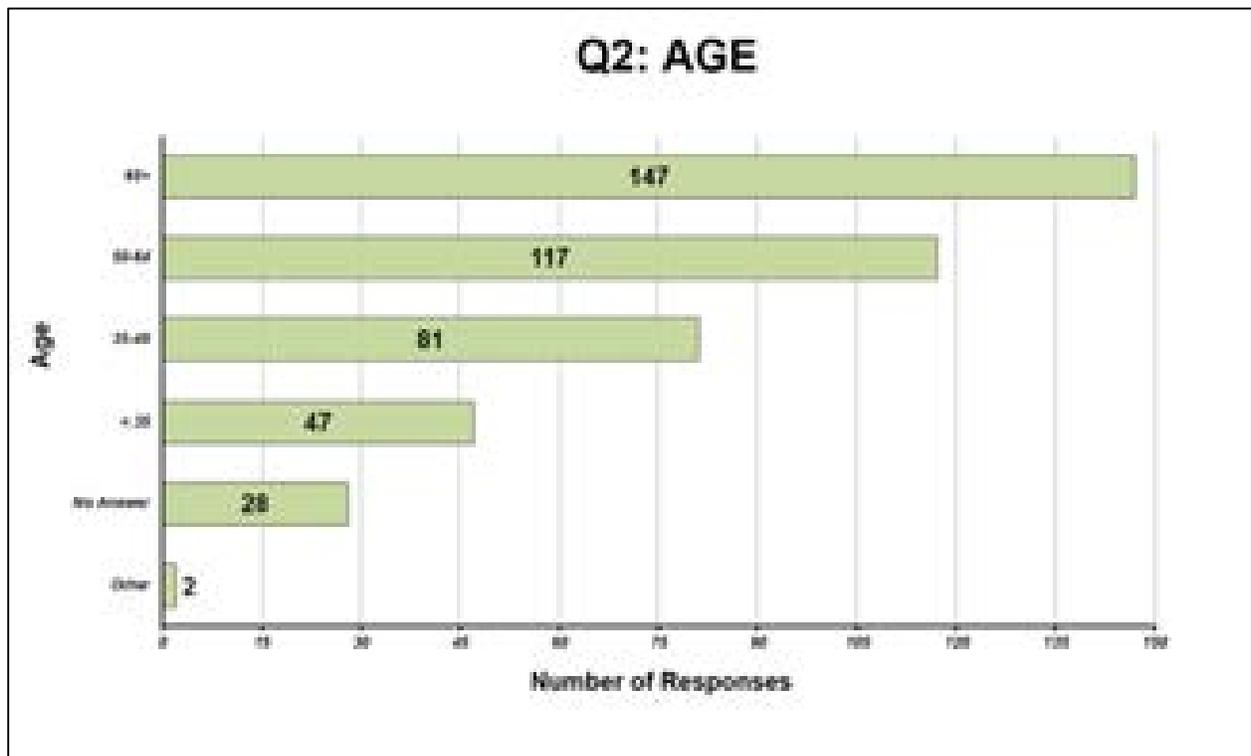
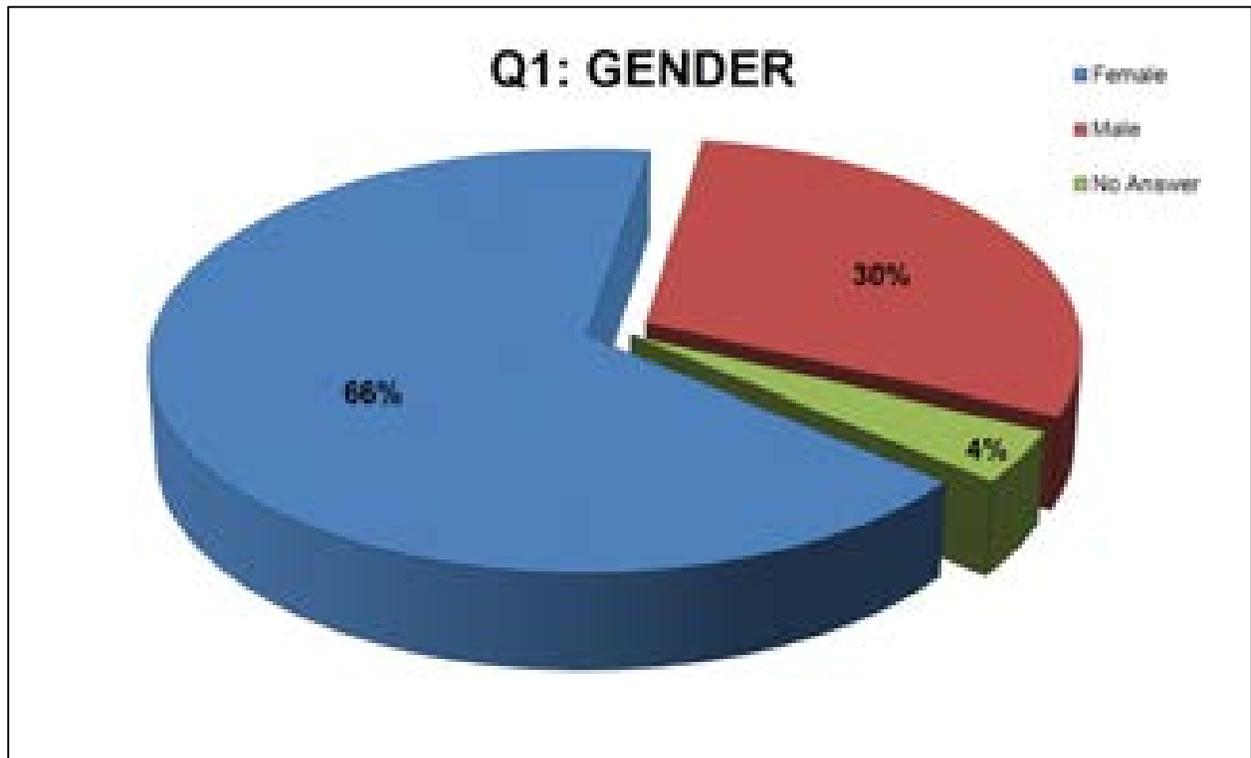
Felice (Felix) Lomangino

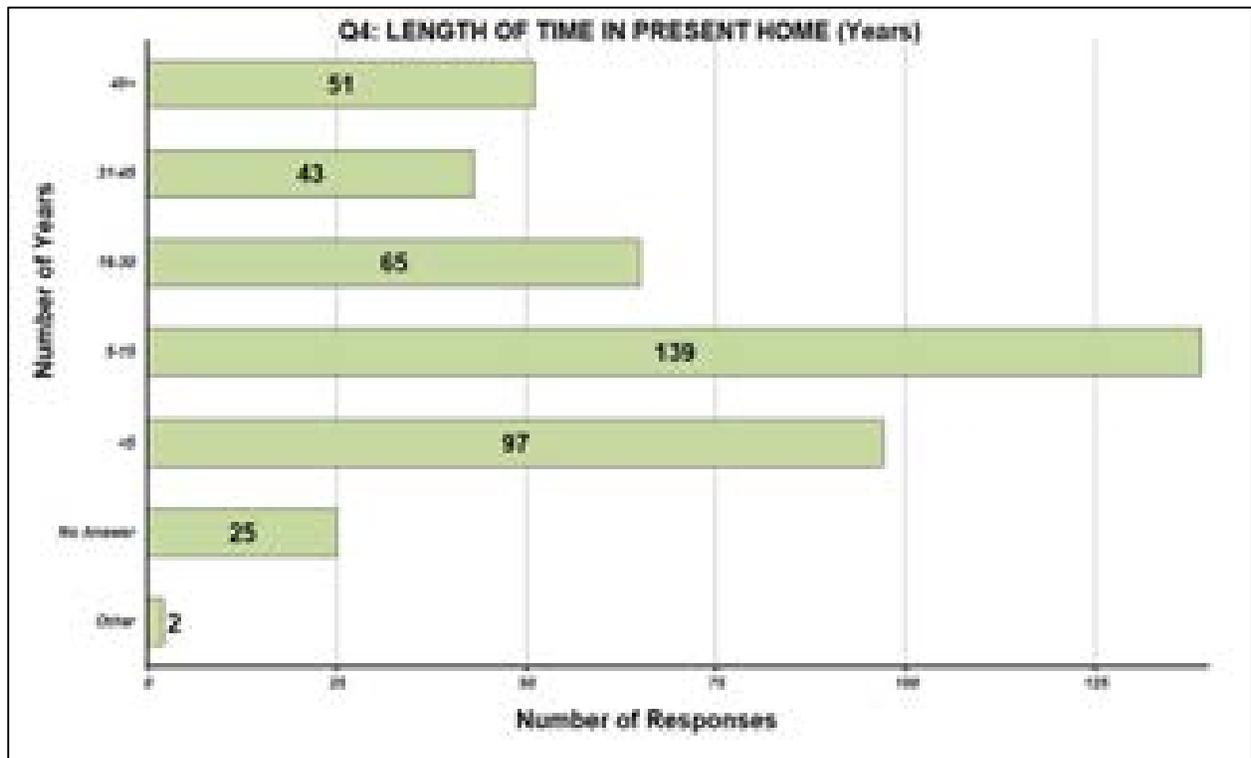
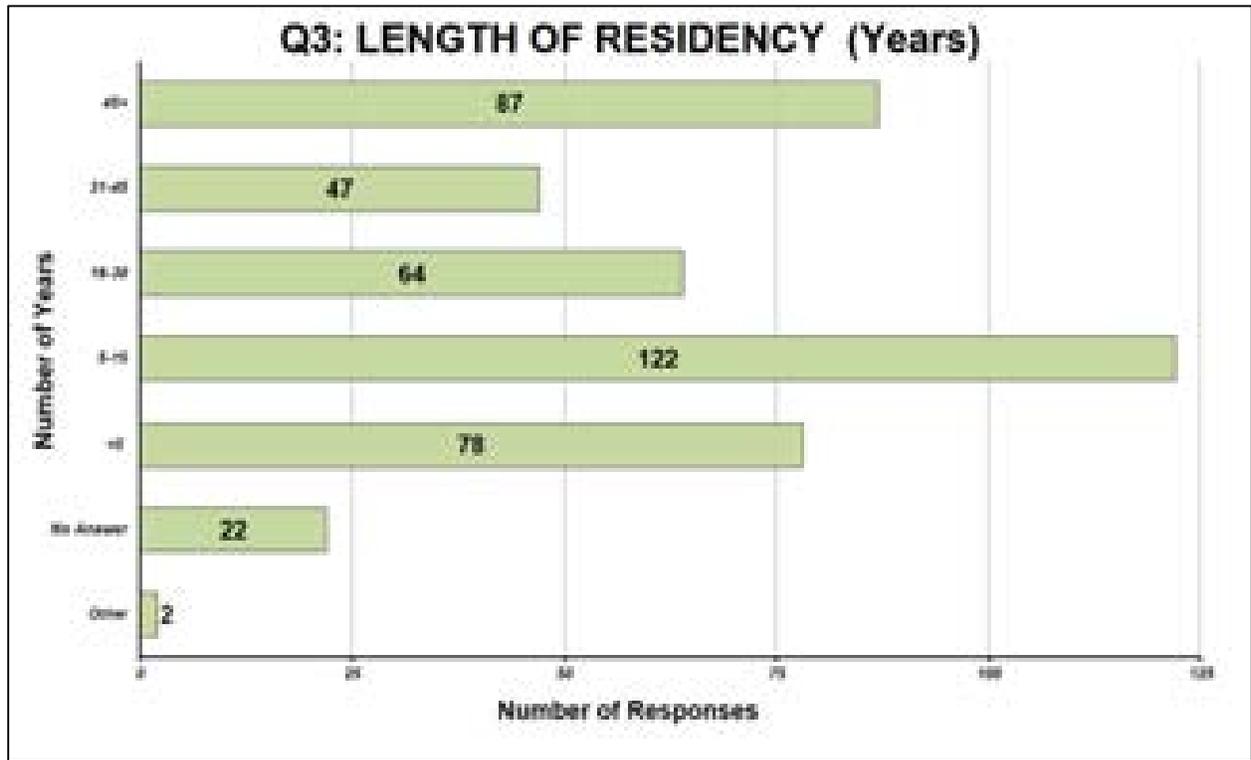


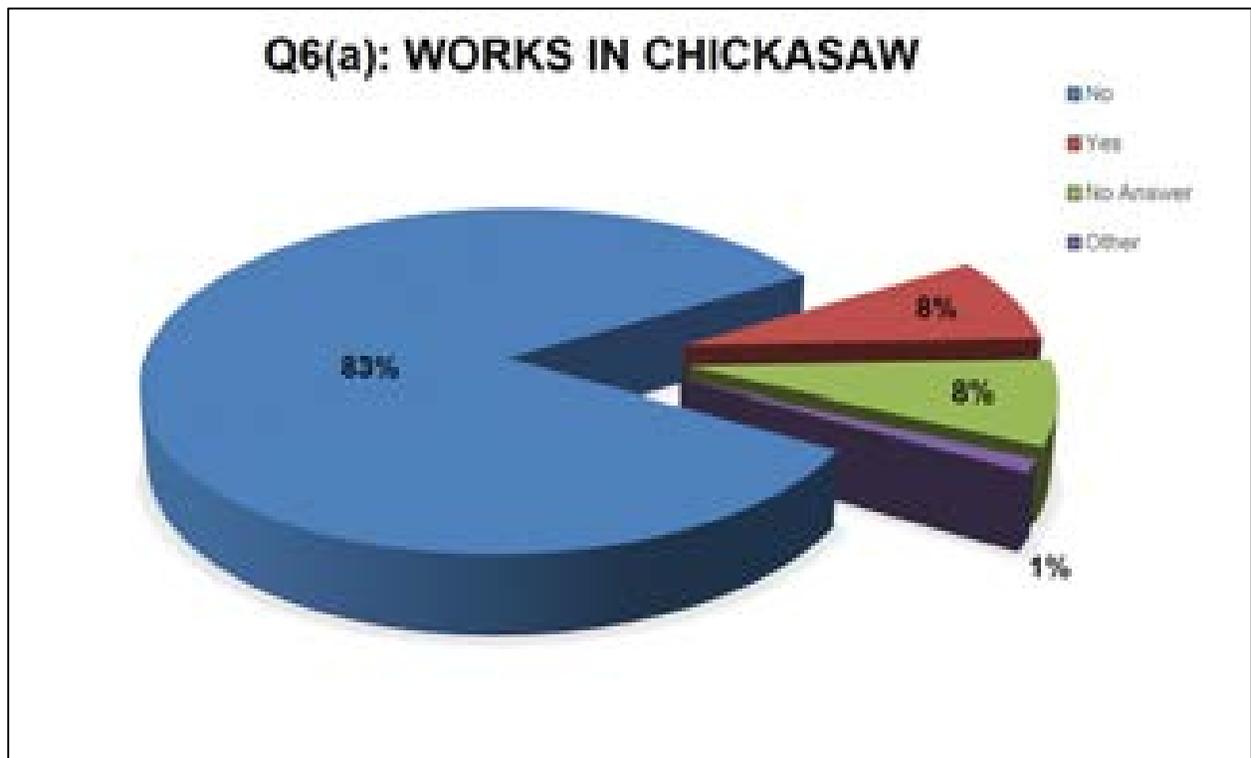
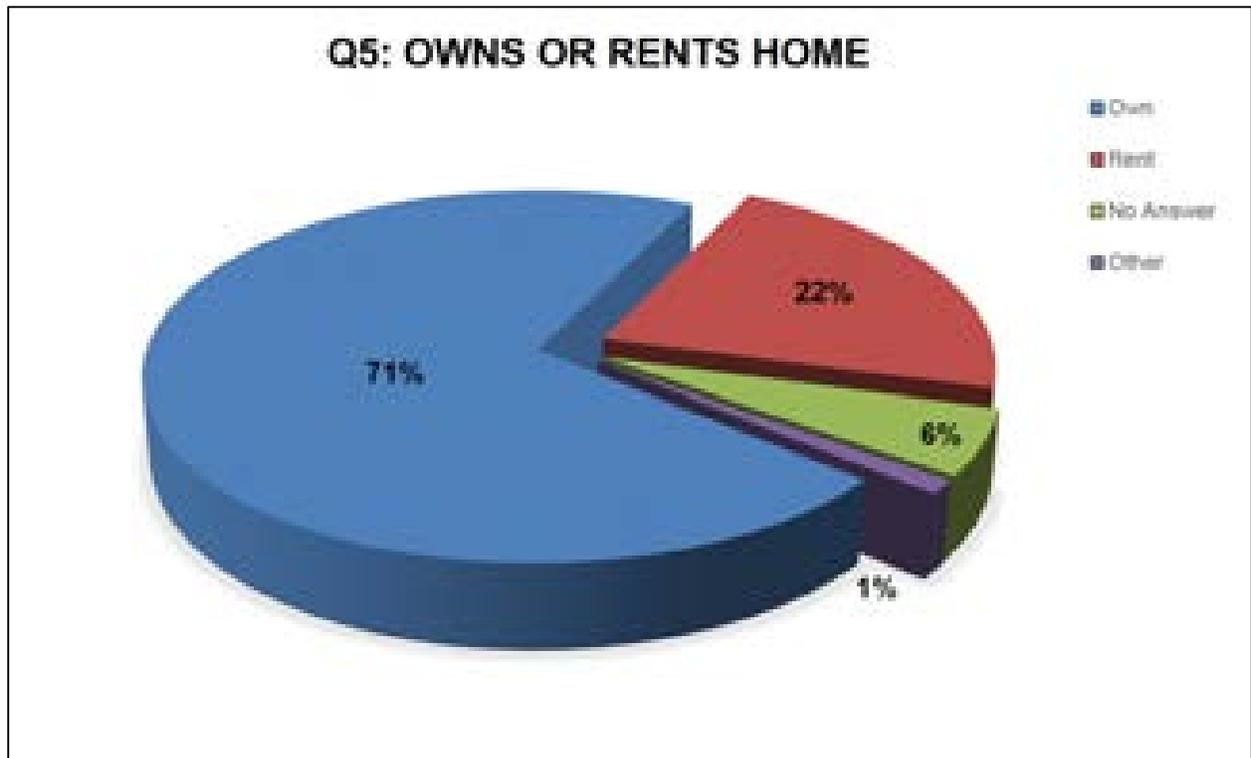
City of CHICKASAW, AL
PUBLIC OPINION SURVEY RESULTS
Comprehensive Plan 2030
Thank you for your participation!
Printed copies of survey results can be viewed at City Hall and the Chickasaw Public Library.

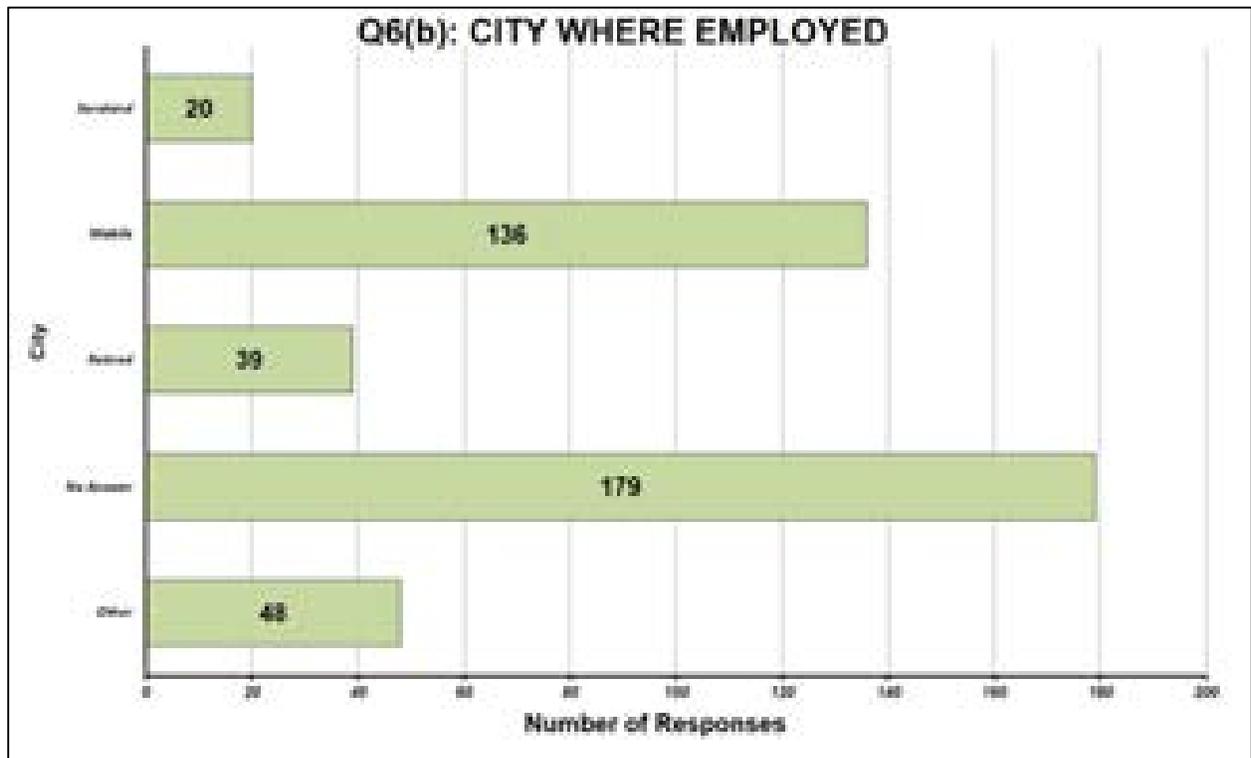
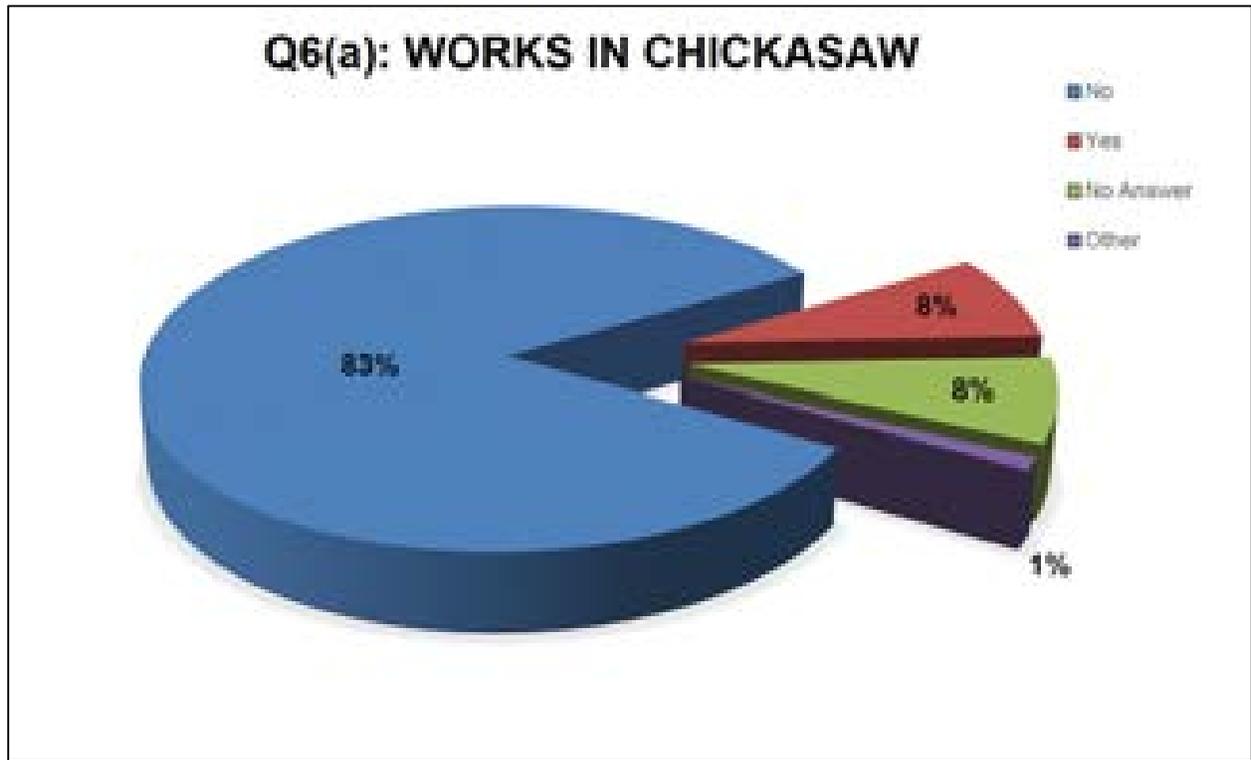


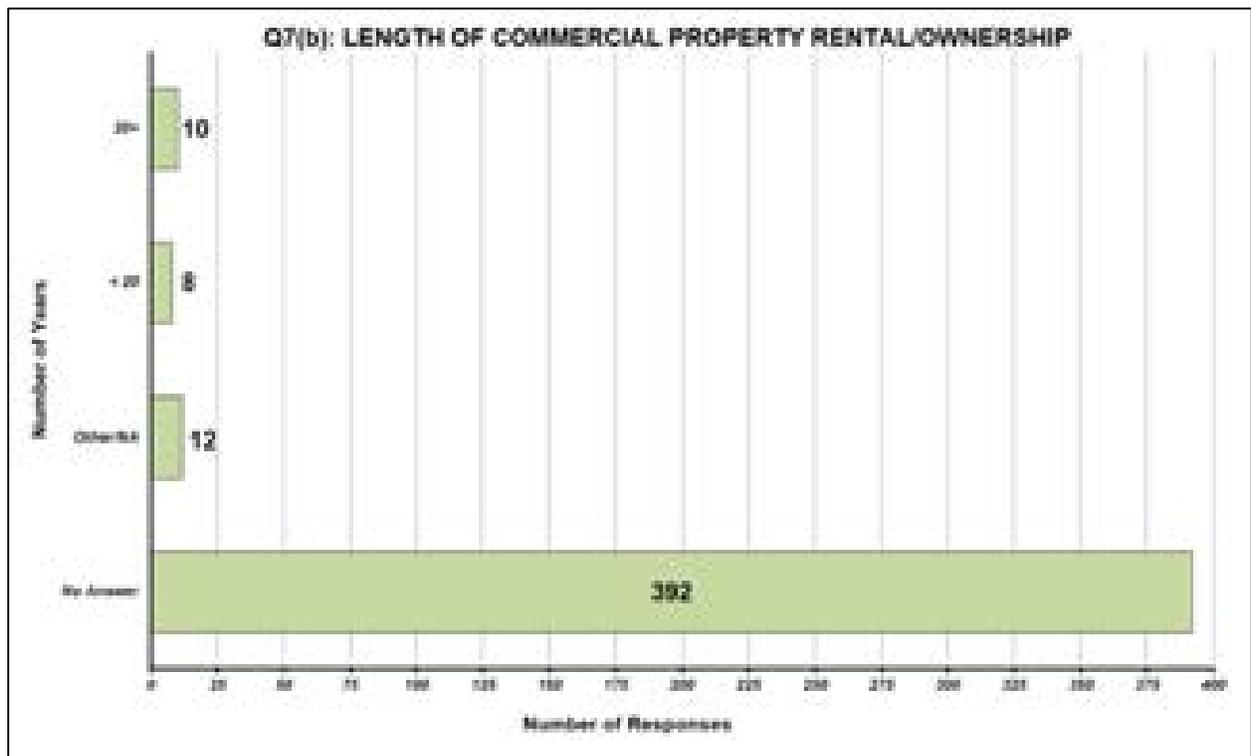
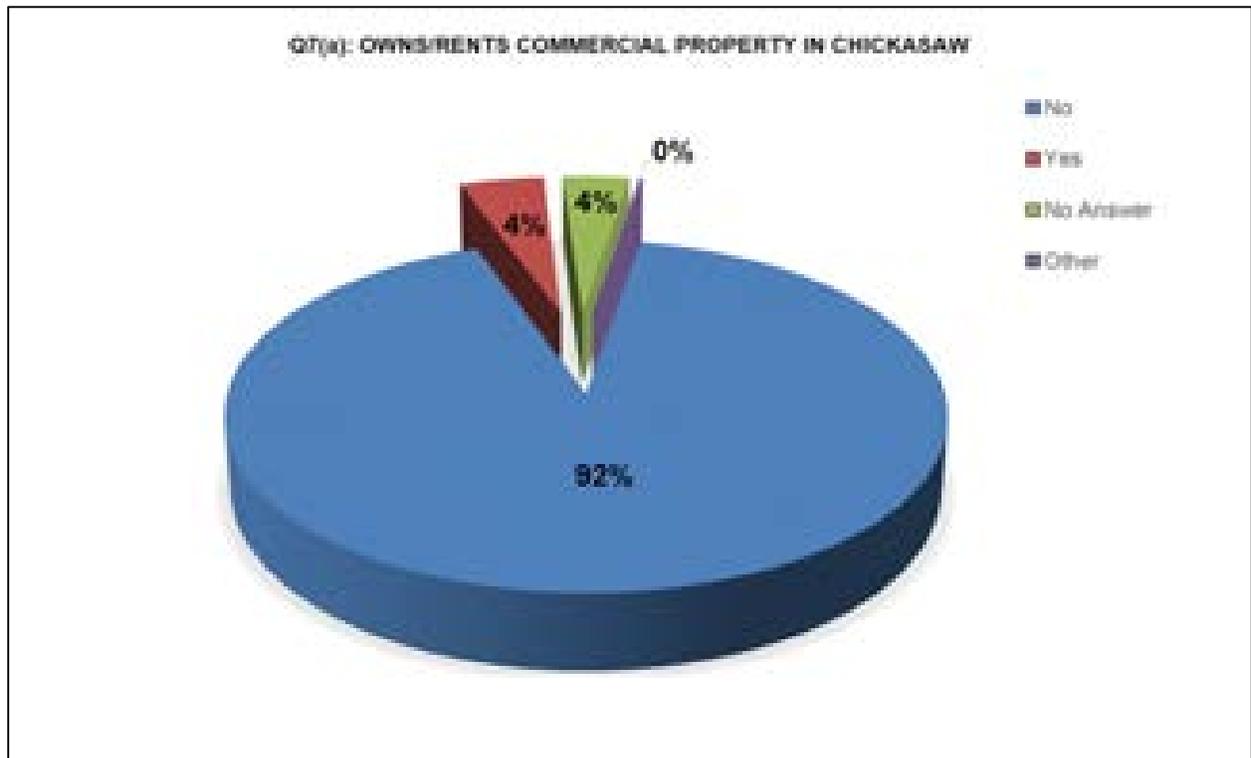
Disclaimer: The following data sets are initial survey results presented in raw data form. Further review and data analyses are required for processing final results.

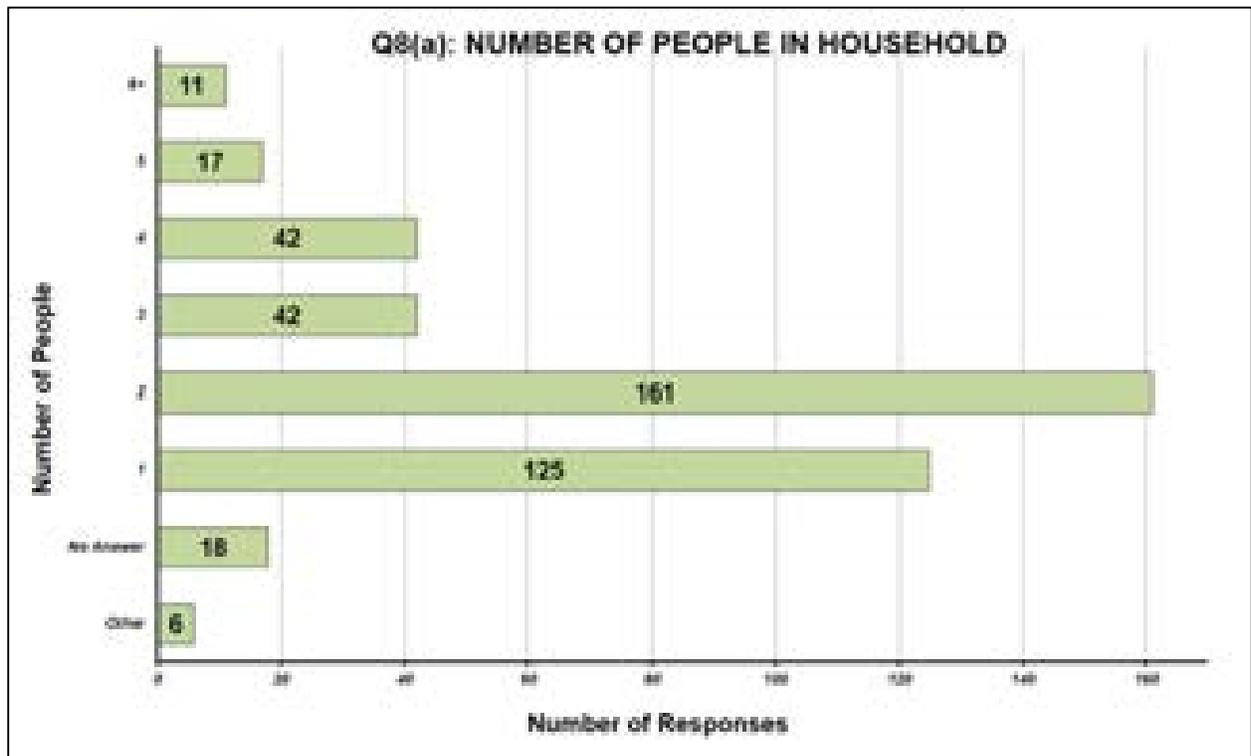
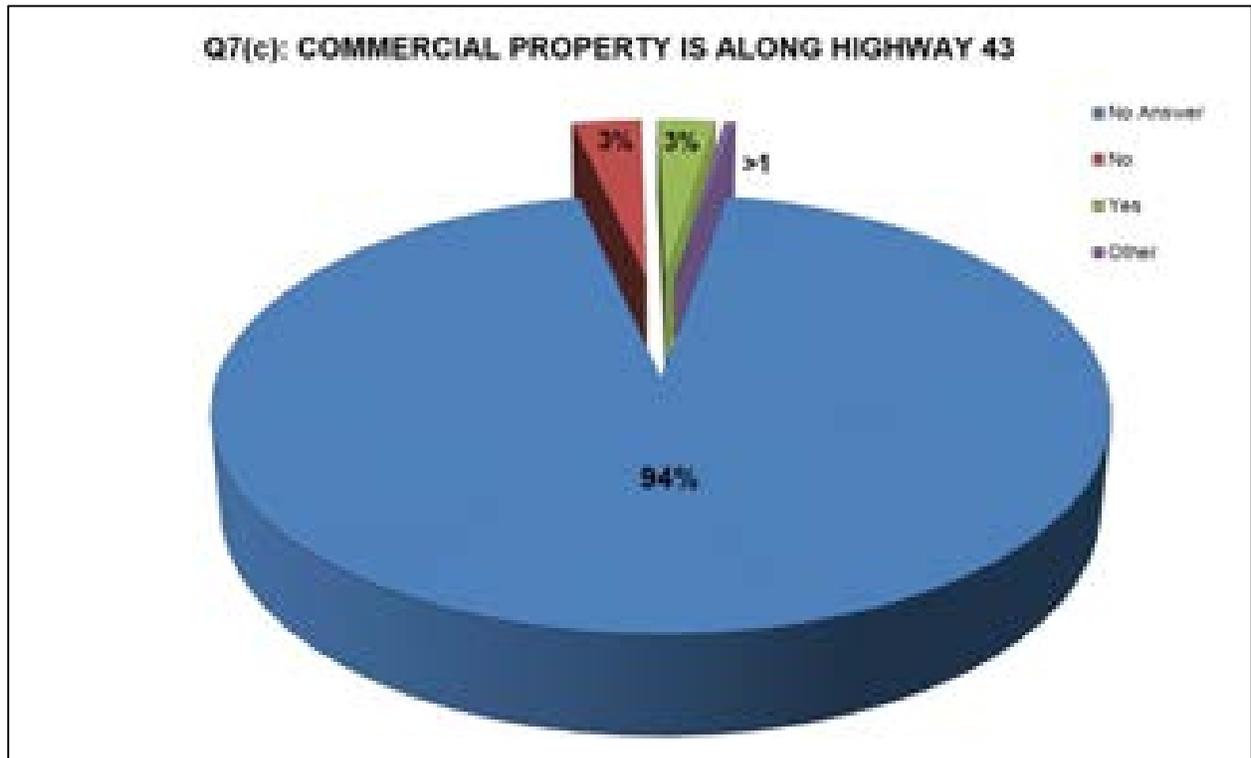


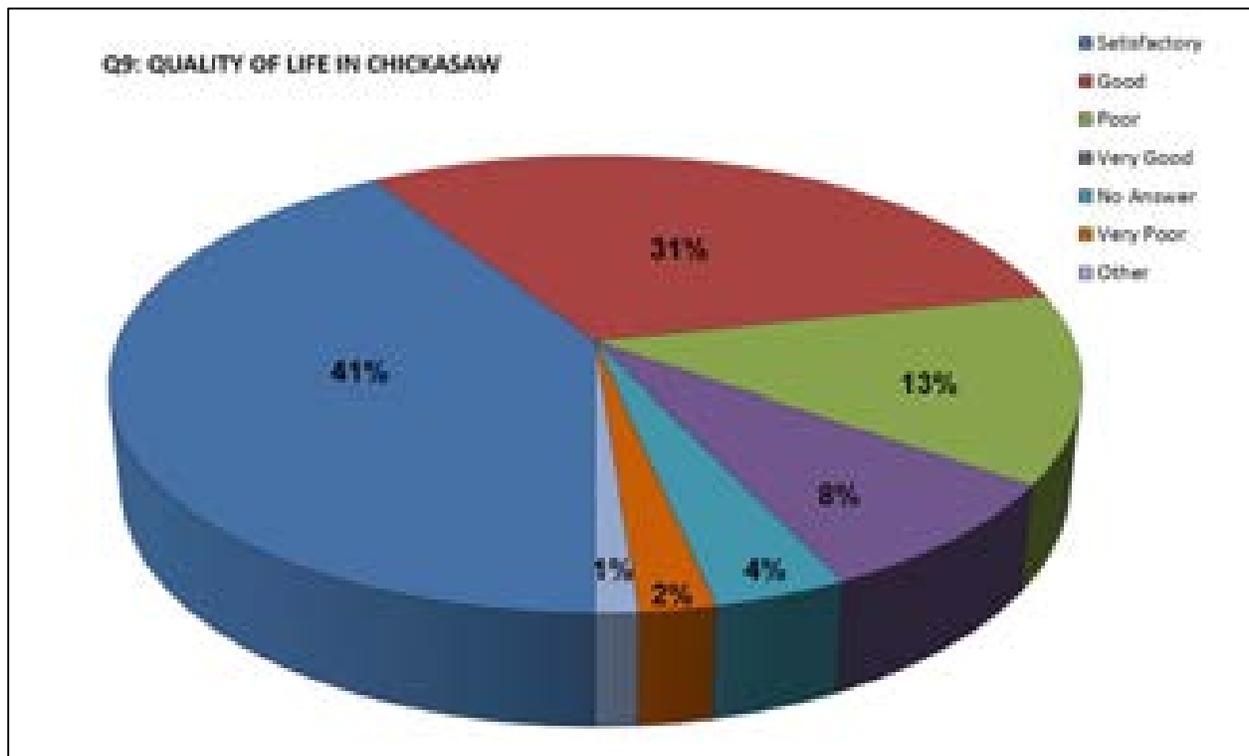
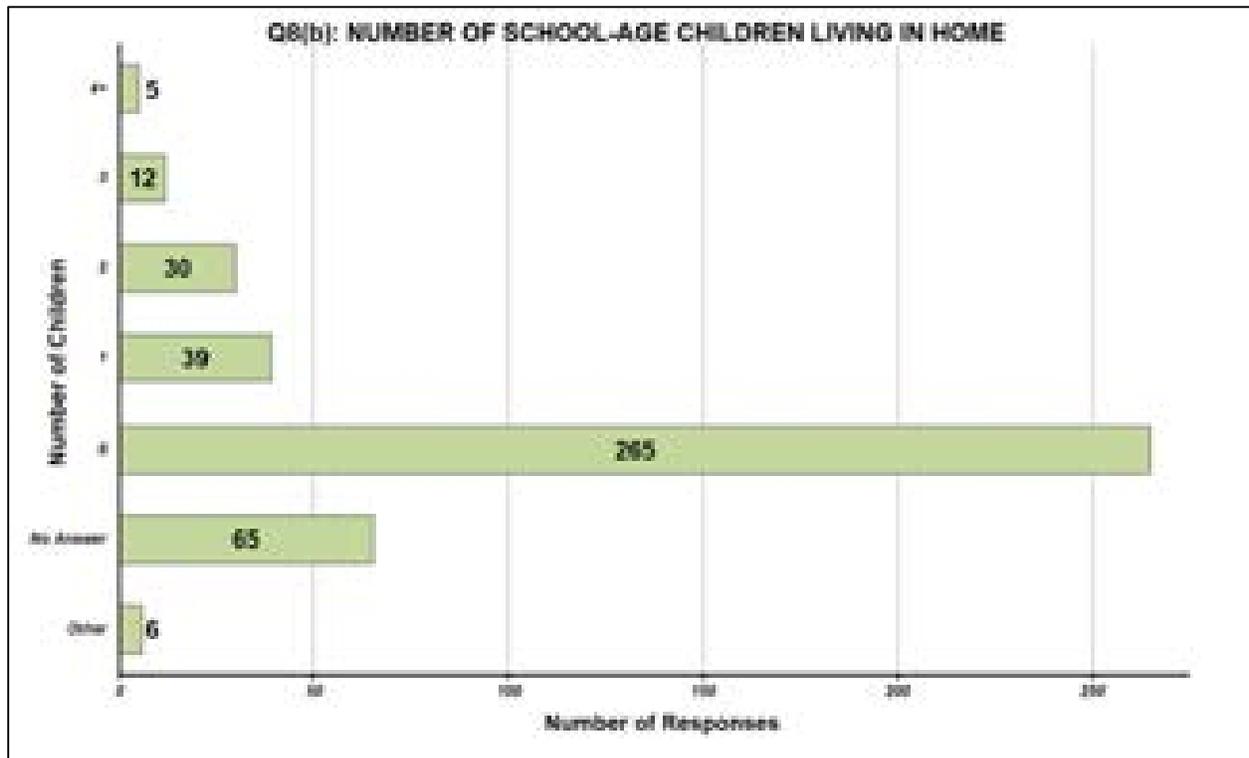


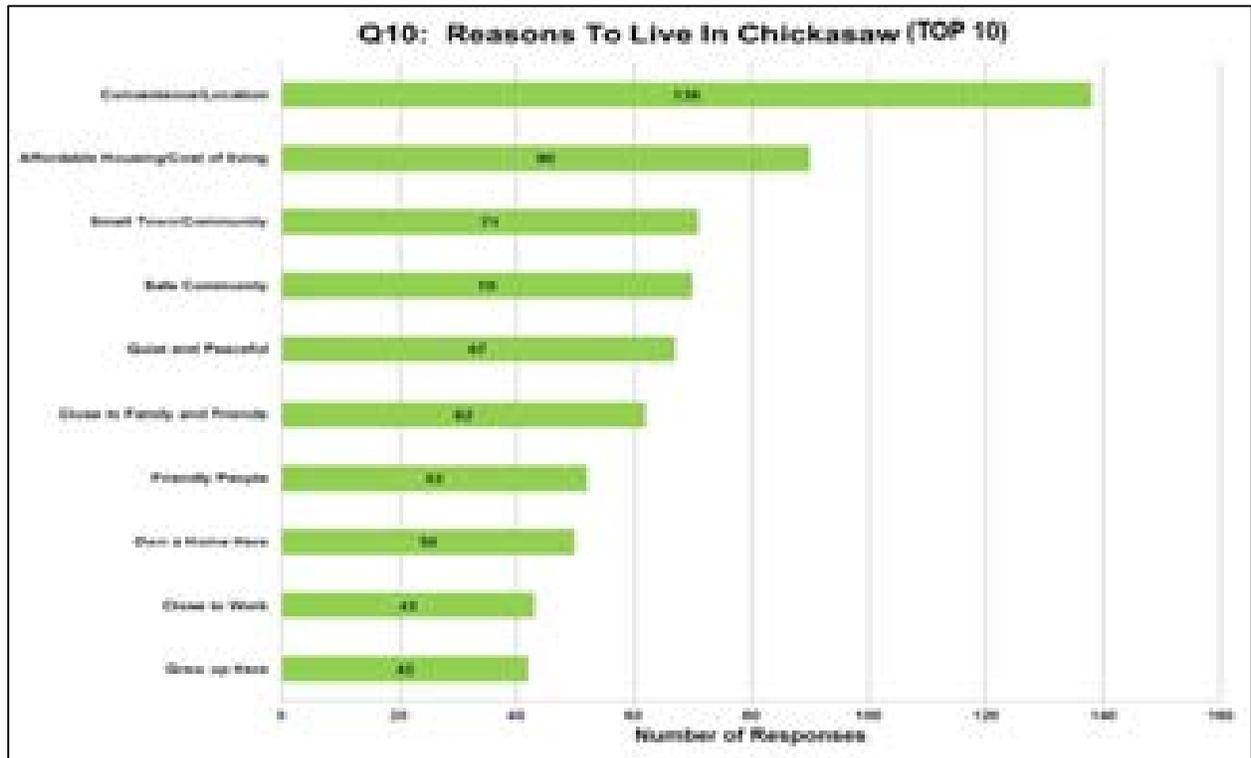




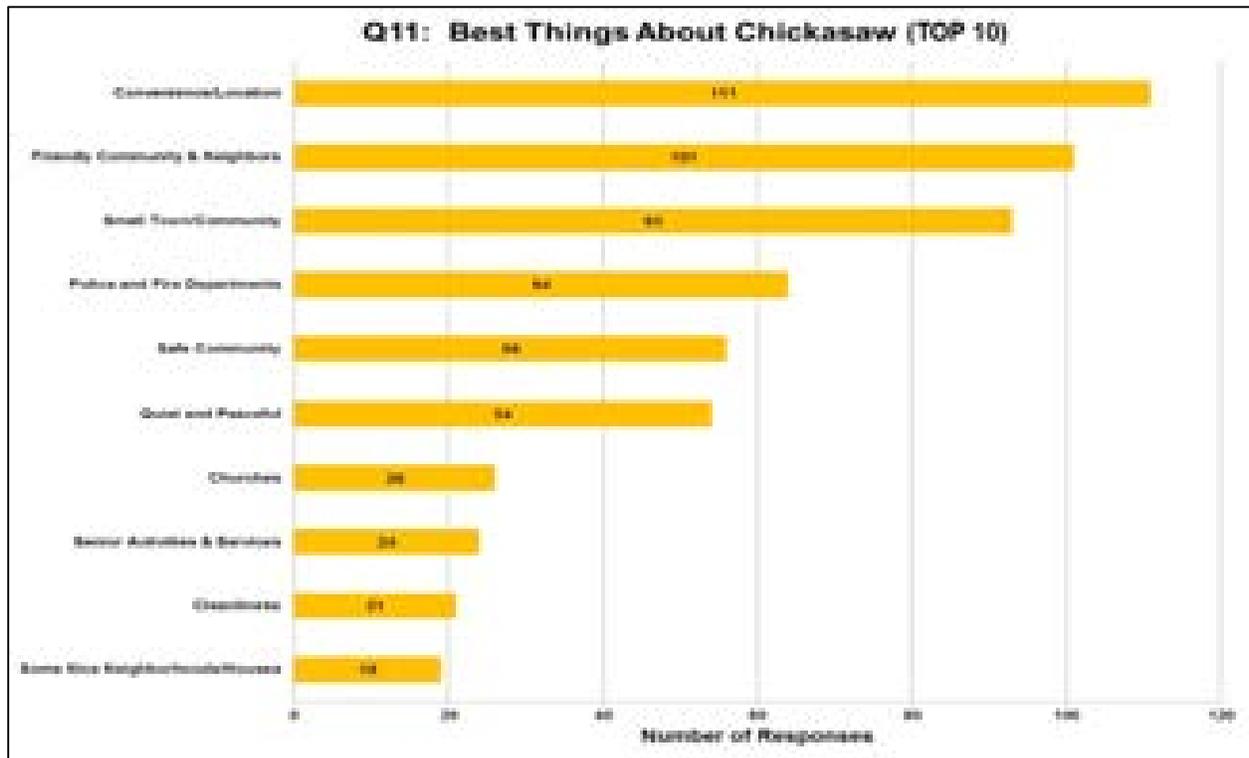




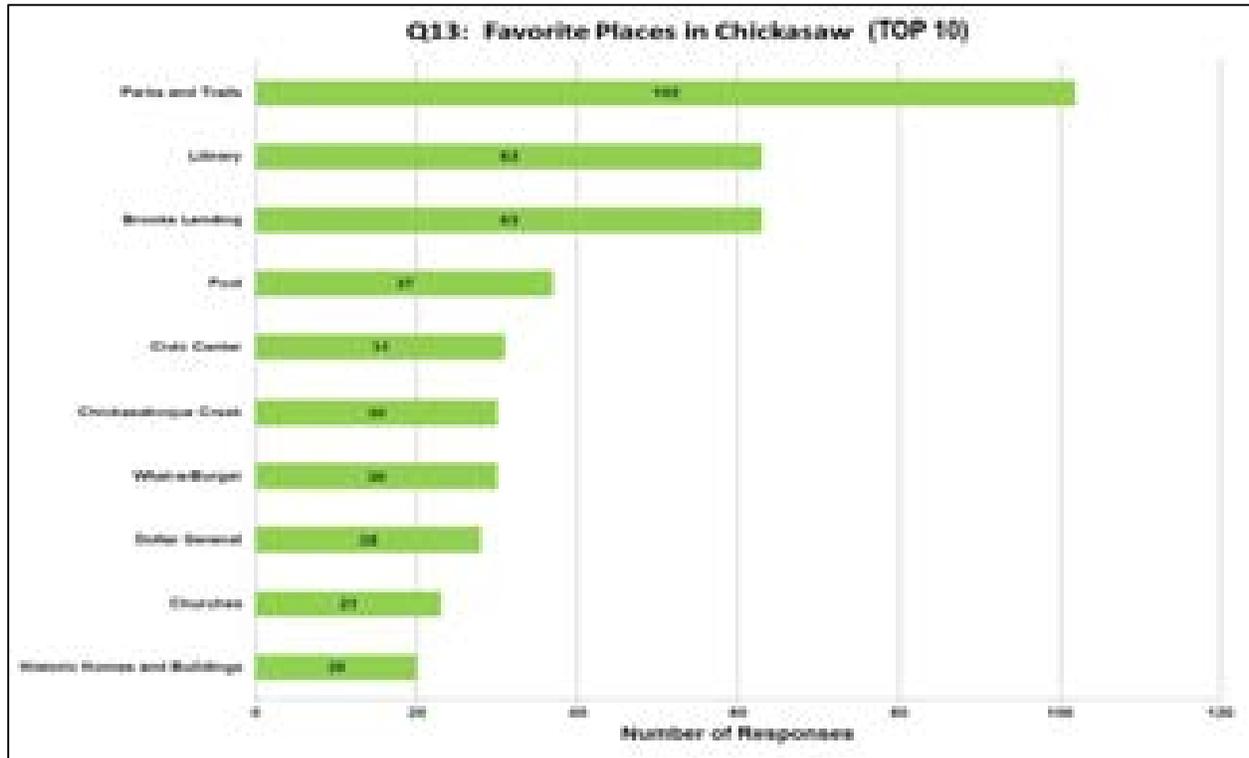




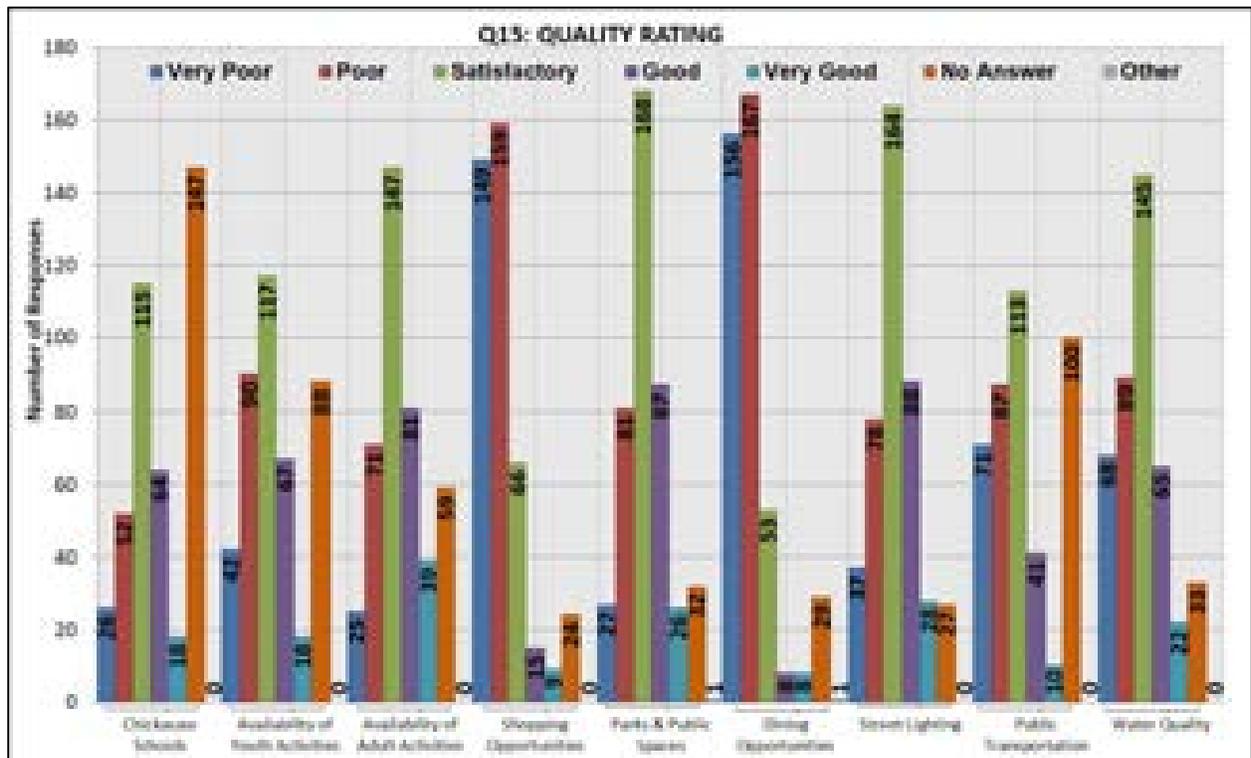
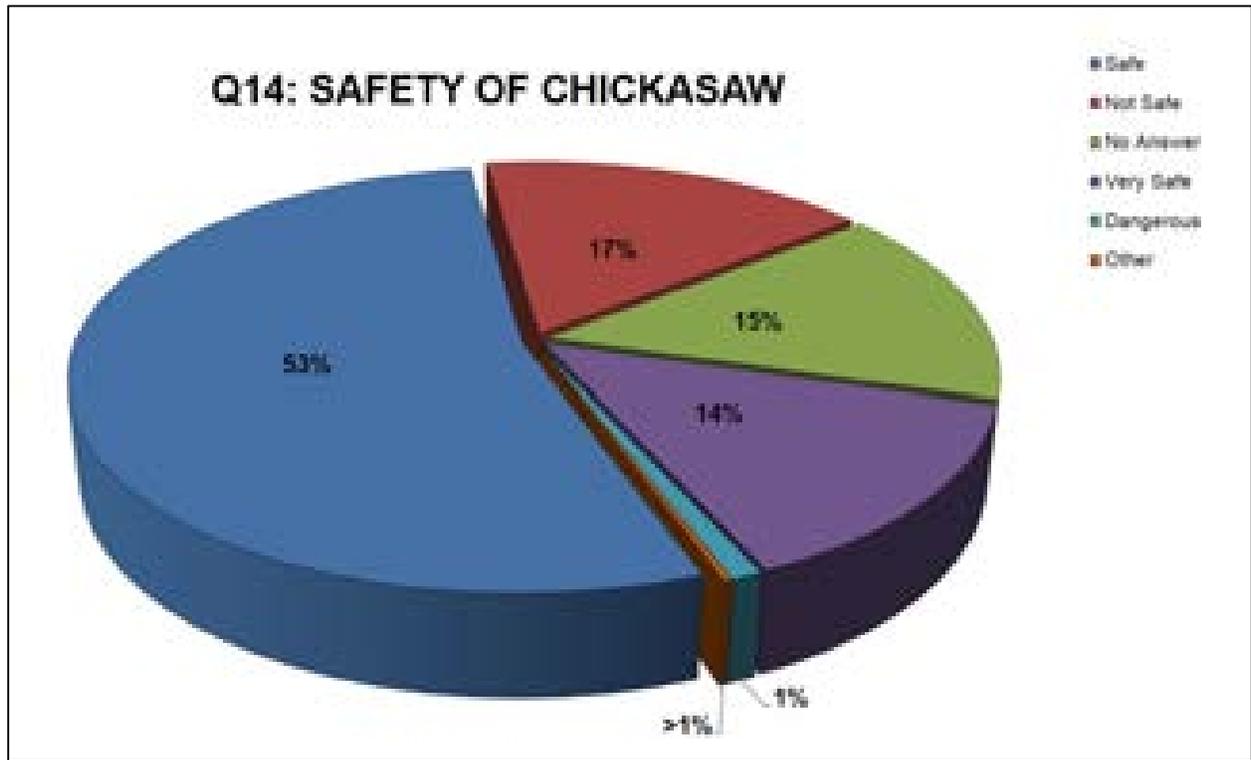
ADDITIONAL RESPONSES TO Q10 REASONS TO LIVE IN CHICKASAW	# OF RESPONSES	Final responses of Chickasaw	Another suggestion or place
Great police and fire department	1	Good location of Chickasaw	Chickasaw seems good when we travel here.
Church	1	Good location/Maple	The only area we know about when we moved here after Florida
Not long drive to work and home	1	Quiet town	There is no grocery store. There is no place where I can wash my clothes. There is no place to go for coffee or something like that.
Close to a big city to live	1	Property value has increased	Very little garbage and trash collection.
Can't afford to move	1	Suburbs	James
Close to family/friends	1	Not old to move, but would like to	Work-life
More places to live	1	Not to be good places to shop, but no more	Young people are leaving here, but no more.
Very affordable/quality	1	Not convenient/commuting	TOTAL RESPONSES
Suburb charm	1	Not safe there since the neighborhoods	552
It's home	1	Not safe there since some small sport programs	
Great schools	1	Not safe, we had a great Mayor and Council	
Access to hot water system (hydrologist)	1	Reliability	
Good	1	An older generation of people has left	
Reason I can't afford to live	1	Can't afford it, expensive place to live	
Little traffic	1	Changing for the better	
Family & friends	1	Chickasaw Park	
Close to shopping/center	1	Chickasaw housing board assistance	
Close to shopping	1	Close to Chickasaw center	
Community, beautiful views	1	Great water in town	
Schools are good	1	City limits	
Great food community	1	Not safe to move from Chickasaw than to another state	
Spent a lot of time in Chickasaw	1	Close with city of place	
Hard to move here	1	I don't live with the garbage and water	
Family	1	Just out of sight, who water	
I used to live in a house like this one	1	I thought the bus couldn't get through	
Great of beautiful views	1	the neighborhood	
Community is great	1	It's home here for all years	
Reason I don't live	1	Close to the land	
Better than Chickasaw	1	Recently we visited	
Close to recreational activities	1	None	
Close to school	1	Not planning	
Family oriented a good place to raise a family	1	Remember for city	

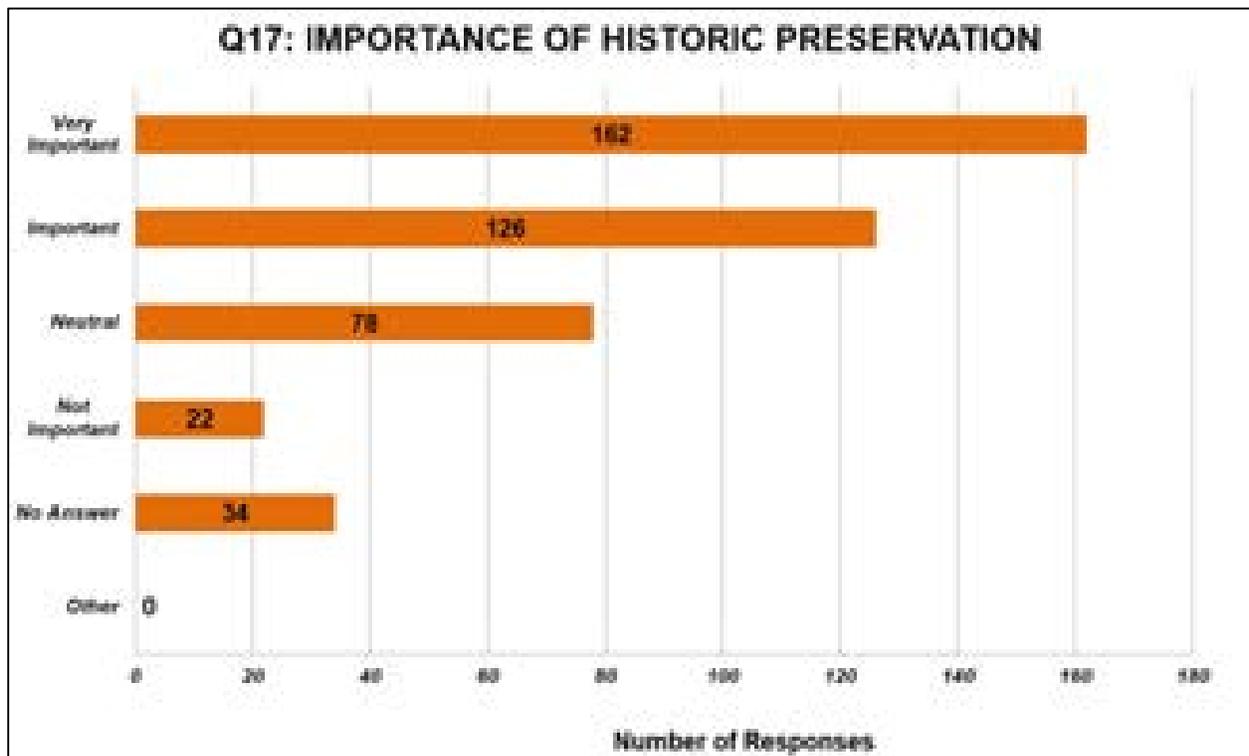
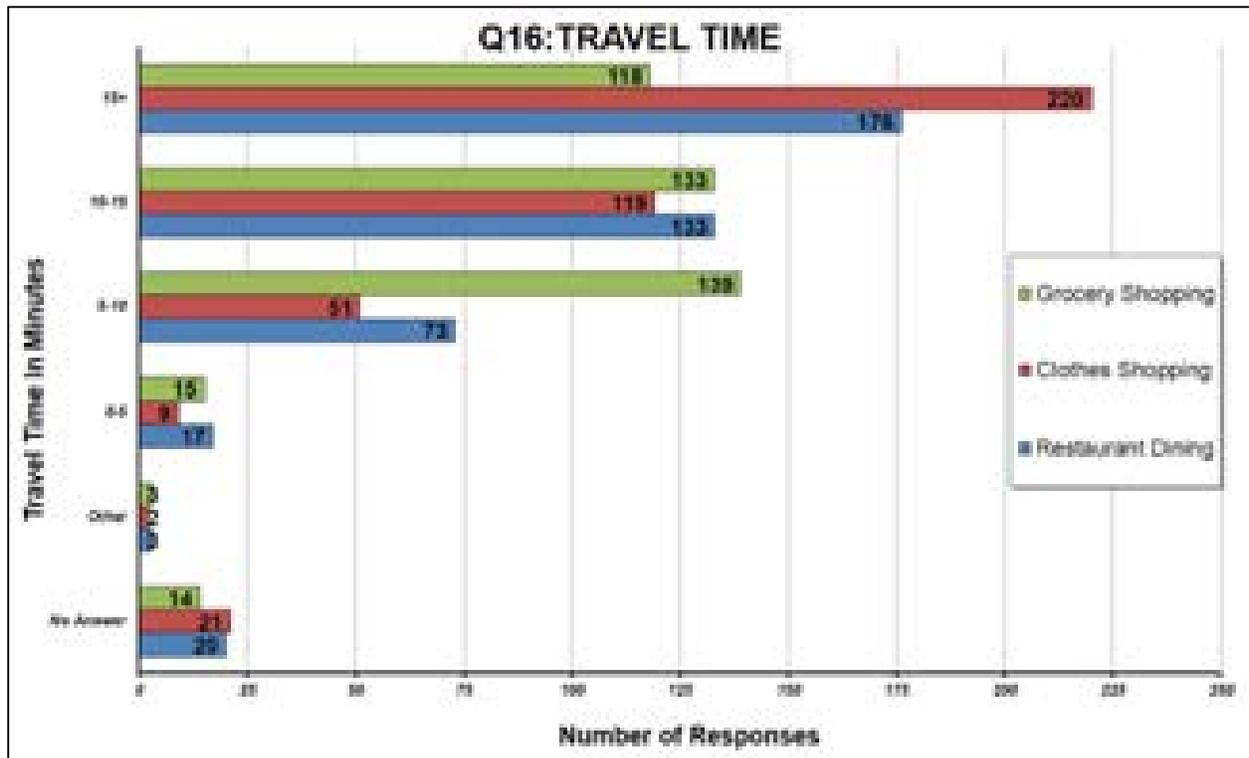


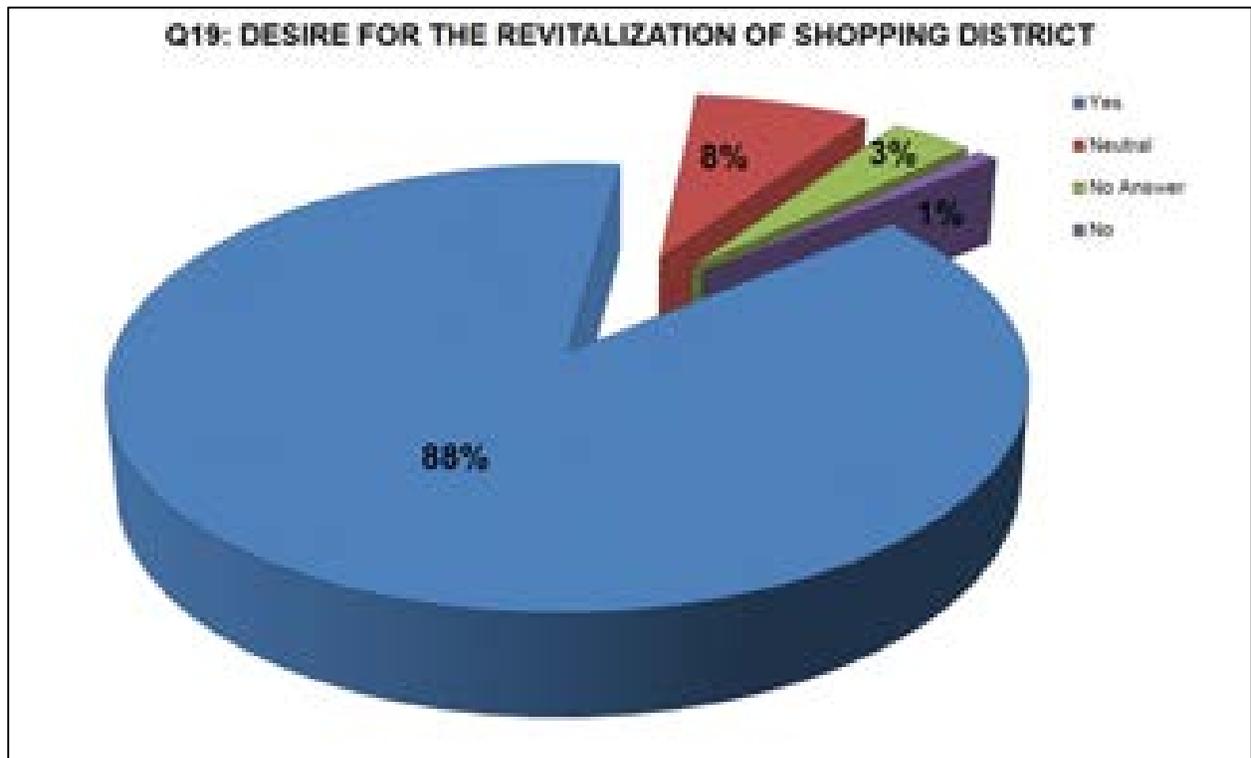
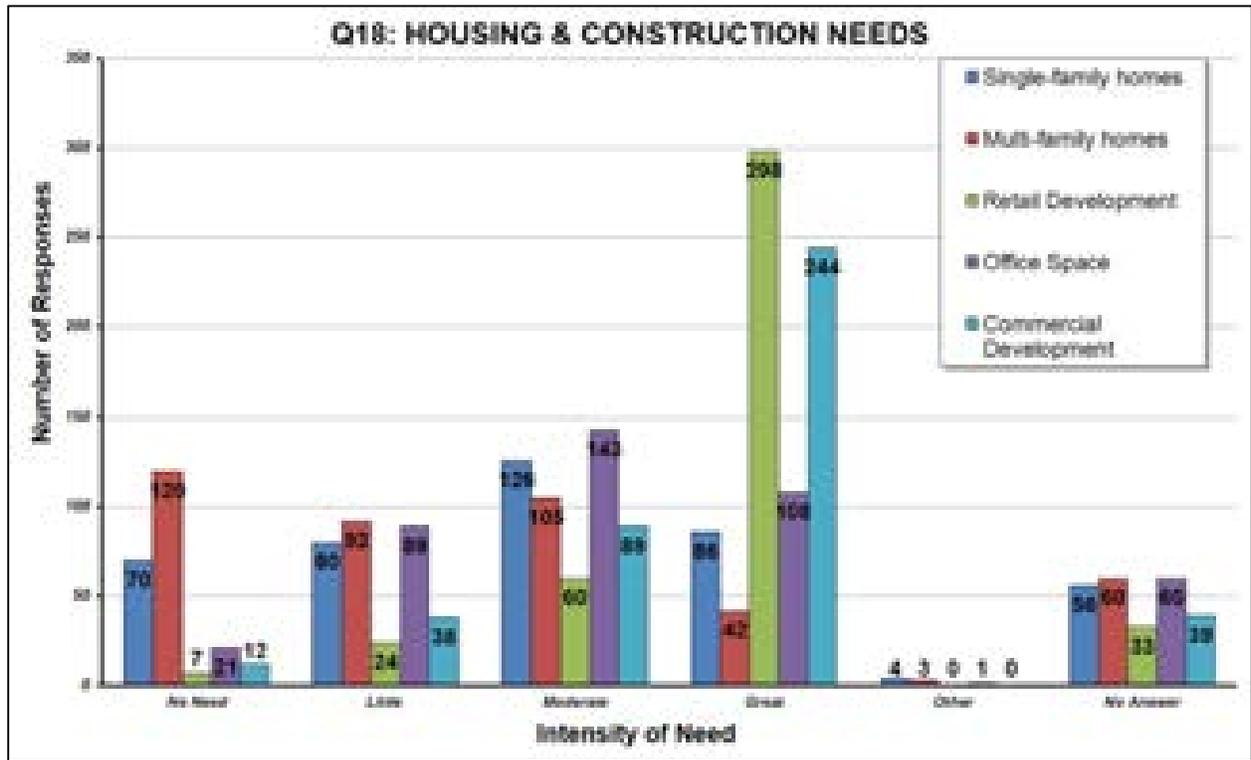
ADDITIONAL RESPONSES TO Q11: BEST THINGS ABOUT CHICKASAW	# OF RESPONSES		#		#
Historical District	28	no clubs and bars are here	1	best about everything you need to have	1
Produce and game	17	the golf course	1	love the Chickasaw magnet school	1
I really can't think of much more I'm going to add	17	city events such as Easter Egg Hunt, Christmas parade, fireworks	1	gas station	1
Beautiful view/landscape	16	newly paved roads	1	love to have good schools	1
Reasonable rent/fairly affordable	16	the council and mayor	1	self-contained area	1
The housing is affordable/love of being close to community	15	new plant to live & raise kids	1	shops are close	1
school system	14	the air	1	low health of those past	1
Close to what we need access	14	good garbage service	1	restaurant/park	1
close to family & friends	13	what a burger	1	availability of local business	1
great view of land	13	Chickasaw City Theatre	1	bars	1
park	12	close to post office	1	can't afford to move	1
close to work	12	quality of city services	1	Chickasaw is progressive	1
the sidewalks	11	don't like walk	1	close to north side of town with	1
the family	11	new shops	1	everything	1
city officials are nice/helpful (Duffie & Stephens)	9	new plant to call and move	1	family dollar	1
not a lot of traffic	9	quality of dollar stores that keep me from having to go to walmart	1	Post's	1
Competitive gas prices	9	good service	1	Home Depot and Home Depot	1
Shopping	9	locally owned business	1	shops	1
The walking path	9	friendly	1	Liberty	1
Water	9	diversity of people	1	None town fighting	1
It has a history	9	good here all my life	1	but too many fast food places	1
Everything is walking distance	7	Memphis	1	shops	1
Community/family oriented	7	water	1	Home Depot	1
Close to home	6	order service	1	The city's reputation	1
more	4	the things at city hall is awesome	1	the possibility of expanding zoning	1
		great potential for a position before	1	prices are reasonable	1
		direction of all building on it	1		
		Ability to get around	1		
				TOTAL RESPONSES	888

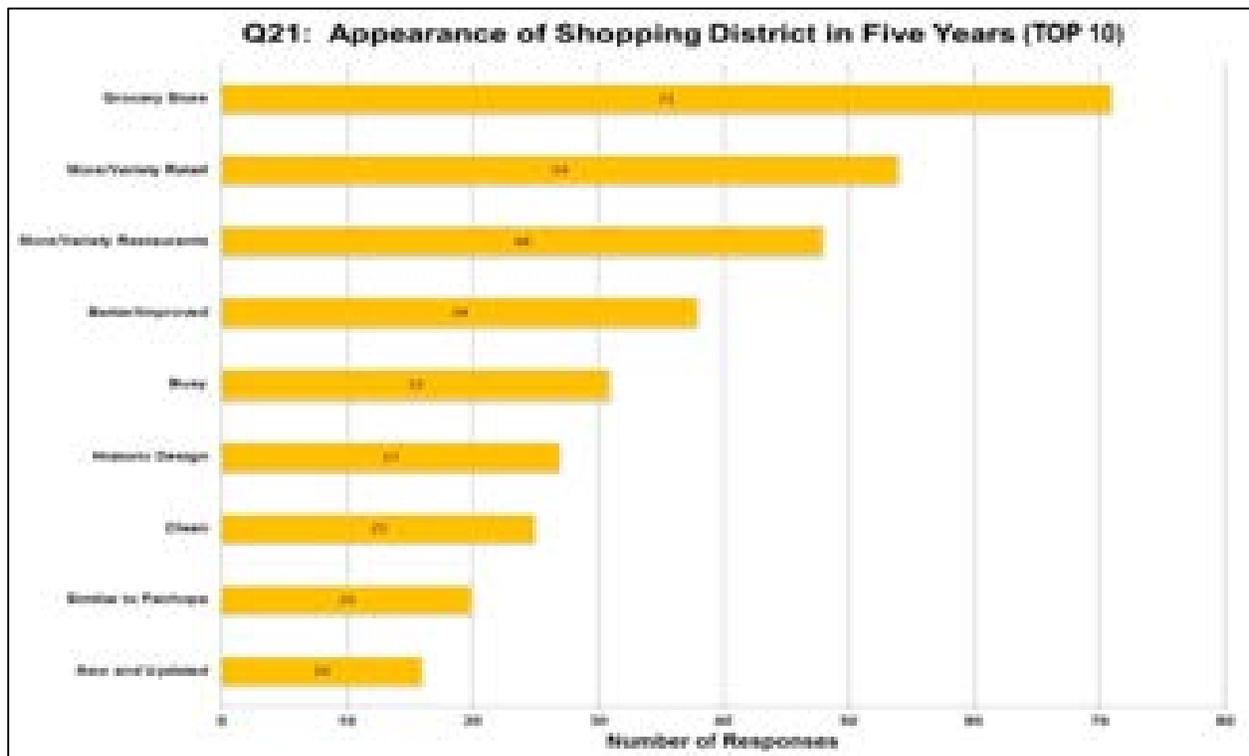
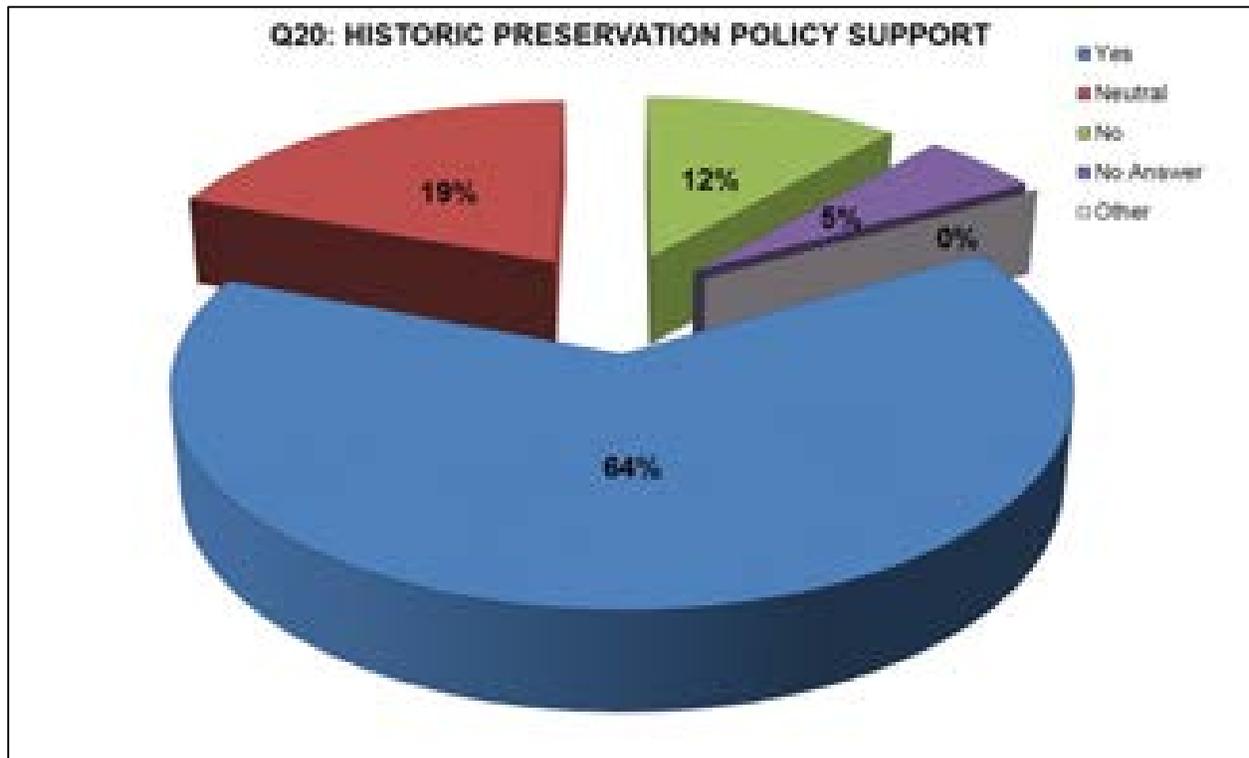


ADDITIONAL RESPONSES TO Q13: FAVORITE PLACES IN CHICKASAW	# OF RESPONSES		#		#
there is not a lot to like in activities	28	park by Chickasawing on Hwy 61	4	parkball	1
church	28	waterfront park	4	the bridge on 41	1
the golf park	24	cash and carry	1	park	1
Mobile Home	22	cheese place next to Fred's (Chow King)	1	the park if it was fixed up	1
area by the water	22	beach courts	1	the nice park in front of the police shop	1
Post	22	City Branch	1	Rowland Forest	1
Boat launch	20	sidewalk (road opening through)	1	Rowland Forest	1
my home	20	park by library	1	McLain's lawlers	1
Walking trail behind post office	9	Post Office park	1	Auto Zone	1
amphitheater	8	Post office	1	Wags	1
Chickasaw Club (Boats)	8	Green space by housing projects	1	C.I. Retail Park	1
Shopping center	7	All American Cafe on Lee Street	1	Chickasaw park	1
ballpark	4	Chickasaw fair of horses and displays	1	Community center	1
Club Center	4	all the places to eat out	2	Denise	1
Boater (play) like Jay Phillip, Boats	4	ball nearby	2	Fishing hole on 41	1
Boats	4	park	2	Great Street park	1
my business	3	area around school	1	the down/beauty shop	1
Security Park	3	school	1	Red shop	1
city hall	3	Park area at the fishing pier	2	New general store with supplies	1
Home	3	Family Dollar	1	Not yet familiar enough with the area	1
C.I. Town Amphitheater	3	Recreation center	1	Walking their wife going to the mall	1
public park	3	Library	1	none	1
Park by post	4	Boys	1	Old man's Chickasaw school	1
neighborhood	4	Boater shop	1	Walmart	1
the old	4	cell car	1	vacation activities	1
golf course	4	grocery store	1	Boater Park	1
park by Chickasaw Housing Authority	4	some of the historic landmarks	1	TOTAL RESPONSES	178
		Walmart	1		
		other sites	1		





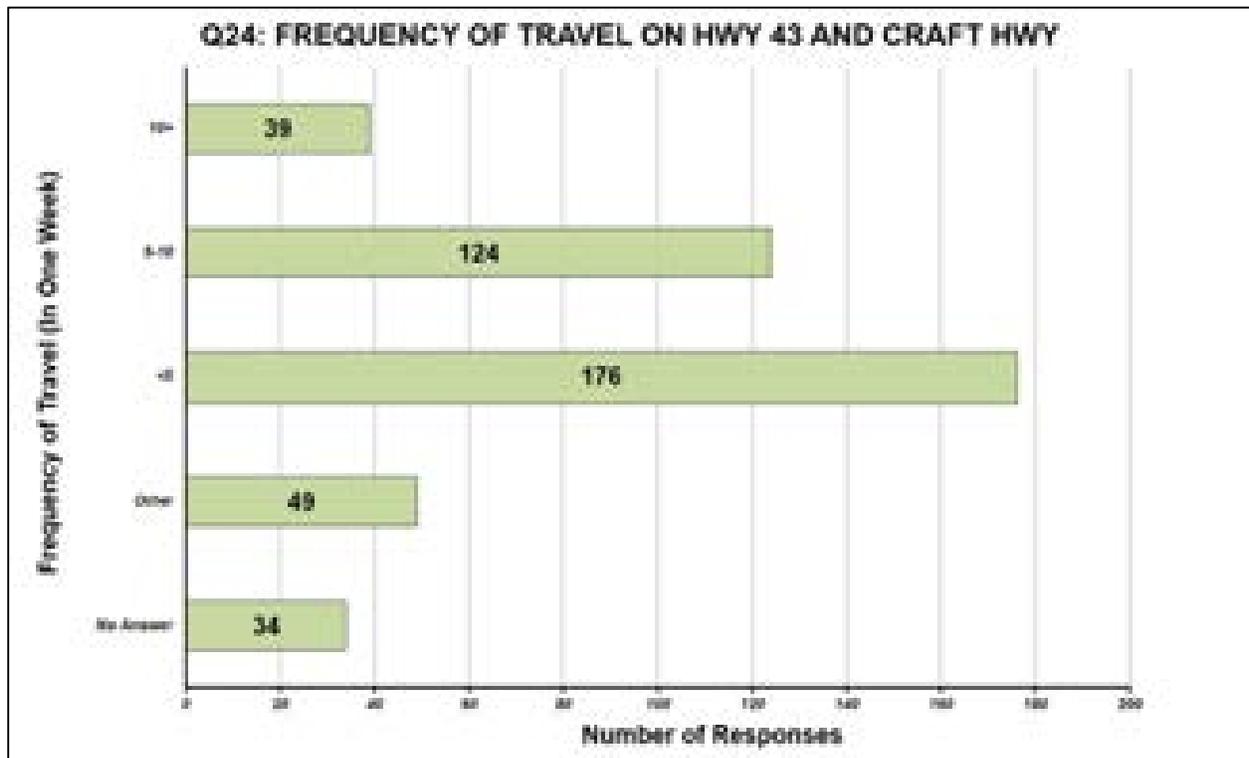
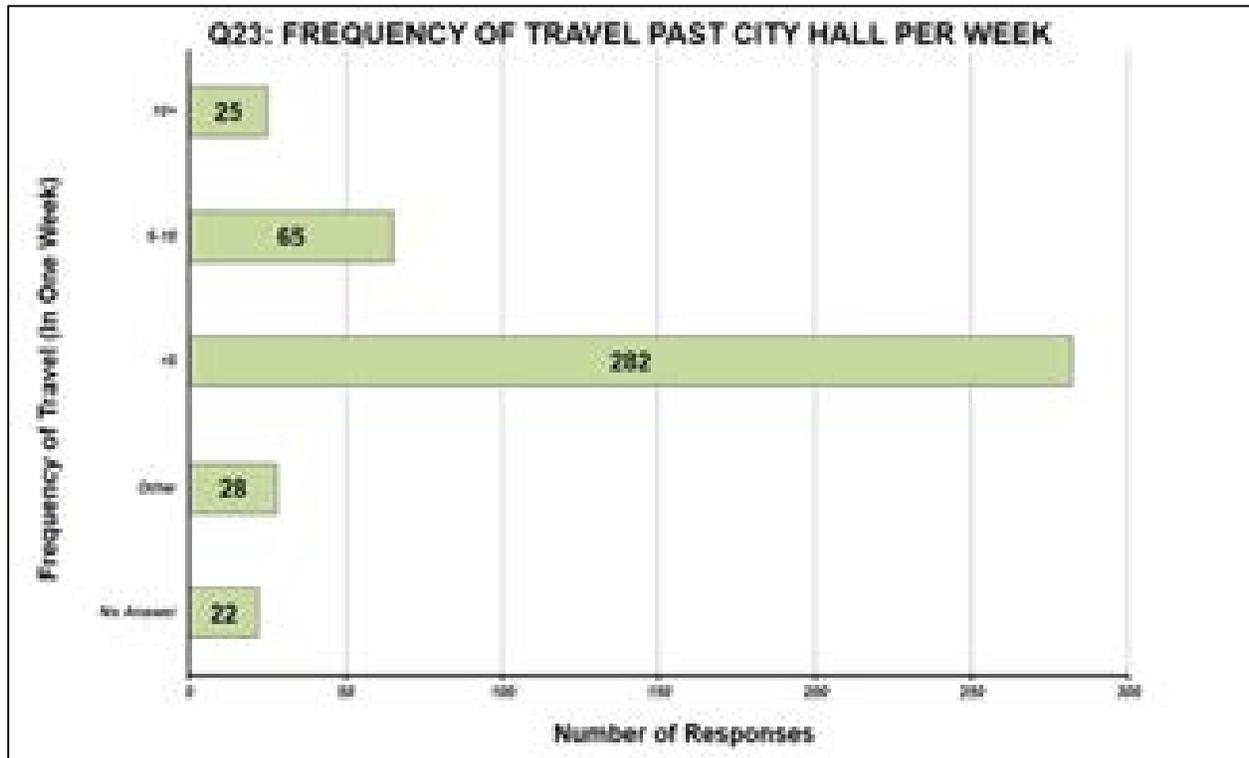


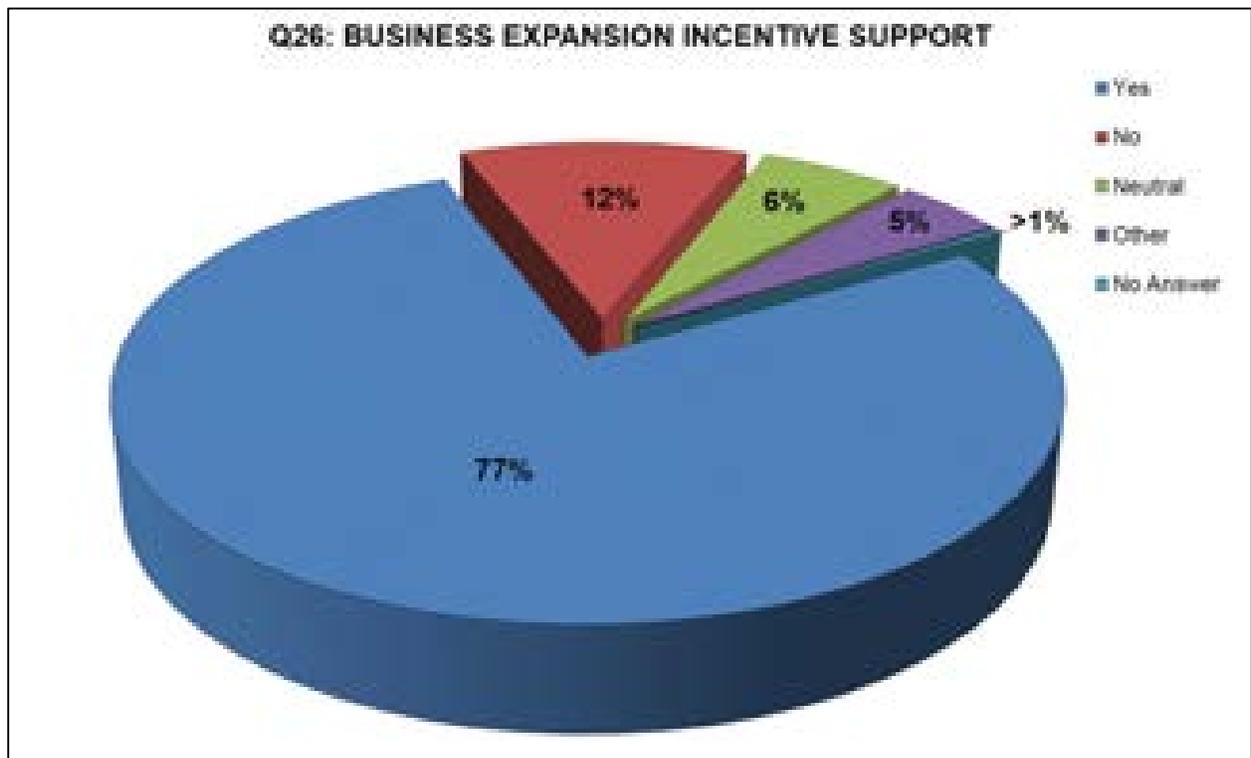
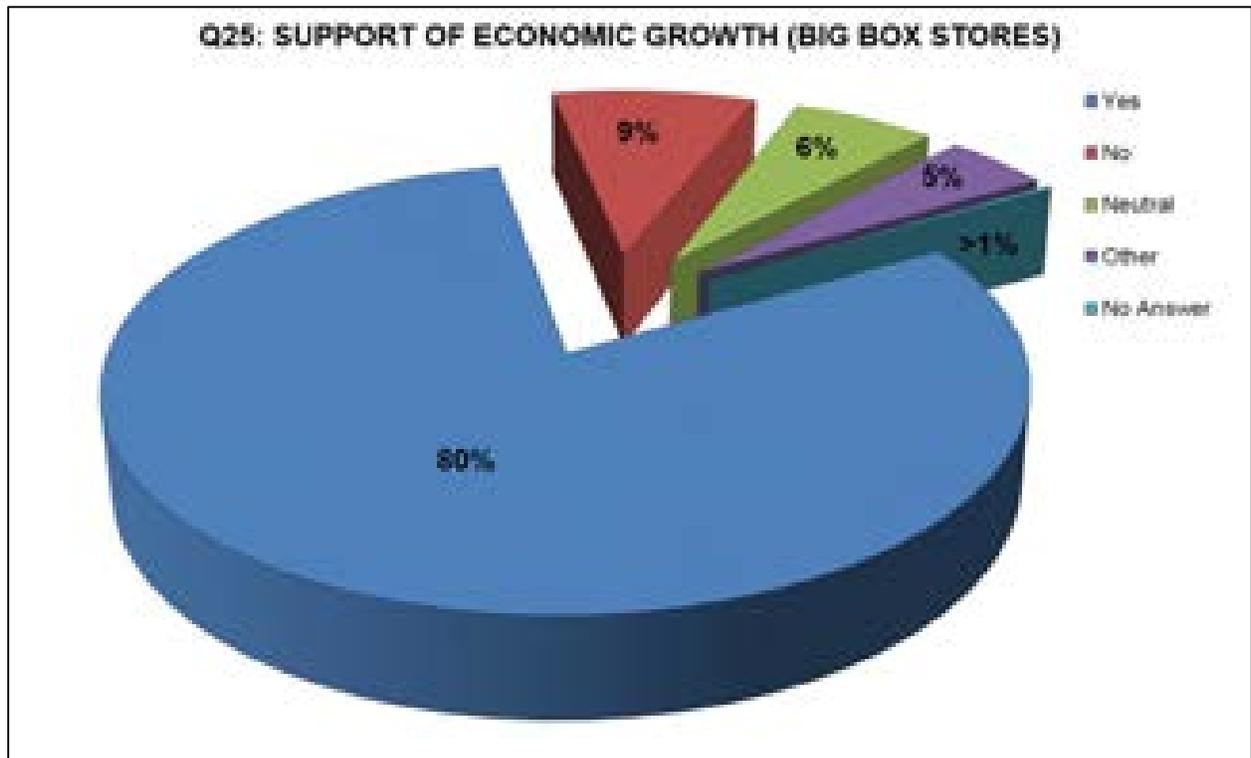


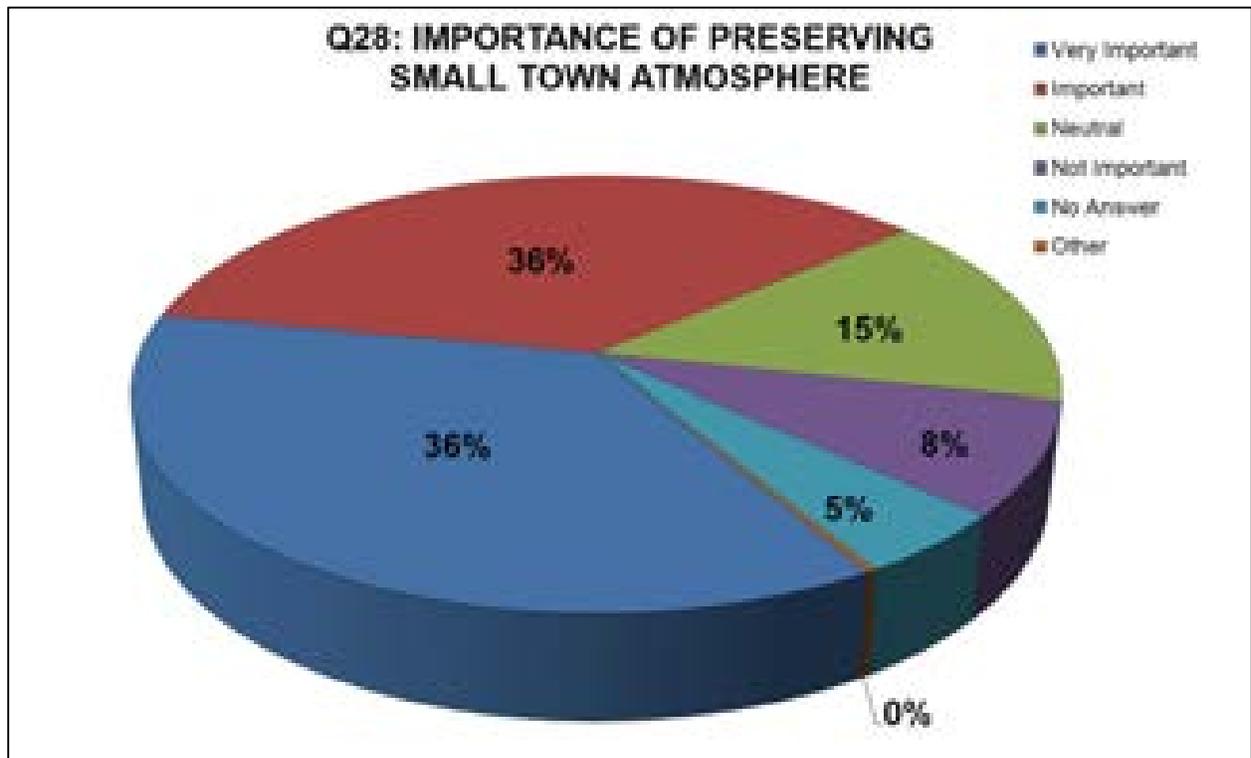
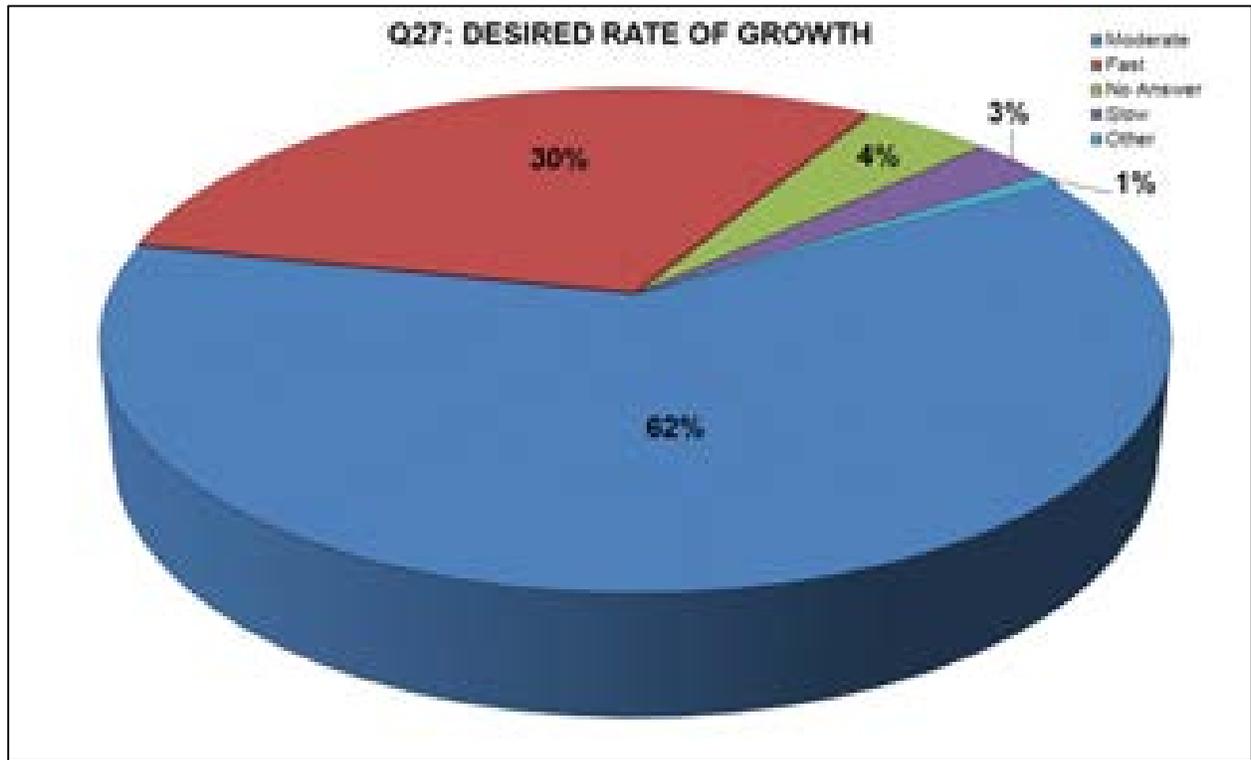


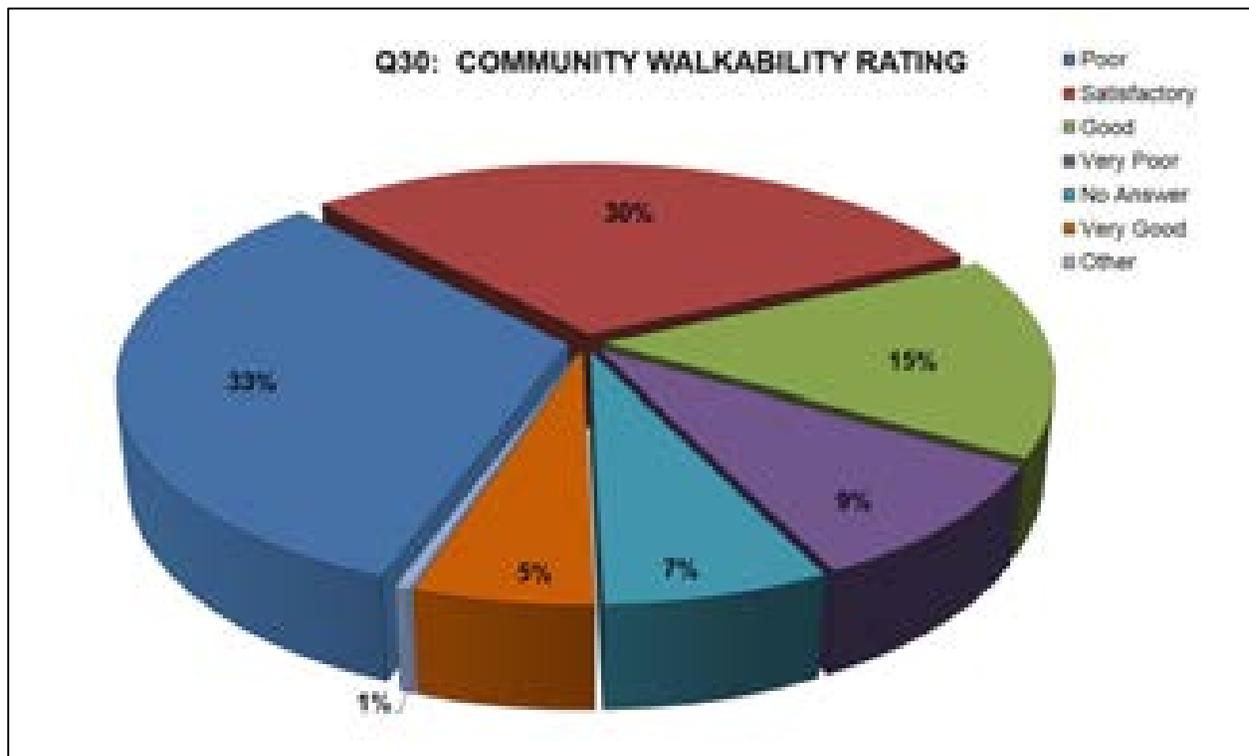
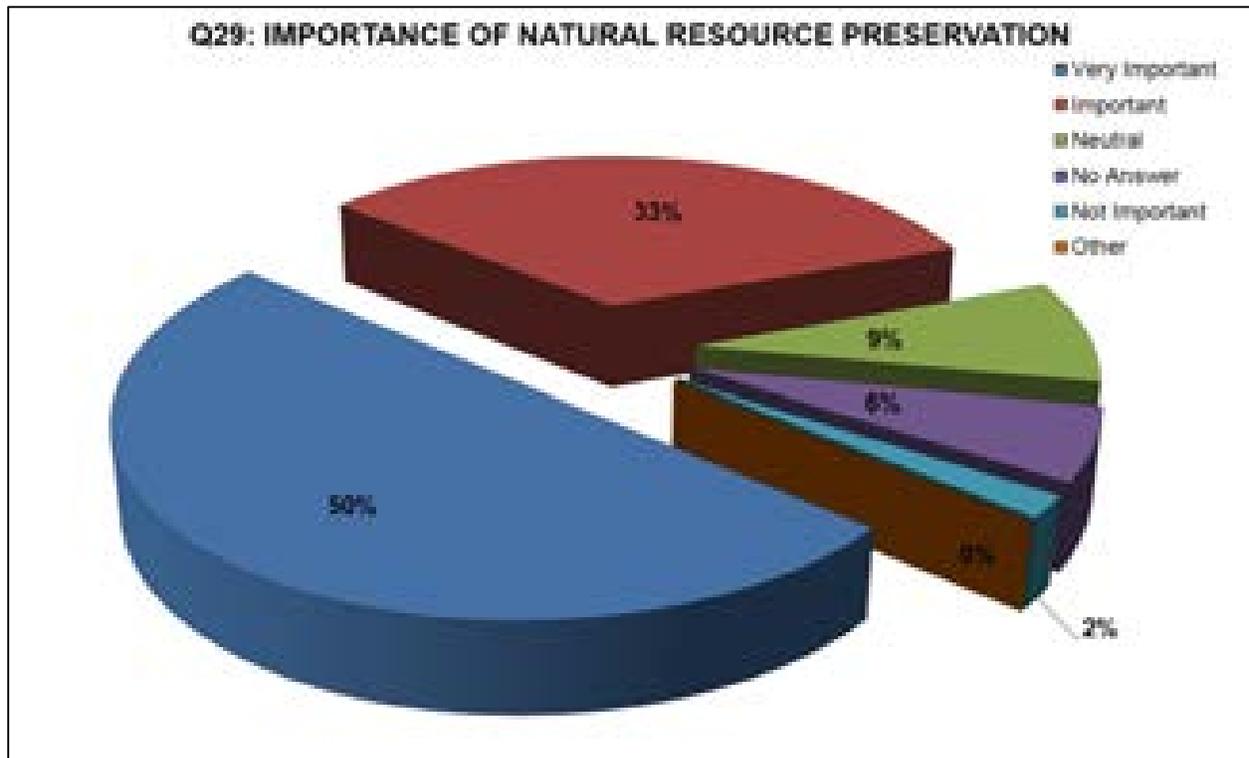
ADDITIONAL RESPONSES TO Q22: RETAIL NEEDED IN CHICKASAW	# OF RESPONSES		# OF RESPONSES
Grocery store good quality	119	Books	4
Restaurants	110	Movie (regional/ national/ intl)	4
CVS/pharmacy	100	Fun	3
A good drug store	76	Fast casual	3
All of the above/everything	31	Restaurants	3
Better clothing stores	28	Department	3
Home Depot	27	Auto supply store	3
more fast food	20	car wash	3
Best coffee shop	14	more	3
hardware store	14	All the things a family would need	3
Belk	13	Academy/sports store	3
CVS office	10	Fun Park	3
Smoking shop	9	Call	3
farmers market (like in Centennial square in Mobile)	9	small business	3
Department store	9	Maybe a Wal-Mart Market Place for fresh veggies and fish	3
Target	8	Multi-level store	3
Bank	7	office depot	3
hardware	7	Walmart	3
Auto store	7	coffee restaurants	3
Auto center and play world for kids	7	pet	3
Ice cream parlor/target store	6	sporting goods store	3
Places that offer better quality goods, such as Publix, Target, Belk, Kroger. Quality stores bring quality people.	5	State parks	3
Dollar Tree	5	Art classes	3
retail shopping	5	community	3
exercise facility/gym/fitness center	5	flea market	3
South-center/restaurant for the kids to go to	5	permanent fruit stand	3
Walmart (and/or a big-box store)	5	Soft serve (2 holes)	3
CVS	4	More so we don't have to shop in Saraland	3
Art Studio/business/family entertainment	4	grocery	3
Artsy houses	4	Hot Shrimp	3
Real Estate	4	more free drug store	3
		Restaurants	3
		community golf	3
		Restaurants	3

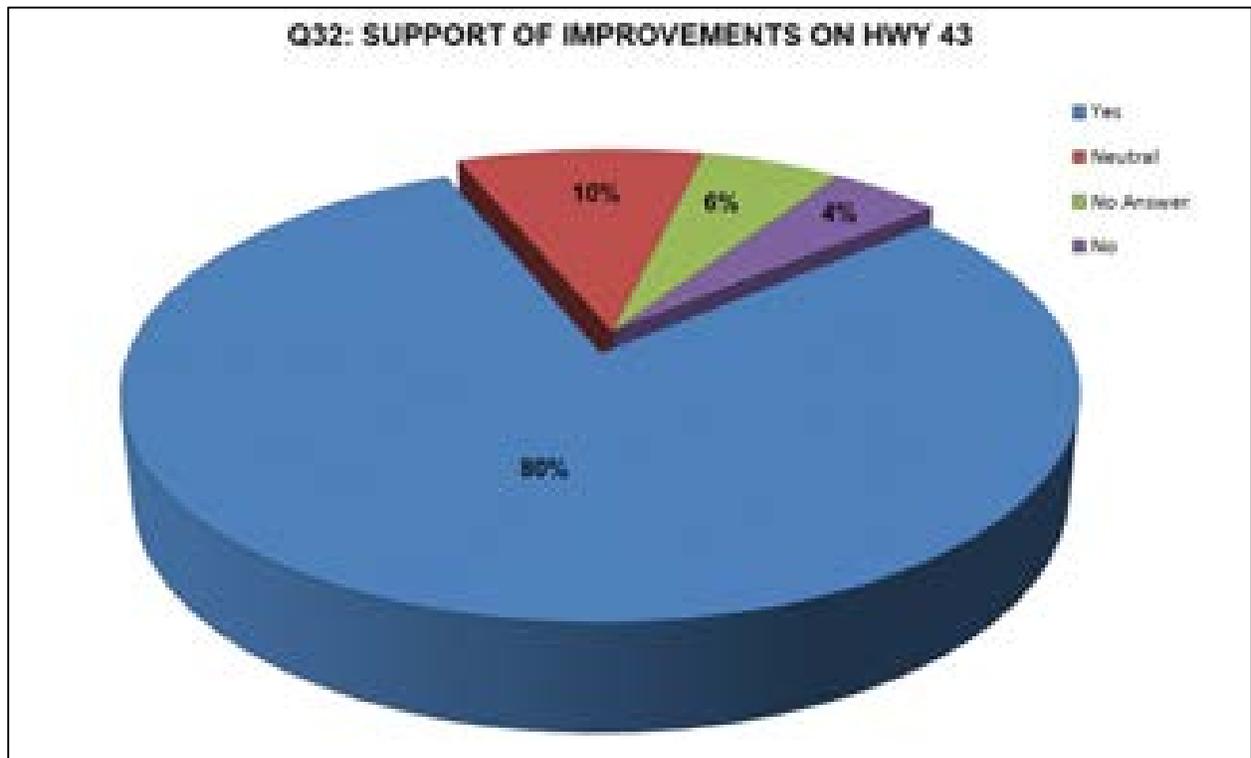
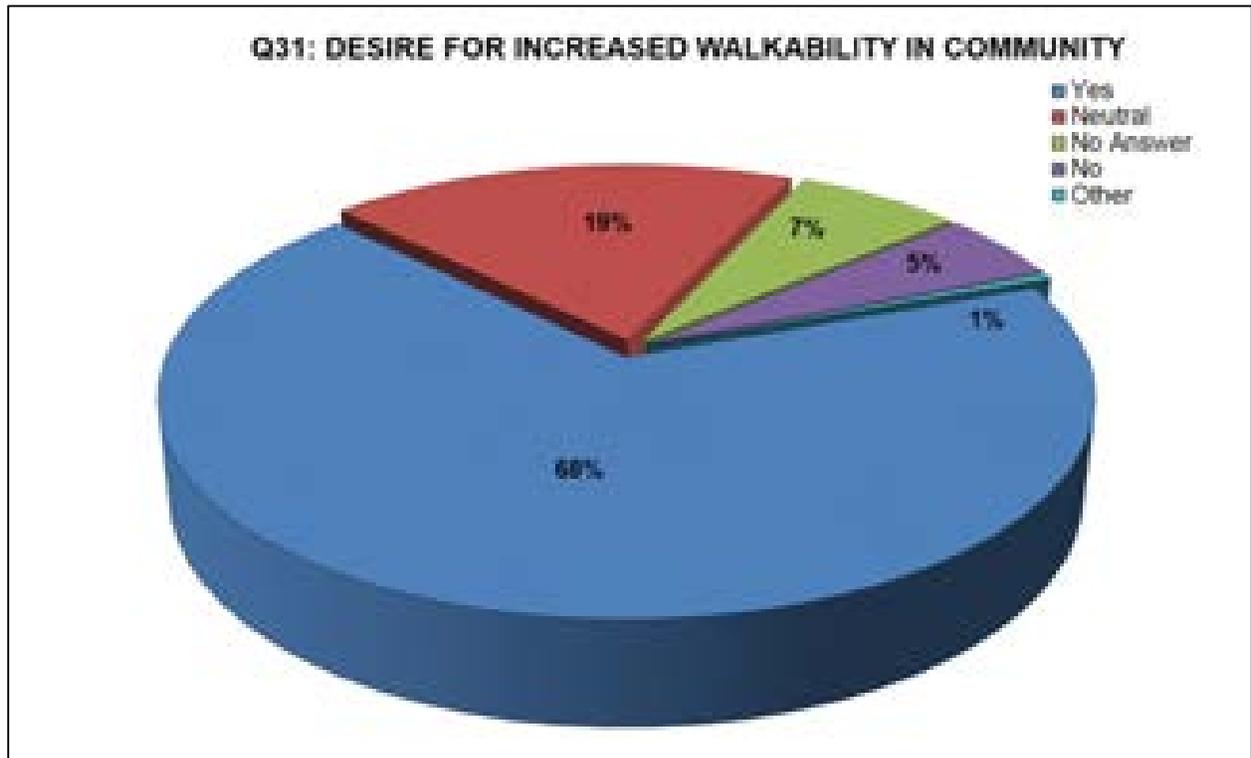
ADDITIONAL RESPONSES TO Q22: RETAIL NEEDED IN CHICKASAW (CONT'D)	# OF RESPONSES		# OF RESPONSES
Whole Foods	1	Beer dealer	1
cinema	1	Car dealer	1
recycle	1	Car dealer	1
better animal control facility	1	Car dealer	1
Burger King	1	Carwash	1
Chick Fil A	1	Daycare	1
Belk	1	Dollar General	1
movie rental store	1	Entertainment	1
same design as Parkside	1	Extension local from the building with clean hours	1
more entertainment	1	Fabric/ quilting store	1
checkers	1	Food delivery	1
more signs	1	Fruit stand	1
internet cafe	1	Game shop	1
business college	1	Garden store	1
no bill animal shelter	1	Hobby shop	1
must be on interstate	1	Smart	1
no cell tower!	1	Mail	1
art and music venue	1	Museums	1
independent restaurant	1	Outlet stores	1
Target/Target	1	Pet store	1
Low Dollar stores	1	Plant nursery	1
Academy	1	Post office	1
Ameyore store to supply FAC/AMBUK	1	Regional bank	1
Art store	1	Seafood market/restaurant	1
Animal supply station	1	Seam	1
Barber shop	1	Things Saraland doesn't have	1
		Tax store	1
		Wine Club	1
		TOTAL RESPONSES	1,107





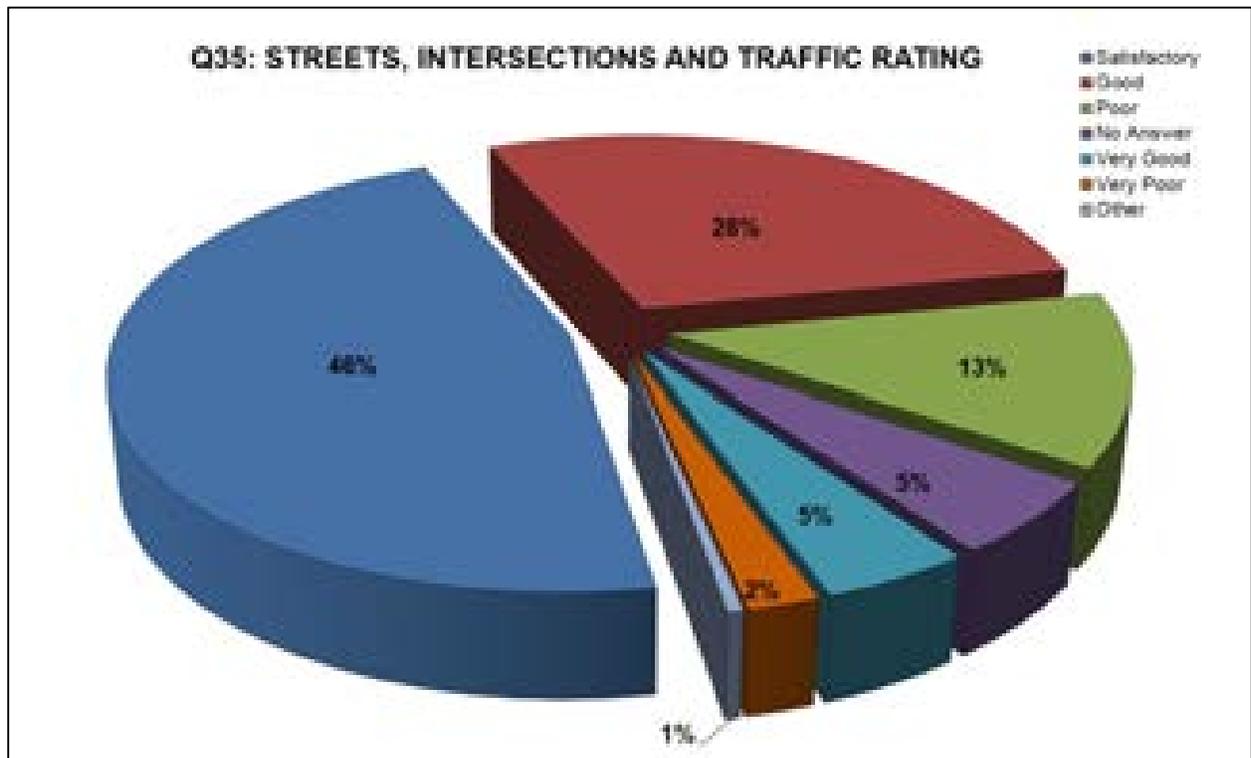
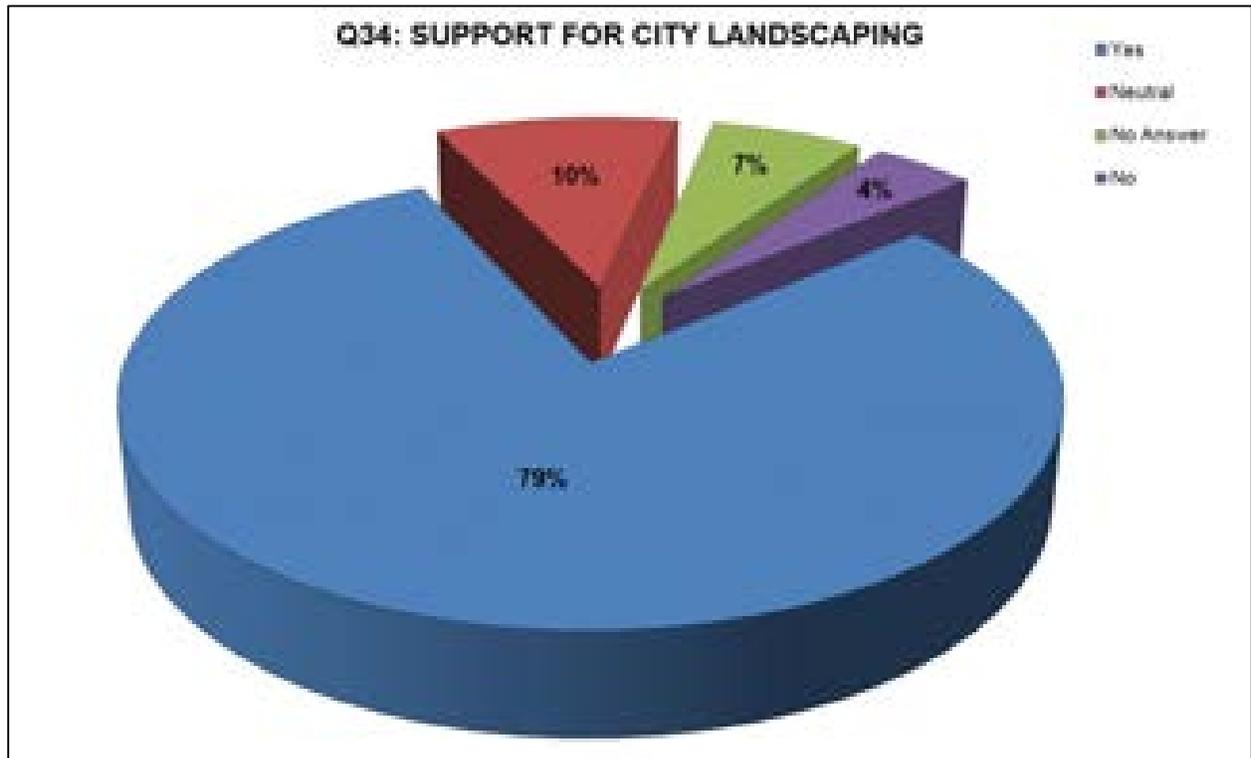


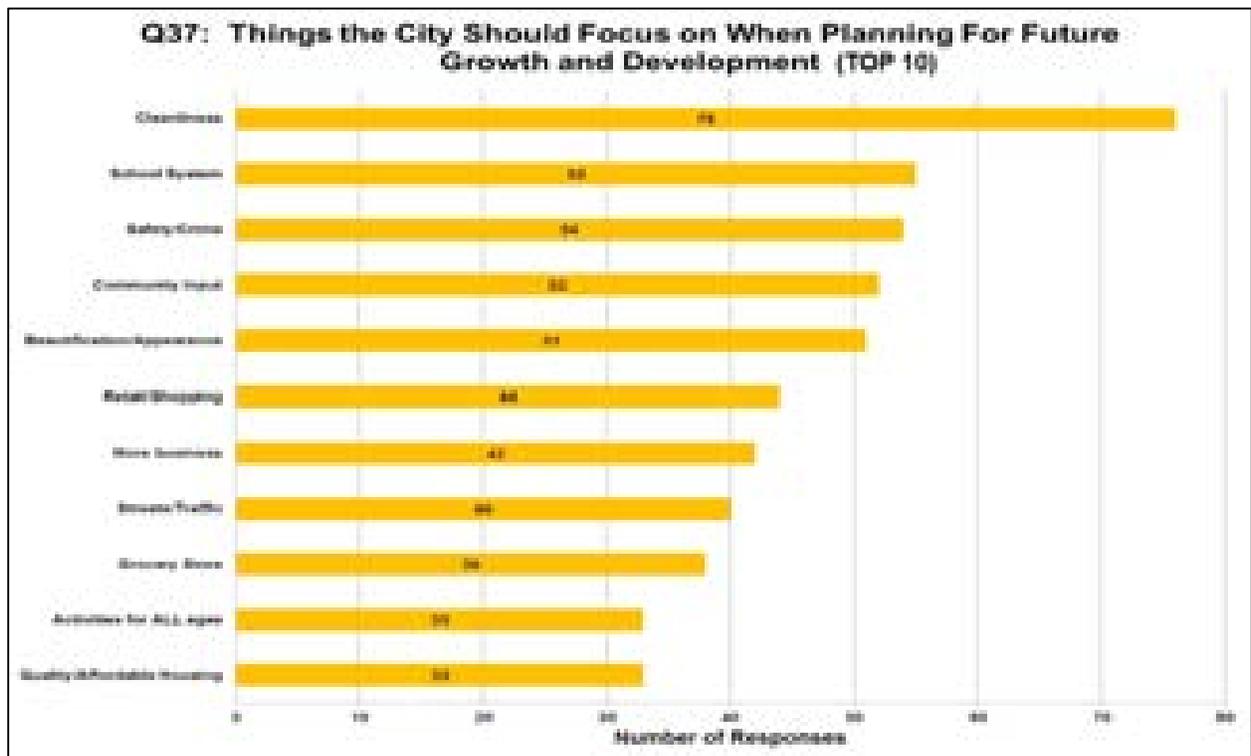
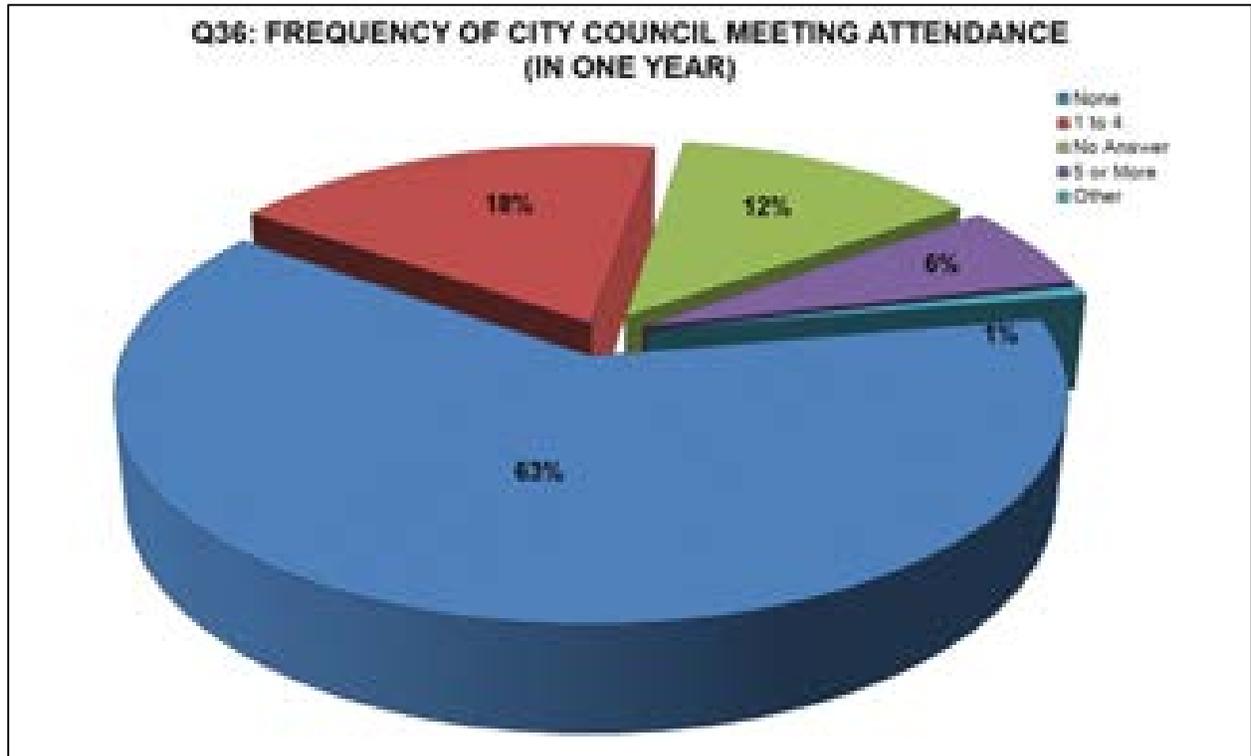






ADDITIONAL RESPONSES TO Q33: IMPROVEMENTS NEEDED TO "GATEWAY"	# OF RESPONSES
Lighting more needed for sidewalks, over bridge	1
Repair roads	1
The appearance has improved - good job on efforts	1
Sidewalk	1
Commercial building	1
It looks industrial	1
Reserve and remove	1
Replant large shrubs	1
Rebuild the area past City Hall, show what a budget is needed. This area looks horrible and needs to be demolished	1
Yes - Portland Christmas lights	1
More businesses	1
Encourage business to do work around	1
Improve architecture	1
Make trucks take a different route	1
More shopping and shopping centers	1
more 43	1
Better businesses	1
Get out of our way!	1
Spent all funds	1
Improve building design	1
Pride in a community is what displayed by US Flags. We need a flag campaign and replace all of the worn and torn flags. Register throughout the community, both side of street and interstate	1
rebuild retail area	1
clean roads around sewage plant entrance	1
Improve lot street, especially around wall 11	1
display signage showing our city's Indian culture and supporting industry	1
look for package for an example of how design	1
make businesses update signage	1
Advertising	1
Appointing	1
The house that I lived on HWY 43, we don't need but two of them, the third could be converted to the bicycle path that should lead to the landing and park. This could be done by simply removing the highway	1
Crucifix	1
Go easy with industrial businesses	1
Just take	1
More signs - people can't find City Hall	1
Move the major business further from HWY 43	1
Get more	1
Recreate near Metal Recycling	1
Business design and planning for city	1
Turn into business into tourist district	1
Be more green	1
Yes, I would like to see a bike/walking trail connecting landward	1
Light blue and craft shop	1
Get the gangs off of our streets and off of our property	1
put new business on 43 and small business on Lee Street	1
walkway lanes	1
Side entrances	1
lots of landscaping park and the historic flag grounds	1
south side of town	1
a parkway for Hwy 43	1
decrease the size of town	1
more restaurants	1
TOTAL RESPONSES	480







ADDITIONAL RESPONSES TO Q2P: ISSUES CITY SHOULD FOCUS ON FOR FUTURE GROWTH & DEVELOPMENT	# OF RESP.	Budget/Response for City (Fiscally responsible)? Projects that are truly needed/strains the future generation	#	Some items were not that clear. Some were unclear for respondents. All items are listed.	#
Additional/Additional to the water, drinking water, water	21	Small water/water treatment projects	1	Spent money on water treatment	1
New parks/improvements (Walking Paths)	21	Water treatment Building Code for the water city drinking planning	1	Build a wall to separate Rockford from Chickasaw on I 10 exit	1
Playgrounds (recreation area) football courts, walk & bike trails/lighting	19	Water treatment plant	1	Small area/development opportunities	1
Water & Sewer Service (Increase pressure)	18	Water treatment plant	1	Water treatment system go back to us	1
Wastewater (Access to treatment) (Increase water consumption)	17	Water treatment plant	1	Water treatment that will address the existing problems in a timely manner and will not allow residents that the boards can document that code and regulations	1
On site water/sewage treatment, water lines, wastewater, water utility, water consumption	17	Water treatment plant	1	Area beyond the water treatment plant improvement	1
Wastewater treatment plant	16	Water treatment plant	1	Area	1
Small water line	15	Water treatment plant	1	Bring the Air Show back	1
Additional needed buildings (school buildings) (Improved houses)	14	Water treatment plant	1	Get gas	1
Historical/commemorative preservation	13	Water treatment plant	1	Four village	1
Public Transportation/Transportation for walking	12	Water treatment plant	1	Opening of the business	1
Access walking trails (new) (New) (New) (New)	11	Water treatment plant	1	High rise	1
Advertising (events, meetings) (Community) (Walking) (Bike) (Access to city staff) (Marketing) (New citizens, visitors)	9	Water treatment plant	1	Working in what commercial space can be maintained	1
Change systems need to be taken care of (water and sewer)	9	Water treatment plant	1	Review what was done to the city along with the current information for that period. What was the cost and create guidelines for the community in the city, the city, the city and the city.	1
Library community	8	Water treatment plant	1	Let the children who want to go to a magnet school for eighth without moving out of Chickasaw attend	1
Water quality service	8	Water treatment plant	1	Long term residents	1
Options for young adults and children	7	Water treatment plant	1	Make people think to come here and live through jobs, education, shopping, etc.	1
Light	6	Water treatment plant	1	Make recycling possible - include if possible	1
Cost of living (water)	5	Water treatment plant	1		
Small business development park/ big profitable (renewal generation) (small business)	5	Water treatment plant	1		

ADDITIONAL RESPONSES TO Q2P: ISSUES CITY SHOULD FOCUS ON FOR FUTURE GROWTH & DEVELOPMENT	# OF RESP.	The 2012 Census. The future of the city would be planned with the goal of making changes to last for the residents left behind within the city.	#	Old people are doing out and most of the new residents are from because that's what we want to attract with all the noise and things that we have	#
Should the current water/sewer of the citizens of Chickasaw be from Market to West Middle shouldn't start in Chickasaw. Too many projects businesses have failed because it didn't meet the people's needs	1	The level of people employment would attract	1	Don't place establishments that want liquor	1
Need a football team for the school	1	My own collection would have a commonality of the city and what we need to do to upgrade them before expanding into any new areas. We can't take care of what we already have, why don't we need to add anything new we can't take care of	1	All the people of Chickasaw	1
More committee members - should have been there for a long time and only care about what they want	1	The progression of whatever type of business and the services or products demand	1	Immigration	1
No businesses in the liquor store	1	The health care of our forest (the economy has deteriorated. It's like a general growing. We something about that and you might have a chance	1	Business	1
No parking and open the open the positions for our signs	1	Things which will draw investment	1	Provide a coffee shop where we can get our food paper, milk and get a great and long list. It gives that's not conventional feeling	1
Not to give tax statements away at business operations	1	The need to be a green city	1	Don't let us have any parking, improve on park lot if it's just up there. Add and finally embracing Christmas decorations, or at the least put light bulbs in them	1
Other free stuff	1	The need to be a green city	1	Accessibility and availability of resources	1
Only allow "clean" business, no more industry	1	How to be a green city	1	Investing in "green" applications for housing	1
Our own own office	1	How to be a green city	1	Support services for residents, i.e. financial, health, counseling, justice, education	1
Recreation	1	How to be a green city	1	Financially included rules and regulations	1
Plans for adults to go	1	How to be a green city	1	Property value	1
My hard hat	1	How to be a green city	1	Working for churches	1
Monitor the results of your findings	1	How to be a green city	1	Water treatment plant	1
Restroom about goals	1	How to be a green city	1	Not having a the future district that are business should be converted back to single family when they are sold	1
What I had never thought of, better district and health of our city area	1	How to be a green city	1	The citizens should be affected by businesses shouldn't be restricted help	1
Sign to Community Center (Hager Street)	1	How to be a green city	1	Think about what the facts, don't put out a vote here if it really isn't needed	1
Start a local business operation	1	How to be a green city	1	Make or look over the findings	1
Stop migration from the village into Chickasaw	1	How to be a green city	1		
Prohibit a car carrier spreading through Chickasaw	1	How to be a green city	1		
Take it all down, start new	1	How to be a green city	1		



THE END

PUBLIC OPINION SURVEY RESULTS
Comprehensive Plan 2030

Thank you for participating in the survey!

YOUR opinion and input matters!





Appendix B Funding Resources

I. Regional, History and Environmental Setting

Programs:

- *Coastal Impact Assistance Program (CIAP)*
<http://www.outdooralabama.com/public-lands/stateLands/landsCoastal/CIAP/>
- *Environmental Protection Agency (EPA)*
<http://www.epa.gov/>
- *National Oceanic and Atmospheric Administration (NOAA)*
www.noaa.gov
- *Alabama Department of Environmental Management (ADEM)*
<http://www.adem.state.al.us/default.cnt>
- *National Registry of Historic Places*
www.nps.gov/NR/
- *State Historical Preservation Office (SHPO)/ Alabama Historical Commission*
<http://www.preserveala.org/>
- *National Park Service*
www.doi.gov/

II. Population and Economy

Programs:

- *The University of Alabama's Department of Economic Development*
<http://www.uaced.ua.edu/>
- *Community Development Block Grant (CDBG) through Alabama Department of Economic and Community Affairs (ADECA)*
<http://www.adeca.alabama.gov/Divisions/ced/cdp/Pages/CDBG.aspx>
- *Economic Development Partnerships of Alabama ~ New Market Program Tax Incentives*
<http://www.edpa.org/>
- *U.S. Department of Labor*
www.dol.gov



Assisting Resources:

- *The University of Alabama's Department of Economic Development*
<http://www.uaced.ua.edu/>
- *Sister City Partnership*
<http://www.sister-cities.org/>
- *The City of Birmingham's "The Plan: Using our Past to Build our Future"*
<http://www.birminghamcomprehensiveplan.com/>
- *Holistic Revitalization in Small Post-Industrial Cities: Tools for Urban Housing Development- Jeffery Beam*
<http://dspace.mit.edu/handle/1721.1/58661>

III. Housing

Programs:

- *HOME Grant Programs provided by the Mobile County Consortium*
http://www.mobilecountyal.gov/government/govt_grants.html
- *National Historic Registry of Historic Places*
www.nps.gov/nR/
- *State Historic Preservation Office (SHPO)/ Alabama Historical Commission*
<http://www.preserveala.org/>
- *National Park Service*
www.doi.gov/
- *Community Development Block Grant (CDBG) through Alabama Department of Economic and Community Affairs (ADECA)*
<http://www.adeca.alabama.gov/Divisions/ced/cdp/Pages/CDBG.aspx>
- *Single-Family Mortgage Asset Recovery Technology (SMART) Program*
www.hud.gov/
- *Neighborhood Stabilization Program (NSP)*
http://portal.hud.gov/hudportal/HUD?src=/program_offices/comm_planning/communitydevelopment/programs/neighborhoodspg

Assisting Resources:

- *The City of Birmingham's "The Plan: Using our Past to Build our Future"*
<http://www.birminghamcomprehensiveplan.com/>
- *Holistic Revitalization in Small Post-Industrial Cities: Tools for Urban Housing Development- Jeffery Beam*
<http://dspace.mit.edu/handle/1721.1/58661>



- *Neighborhoods In Bloom (NiB) Program*
<http://www.richmondgov.com/neighborhoods/index.aspx>

IV. Transportation

Programs:

- *Alabama Department of Transportation (ALDOT)*
<http://www.dot.state.al.us/>
- *Federal Highway Department*
<http://www.fhwa.dot.gov/>
- *Mobile MPO (Metropolitan Planning Organization)*
<http://www.mobilempo.org/>
- *Wave Transit System*
<http://www.thewavetransit.com/>
- *Adventure Cycling Association*
<http://www.adventurecycling.org/>
- *Bedsore Foundation*
<http://www.jlbedsolefoundation.org/>
- *Transportation Alternatives Program (TAP)*
<http://www.fhwa.dot.gov/map21/guidance/guidetap.cfm>
- *Walkable and Livable Communities Institute*
<http://www.walklive.org/>
- *American Association of Retired Persons (AARP)*
<http://www.aarp.org/>
- *Alabama Transportation Rehabilitation and Improvement Program (ATRIP)*
<https://www.dot.state.al.us/adweb/ATRIP.html>
- *Alabama Department of Conservation and Natural Resources (ADCNR)*
<http://www.outdooralabama.com/>
- *Mobile County Consortium*
http://www.mobilecountyal.gov/government/govt_grants.html
- *TIGER Grants*
<http://www.dot.gov/tiger>



V. Land Use

Programs:

- *Single-Family Mortgage Asset Recovery Technology (SMART) Program*
www.hud.gov/
- *The Arbor Day Foundation*
<http://www2.arborday.org/programs/treeCityUSA/index.cfm>
- *Bedsore Foundation*
<http://www.jlbedsolefoundation.org/>
- *Main Street Alabama*
<http://www.mainstreetalabama.org/>
- *Mobile County Commission*
<http://www.mobilecountyal.gov/>
- *U.S. Department of Agriculture (USDA)*
www.usda.gov/
- *National Oceanic and Atmospheric Administration (NOAA)*
www.noaa.gov/
- *American Community Gardening Association (ACGA)*
www.communitygarden.org/
- *Alabama Department of Conservation and Natural Resources (ADCNR)*
<http://www.outdooralabama.com/>
- *Alabama Department of Economic & Community Affairs (ADECA)*
<http://www.adeca.alabama.gov/Pages/default.aspx>
- *Alabama Coastal Birding Trail*
<http://www.alabamacoastalbirdingtrail.com/>
- *Surface Transportation Program (STP)*
<http://www.fhwa.dot.gov/safetealu/factsheets/stp.htm>
- *Alabama Working Waterfront Coalition*
<http://www.aces.edu/dept/fisheries/aumerc/extension/WorkingWaterfronts.php>
- *National Working Waterfront Network (NWWN)*
<http://workingwaterfronts.ning.com/photo/albums/first-alabama-working-waterfront-exhibit>



VI. Parks and Recreation

Programs:

- *American Veteran and Vietnam Veteran organizations (For Legg Park)*
<http://www.vva.org/>
- *Bedsore Foundation*
<http://www.jlbedsolefoundation.org/>
- *Alabama Coastal Birding Trail*
<http://www.alabamacoastalbirdingtrail.com/>
- *Mobile County Commission*
<http://www.mobilecountyal.gov/>
- *Signs Grant*
<http://www.mobilecountyal.gov/>
- *Alabama Department of Conservation and Natural Resources (ADCNR)*
<http://www.outdooralabama.com/>
- *Alabama Department of Economic & Community Affairs (ADECA)*
<http://www.adeca.alabama.gov/Pages/default.aspx>
- *ADECA Law Enforcement and Safety Service (LETS) Program*
<http://www.adeca.alabama.gov/Divisions/lets/Pages/default.aspx>
- *U.S. Department of Agriculture (USDA)*
www.usda.gov/
- *National Oceanic and Atmospheric Administration (NOAA)*
www.noaa.gov/
- *American Community Gardening Association (ACGA)*
www.communitygarden.org/
- *Coastal Impact Assistance Program (CIAP) offered through ADCNR*
<http://www.outdooralabama.com/public-lands/stateLands/landsCoastal/CIAP/>
- *Alabama Department of Environmental Management (ADEM)*
<http://www.adem.state.al.us/default.cnt>
- *Gulf of Mexico Environmental Assessment*
boem.gov/Environmental.../Environmental-Assessment/
- *US Army Corps of Engineers*
<http://www.usace.army.mil/>
- *The Daniel Foundation*
http://danielfoundationofalabama.com/apply_for_a_grant.htm
- *US Forest Service*



www.fs.fed.us/

- *Alabama Forestry Association*
www.alaforestry.org/
- *Alabama Forestry Commission*
<http://www.forestry.alabama.gov/>
- *Gulf Coast Resource, Conservation and Development Council (Gulf Coast RC & D)*
<http://www.gulfcoastrcd.org/>
- *The Nature Conservancy (TNC)*
<http://www.nature.org/>
- *Tree City USA*
<http://www2.arborday.org/programs/treeCityUSA/index.cfm>

VII. Community Facilities and Services

Programs:

- *Military Surplus Equipment 1033 Program*
https://www.justnet.org/other/1033_program.html
- *City Block Grants*
http://portal.hud.gov/hudportal/HUD?src=/program_offices/comm_planning/communitydevelopment/programs
- *Alabama Department of Economic and Community Affairs (ADECA)*
<http://www.adeca.alabama.gov/Pages/default.aspx>
- *Alabama Scenic Blue way Trail*
<http://www.alabamascenicrivertrail.com/>
- *Alabama Department of Conservation and Natural Resources (ADCNR)*
<http://www.outdooralabama.com/>
- *Alabama State Arts Council*
<http://www.arts.state.al.us/>
- *Mobile County Public Library*
<http://www.mplonline.org/>
- *Institute of Museum and Library Services*
<http://www.ims.gov/>
- *ADECA Law Enforcement and Safety Service (LETS) Program*
<http://www.adeca.alabama.gov/Divisions/lets/Pages/default.aspx>
- *Alabama Department of Environmental Management (ADEM)*
<http://www.adem.state.al.us/default.cnt>



Assisting Resources:

- *Piedmont City Schools*
<http://www.piedmontcity.org/cityschools.htm>
- *Thomasville City Schools*
<http://www.thomasvilleschools.org/>
- *Brenton School System*
<http://www.brentoncityschools.org/>
- *Alabama German Partnership*
<http://alabamagermany.org/>

VIII. Community Design

Programs:

- *Alabama Department of Transportation (ALDOT)*
<http://www.dot.state.al.us/default.html>
- *American Association of Retired Persons (AARP)*
<http://www.aarp.org/>
- *Transportation Alternatives Program (TAP)*
<http://www.fhwa.dot.gov/map21/guidance/guidetap.cfm>
- *Surface Transportation Program (STP)*
<http://www.fhwa.dot.gov/safetealu/factsheets/stp.htm>
- *Alabama Working Waterfront Coalition*
<http://www.aces.edu/dept/fisheries/aumerc/extension/WorkingWaterfronts.php>
- *National Working Waterfront Network (NWWN)*
<http://workingwaterfronts.ning.com/photo/albums/first-alabama-working-waterfront-exhibit>
- *The Environmental Protection Agency (EPA)*
<http://www.epa.gov/>
- *Alabama Power*
<http://www.alabamapower.com/>
- *Arbor Day Foundation*
<http://www.arborday.org/>
- *Community Transformation Grant (CTG)*
<http://www.cdc.gov/communitytransformation/>
- *Historic Preservation*
<http://www.preservationnation.org>
- *Main Street Alabama*



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

- *Gulf Coast Resource, Conservation and Development Council (Gulf Coast RC & D)*

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

Assisting Resources:

- *Sister City Partnership*

<http://www.sister-cities.org/>

- *The City of Birmingham's "The Plan: Using our Past to Build our Future"*

<http://www.birminghamcomprehensiveplan.com/>

- *Holistic Revitalization in Small Post-Industrial Cities: Tools for Urban Housing Development- Jeffery Beam*

<http://dspace.mit.edu/handle/1721.1/58661>



Appendix C

Implementation Schedule

	0-5 years	6-10 years	11-15 years	16-20 years	On- going
<i>Regional, Historical and Environmental Setting</i>					
Seek recollection of 20th Century Shipyard products for historical preservation and community display.		X			
Implement recommendations from Auburn Design Studios that create opportunities to promote shipbuilding history.					X
Create a historical archives and establish a museum.			X		
Advertise Chickasaw as a “Preserve America City” as well as using this recognition as a funding source.					X
Promote activities throughout Chickasaw that take advantage of our vast natural resources as well as bring in visitors to our city.					X
Collaborate with the City of Mobile, Coastal Impact Assistance Program, Environmental Protection Agency, National Oceanic and Atmospheric Administration and American Department of Environmental Management to remove the structural debris along Chickasaw Creek.	X				
Recruit new industry to vacant industrial lots in the southern portion of city to build on local economy and tax revenues.	X	X			
Continue to use our Chamber of Commerce as a recruitment tool to bring in new businesses and industries.					X
Promote eco-tourism activities by sponsoring local events to promote our area’s natural resources.	X				
Revise and update city’s hazard mitigation plan	X				
Amend city’s wetland ordinance	X				



	0-5 years	6-10 years	11-15 years	16-20 years	On- going
<i>Population and Economy</i>					
Recruit a quality grocery store.	X				
Expand dining opportunities and offer a quality restaurant to the city.	X				
Provide services and programs for all age groups in our community.	X				
Collaborate with UA’s Department of Economic Development to conduct a feasibility study and offer guidance for economic growth.	X				
Recruit Austal and other shipbuilding companies to our port in order to bring shipbuilding industry back to Chickasaw.	X				
Encourage and support local businesses that enhance the quality of life for our residents and provide tax revenues to our city.	X				X
Establish a “Sister City” partnership with another post-industrial municipality to receive economic development and regrowth support	X				
Establish a committee to research and implement holistic economic practices to revitalize our economy.	X				
Utilize and refer to the economic plans of other successful cities as a tool for guidance and suggestions	X				
Collaborate with EPA to redevelop Brownfield areas the southern portion of our city to build on our local industry and tax based revenue.	X				
Continue to utilize our Chamber of Commerce as a recruitment tool to attract new businesses and industries to our area.					X
Expand commercial development around Lee Street and Highway 43	X				
Develop a Working Waterfront District			X		
Design and develop a new “Town Center” to create a centralized downtown and is creates more walkability throughout the community.		X			
Encourage mixed-use developments throughout the city.	X				
Recruit “Big Box” stores to our area.					
Establish an Educational Enrichment Foundation for our city school system.	X				
Apply for grants through the New Markets Program.	X				
Establish a Revolving Loan Fund.	X				



	0-5 years	6-10 years	11-15 years	16-20 years	On-going
<i>Housing</i>					
Begin offering incentives that encourage home ownership and decrease the number of rental properties by establishing a Revolving Loan Fund and offering microcredit loans.	X				X
Revise city business license requirements to make Landlords responsible for maintaining the upkeep and appearance of rental properties.	X				
Explore solutions to the issues associated with dilapidated buildings and homes throughout our city and offer incentives to redevelop vacant properties.	X				
Revise our city’s Zoning Ordinance to establish minimum and maximum height requirements to construct high-rise upscale apartments or condos, and establish a new <i>Mixed-Use</i> zoning category in our ordinance and on our zoning map.		X			
Protect wetlands and other natural resources from contamination, encroachment or destruction due to development.					X
Coordinate with the Women’s Club to establish a Welcoming or Hospitality Committee	X				
Create additional housing and business opportunities through the development of a mixed use zoning classification that allows people to live and work on the same parcel of land.		X			
Provide/encourage the use of infill for redevelopment opportunities in residential locations and commercial areas.					X
Preserve historical structures and explore ways to identify and expose the historical elements that Chickasaw offers.					X
Establish Neighborhood Watch Programs and Home Owners Associations in selected neighborhoods to develop covenants that address resident compliance issues.	X				
Address problems with neighborhood and city-wide cleanliness through our Code Enforcement Office.	X				



	0-5 years	6-10 years	11-15 years	16-20 years	On-going
Provide safe neighborhoods around schools where our families will feel comfortable having their children walk to school through Neighborhood Stabilization Programs and Neighborhoods In Bloom Programs					X
Apply for housing grants from the <i>Homes Grant Program</i> , available through the Mobile County Consortium to restore deteriorating structures and remove dilapidated structures through Code Enforcement.					X
Join Main Street Alabama Program to revitalize historic downtown district.	X				
<i>Transportation</i>					
Work with Wave Transit System to alter or expand bus route in our city.	X				
Develop a network of sidewalks.	X	X			
Apply for grants to help fund pedestrian accessibility projects.					X
Appoint a committee to design and establish plans for gateways into our city.	X				
Appoint a committee to oversee transition of highways to parkways.		X			
Construct a pedestrian bridge over Highway 43.		X			
Set up fundraisers to raise money for trees, lighting, etc.	X	X	X		
Invite AARP and Walkable Communities' to conduct walkability assessments and create models for our future pedestrian plans.	X				
Develop plans for roundabouts and traffic circles in our community.		X			
Apply for grants through foundations such as, but not limited to, the <i>Bedsole Foundation</i> to help build a system of recreational trails and paths.	X	X			
Collaborate with other municipalities to gain knowledge and advice on developing efficient pedestrian transportation networks.					X
Coordinate with the Adventure Cycling Association to develop a bike trail in our city that connects into their existing Underground Railroad Bicycling Trail.		X			



	0-5 years	6-10 years	11-15 years	16-20 years	On-going
Evaluate areas throughout our city where additional lighting is needed.		X			
Coordinate with the Port of Chickasaw Consortium to develop an alternate route for service vehicles entering and exiting the port to control traffic.		X			
Apply for <i>Sign Grants and New Market Grants</i> offered through the <i>Mobile County Consortium</i> .					X
Land Use					
Create a Working Waterfront District		X			
Develop residential and commercial establishments around the waterfront		X			X
Establish a East & West Historic Districts	X				
Create a Shipyard Market Place District	X				
Develop Traditional Neighborhood Design (TND)Standards in Zoning Ordinance	X				
Relocate Municipal Complex to a centralized area of the city		X			
Create a sidewalk plan	X				
Implement “Complete Streets” design concept to Lee Street and Highway 43	X				X
Recruit more businesses to the Port of Chickasaw	X				
Construct a Police Precinct on Chieftain Way (12 th Ave.)	X				
Secure easements from Alabama Power to establish a community garden	X				
Remove or redevelop abandoned buildings throughout the city	X				
Adopt pristine water quality standards	X				
Construct a new exit ramp on I-65 to provide access to Chickasabogue Creek		X			
Amend Zoning Ordinance and Subdivision Regulations to provide for Wetlands buffers	X				



	0-5 years	6-10 years	11-15 years	16-20 years	On- going
<i>Parks and Recreation</i>					
Develop a new recreational facility for water access in the area of Brooks Landing to support outdoor recreational activities.		X			
Develop a city wide soccer league	X				
Advertise Brooks Park as a site for recruiting private events.					X
Host the Chickasaw’s Founder’s Day festival annually as opposed to every other year.					X
Contact <i>Alabama Coastal Birding Trail</i> and establish additional birding trails around our city’s Port and establish an annual migratory bird fest in our community.	X				
Work with <i>American Veteran and Vietnam Veteran organizations</i> to help fund the repairs and restoration of Legg Park.	X				
Install trash cans and waste collection sites throughout the city.	X				
Establish a committee to manage and develop a Farmer’s Market and oversee the organization of the community gardens.			X		
Seek funding through the <i>Bedsole Foundation</i> and the <i>Alabama Department of Economic & Community Affairs (ADECA) Trails Program</i> for development of additional playgrounds for the community and for repairs on existing park equipment.	X				
Establish more officer patrol routes throughout our city parks.	X				
Develop kayak, canoe and paddleboard rental programs at Brooks Landing.		X			
Host a family movie night and annual festivals in our city’s amphitheater.	X				
Install additional lighting and security cameras throughout the city where needed.	X				



	0-5 years	6-10 years	11-15 years	16-20 years	On-going
Work with Mobile County Public Library System to incorporate Chickasaw's Community library with County System.		X			
Seek funding from <i>ADECA Trails Program</i> and the <i>National Oceanic and Atmospheric Administration (NOAA)</i> to construct more pedestrian and bike trails.		X			
Develop campgrounds, RV park and picnic areas to attract eco-tourism to our area.			X		
Coordinate with the <i>Alabama Department of Conservation and Natural Resources (ADCNR)</i> to connect Chickasabogue Creek into the existing Alabama Scenic River Trail and capitalize on the water access points of Brooks Park Landing to develop this area into an important resource along this trail.	X				
Develop more nature trails and trail-heads that inter-connect with existing pedestrian trails throughout our city.		X			
Coordinate with the <i>American Community Gardening Association (ACGA)</i> to develop community gardens and work with our city's school system to integrate an outdoor classroom with a community garden.			X		
Organize and host an annual " <i>Clean-Up Our Blueways Day</i> " for the community and watermen to get involved in environmental conservation and clean-up efforts and to create public awareness to our natural resources.	X				
Coordinate with <i>ADCNR</i> to apply for funding through the <i>Coastal Impact Assistance Program (CIAP)</i> in 2015 to identify and remove derelict vessels in Chickasaw Creek.	X				
Construct a Splash Pad at Paul Devine Park.		X			
Establish a city museum		X			
<i>Community Facilities and Services</i>					
Establish a recycling program for the city.	X				



	0-5 years	6-10 years	11-15 years	16-20 years	On- going
Prepare for future developments and growth by providing adequate police and fire protection.					X
Upgrade or establish new jail facility.		X			
Continue to acquire the most advanced and up to date equipment for our fire and police departments.					X
Recruit new businesses and industry to provide tax support to our schools, public works, etc.					X
Acquire private and public funds to help establish sport complexes and facilities for our new school system.	X	X			
Establish an Educational Enrichment Foundation and booster clubs to supplement our public school's budget.	X				
Improve drainage infrastructure.		X			
Improve and update city's website.					X
Develop more programs for younger families and the youth.	X				
Invest in a Personnel Assessment for city staff to determine needs and to ensure all departments are adequately staffed.	X				
Evaluate and revise pool administration procedures.	X				
Seek funding to purchase outdoor furniture for community pool.	X				
Establish a community golf course.		X			
Continue to provide adequate and efficient recreational opportunities to our citizens.					X
Recruit heavy industry to our port by advertising our port's development potential.					X



	0-5 years	6-10 years	11-15 years	16-20 years	On-going
Raise funds to remodel and restore our Community Theater with the addition of a dinner theater.	X				
Community Design					
Establish new gateways along with the redevelopment of existing gateways.	X				
Establish a landscaping and tree ordinance	X				
Conduct a walkability study and sidewalk assessment with AARP	X				
Become a member of the Main Street Alabama program	X				
Establish new lighting throughout Chickasaw, particularly in alleyways.		X			
Work with Wave Transit System to establish new bus stop benches and shelters.	X				
Establish litter baskets in public places, particularly at Brooks Park.	X				
Improve aesthetic appearance throughout Chickasaw					X
Continue to keep up to date street signs and signals.					X
Continue to repair and expand upon sidewalk system throughout Chickasaw.					X
Develop Highway 43 into Chickasaw Parkway.			X		
Establish Town Center and Shipyard Market Place District.			X		
Establish a Working Waterfront District.				X	
Construct Splash Pads, particularly at Paul Devine Park.	X				
Upgrade and remodel building façade throughout Chickasaw.		X			
Have artistic and complimentary murals installed on structures throughout the city.		X			
Join a Working Waterfront Coalition	X				



	0-5 years	6-10 years	11-15 years	16-20 years	On-going
Develop a wall along Chieftain Way (12th Avenue).	X				
Remodel Interstate overpasses.		X			
Redevelop Dotson Park's aesthetic appearance by removing old fences and structures.	X				
Establish a "Sister City" relationship with another post-industrial community.	X				
Redevelop brownfields into productive community assets such as business incubators or new industries with guidance from EPA.		X			
Partner with Tree City U.S.A.	X				
Establish a Community Garden.	X				
Appoint a Jr. City Council to get input and action from our city's youth.	X				
Establish a fundraising committee.	X				
Develop a golf course and more family-oriented entertainment.	X				
Create a new city logo and apply to city water tower.	X				
Install directional signage on Lee Street.	X				
Construct lodging facilities on east side of I-65, south of Lee Street.		X			
Develop a historical concept for the city.	X				
Construct a pedestrian bridge over Highway 43.		X			
Redevelop the Air Sho Drive-Inn.		X			
Create a mural for the city.		X			
Install additional street furniture throughout the community where needed.	X				



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