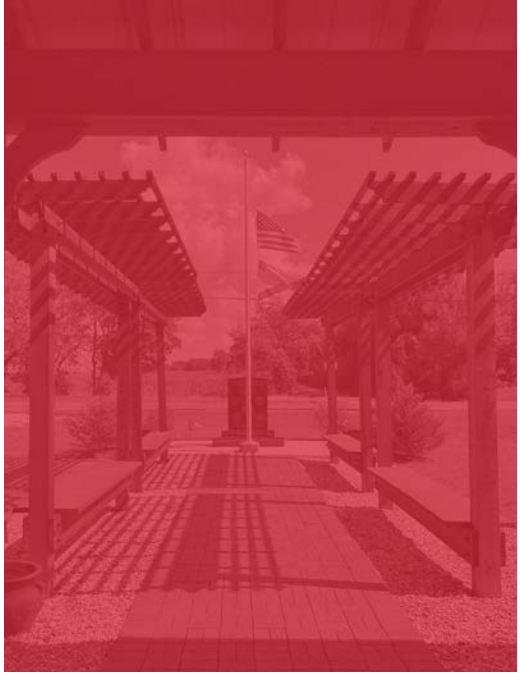
PIKE ROAD 2045







Town of Pike Road
Welcome Home







COMPREHENSIVE PLAN

Adopted January 26 2026

Acknowledgments

TOWN COUNCIL

Gordon Stone, Mayor
Rob Steindorff, Mayor Pro Temp
Angie Bradsher
Doug Fuhrman
Marcus Robinson
Mim Whatley

TOWN STAFF

Darrell Rigsby, Senior Planner
Lisa Burke, Town Clerk
Sherri Eason
Katy Garren*
Jennifer Grace Kendrick
Derrinique McNeer*
Hannah Grace Wilkinson*

**no longer with the Town*

PLANNING COMMISSION

Chris Dunn, Chairman
Bill Cornwell
Sandra Cowen
Doug Fuhrman
Ty Glassford
Pat Harris
Tito Peterson
Tommy Ratliff

CONSULTANTS

Common Ground Urban Design + Planning
Volkert
Randall Gross / Development Economics
Design Alabama

AND THE CITIZENS OF PIKE ROAD

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A.



INTRODUCTION

Purpose & Intent

The Town of Pike Road is a growing community with a strong, picturesque agricultural landscape and heritage. Unlike traditional towns that begin as one center of activity and expand outward, Pike Road is a collection of crossroads over a 160 square mile planning area. These crossroads are the result of historic farm road intersections and more modern highway infrastructure. This unique pattern of town development presents both opportunities and challenges to balancing future development, providing services, and preserving the community's rural legacy.

The purpose of the Plan is to chart a long-term vision for the future of Pike Road over the next 20 years. The intent of this document is to establish the policies to guide Town staff and elected and appointed officials in the implementation of the Town's vision. Implementation will happen through decisions on a multitude of matters including future development, mobility, parks and recreation, and community services. The Plan represents a consensus around issues related to the management of future growth—to protect the rural character of the Town while still taking advantage of anticipated economic and community development. A Comprehensive Plan, by its nature, is general and at a higher level, so it also serves as a basis for a deeper look into certain issues and opportunities that community leaders identify as priorities.

The Pike Road Planning Commission adopted the Town's first official Comprehensive Plan in 2017. The Plan has been amended several times since, but this document represents an update of the full Plan. The general outline and text of the Plan has been retained, but policies have been updated, sections reorganized, and new sections added to address current and expected opportunities and challenges.

A COMPREHENSIVE PLAN. . .

. . . is not legally binding. The Plan provides guidance to elected and appointed officials, but they may deviate from time-to-time.

. . . does not guarantee implementation. While the Plan includes recommendations on Future Land Use and Character, Mobility, Parks, Recreation, and Trails, and Community Services, it does not change development regulations, alter the zoning map, or ensure that certain recommendations or projects will be implemented.

. . . is not set in stone. Despite its 20-year planning horizon, the Plan should be considered a living document and revisited on a periodic basis as conditions or circumstances may warrant.

Process

The following is an overview of the process used to update Pike Road's Comprehensive Plan:

DISCOVER

Available data and background information was collected and analyzed to gain insight into the Town's current conditions and how they might inform the Plan update. This also included focus groups with common interests and key person interviews.

ENGAGE

A series of open house workshops were held in different locations throughout the community to give the public an opportunity to review, confirm, and provide input on the current Plan's Vision, Goals, and Objectives, economic priorities, as well as current policies related to future land use, SmartCode, mobility, parks, recreation, trails, and community services.

PLAN

Results from the Discover and Engage phases were reviewed and the updates to the Plan were drafted. A public workshop was held for the community to view the proposed updates and provide feedback.

REFINE

Final refinements to proposed updates were made based on received input and the final draft of the Comprehensive Plan update was produced.

ADOPT

The draft Plan was presented to the Planning Commission, which included a public hearing, for adoption as the official planning policy for the Town of Pike Road. Subsequently, the Sector Map was adopted by the Town Council as the regulating plan for Pike Road's optional SmartCode regulations.

How to Use This Plan

The Pike Road Comprehensive Plan is broken into four basic parts. The first part, entitled Background (Section B), provides a summary of Pike Road's history, existing conditions, economic conditions, and an overview of the public outreach and engagement that helped inform the Plan. The second part is the Vision and Guiding Principles that are the foundation of the Plan (Section C). The third part is the Plan (Section D) and includes Town-wide plans as well as enlarged plans for Pike Road's centers. The fourth part, Implementation (Section E), offers a reference guide for the Plan's updates and recommendations. Below is a primer on some of the key elements of the second, third, and fourth parts of the Plan.

PART 2: VISION & GUIDING PRINCIPLES

Themes

These are the main areas of focus for the future of Pike Road that emerged from the outreach process.

Vision Statement

This statement captures the overarching vision of the community and illustrates what Pike Road desires to be in the future.

Goals

Goals are statements of the community's desired outcomes.

Objectives

Objectives are action-oriented statements that support their associated goals.

PART 3: THE PLAN

The following is a general list of items covered under each key area in the Plan:

Future Land Use & Character

- Overall Future Land Use and Character Plan
- Area Plans
- Policy Descriptions
- Design

SmartCode Plan

- Overall Sector Map
- Sector & Community Descriptions
- Design

Mobility

- Future Mobility Plan
- Roadway Projects
- Design

Parks, Recreation, & Trails

- Parks & Recreation Concept Plan
- Trails Concept Plan

Economic Development

- Strategic recommendations

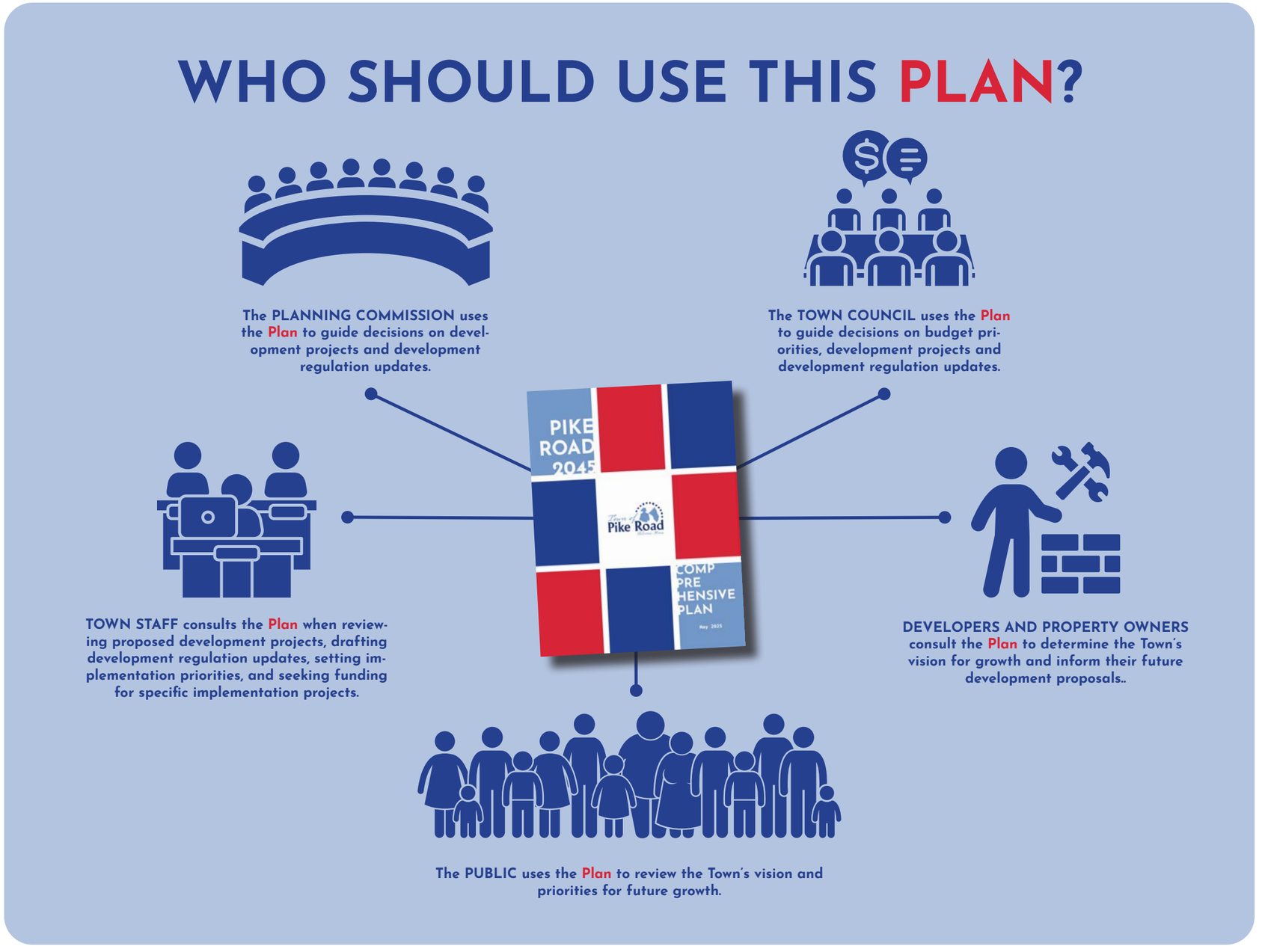
Community Services

- Civic Buildings
- Education
- Utilities & Infrastructure
- Services

Each Plan element includes policy actions that the Town should take to implement the Plan objectives and realize the community's goals.

PART 4. IMPLEMENTATION

The policy actions are included in an Implementation Matrix for easy reference. Each policy includes a proposed timeframe for implementation and responsible parties. The Implementation Matrix can function as a checklist of items to accomplish and should be reviewed annually to track progress



B.



BACKGROUND

Historical Overview

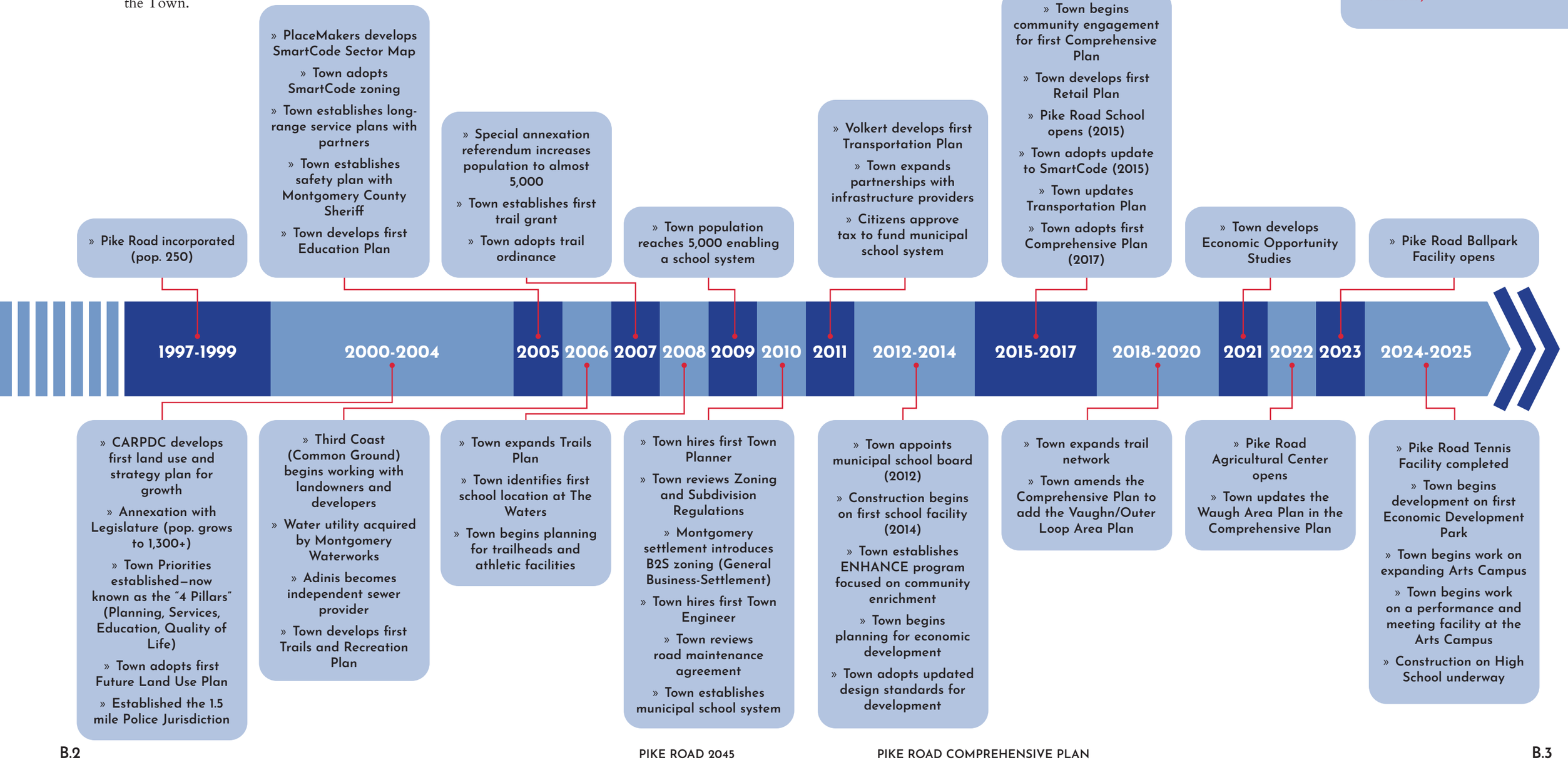
While Pike Road has only existed as a municipality since 1997, the roots of the community began more than 200 years ago. Families began settling and farming the area in 1815. As more families moved in, more services were needed, and by the early twentieth century, a booming small town had grown up at the intersection of Pike Road and Meriwether Road. The main intersection was home to several businesses, including cotton gins, a hardware store, livestock auction, post office, general store and doctors' offices. The twentieth century brought continued population growth to Pike Road and surrounding communities. Within a few years, the people of the community had raised the money and procured the land for a schoolhouse, and the Pike Road Consolidated School opened in 1918. The school replaced the many rural, one-room schoolhouses in the area and became a center for community activities until its close in 1970.

With the growth of the City of Montgomery came new challenges for the quiet farming community. Concerns over annexation and the impact of the proposed "Outer Loop" galvanized the community to incorporate as a distinct town after a referendum in 1997. Shortly thereafter, the Town established priorities—now known as the "4 Pillars"—Planning, Services, Education, and Quality of Life. Thus began a long-term commitment to creating a community with an eye to the future without forgetting its agrarian roots.

Today, the Pike Road community is a collection of historic rural crossroads and farm-to-market roads—portions of which have incorporated into the Town of Pike Road, yet maintain their unique identities. The Pike Road historic district is a civic center with Founder's Station, Veteran's Memorial Park, Arts District, and future High School—part of the young Pike Road school system. The Mt. Meigs/Merry community, home to the historic Georgia Washington School (now Pike Road High School), is a bustling center of activity and home to the community's current Town Hall. The Waugh community near the I-85 and Highway 80 interchange is an emerging center that serves its neighbors and motorists. Marler Road is home to many new and existing neighborhoods. Rolling Hills/Trotman is a residential and recreational hub. Chantilly Parkway, Highway 231, and the Outer Loop are important transportation corridors—each with unique opportunities for economic development. These areas, and others, make up a group of centers—some historic, some brand new—with an agrarian backdrop distinctive among other similar-sized towns in Alabama.

Planning Milestones

Shortly after incorporation, Pike Road leaders made a commitment to grow wisely and in a careful, thoughtful way. The timeline below is just a snapshot of the many physical planning milestones that led to this Plan. A full timeline of the Town's evolution is updated periodically and available from the Town.



MORE ABOUT OUR HISTORY!

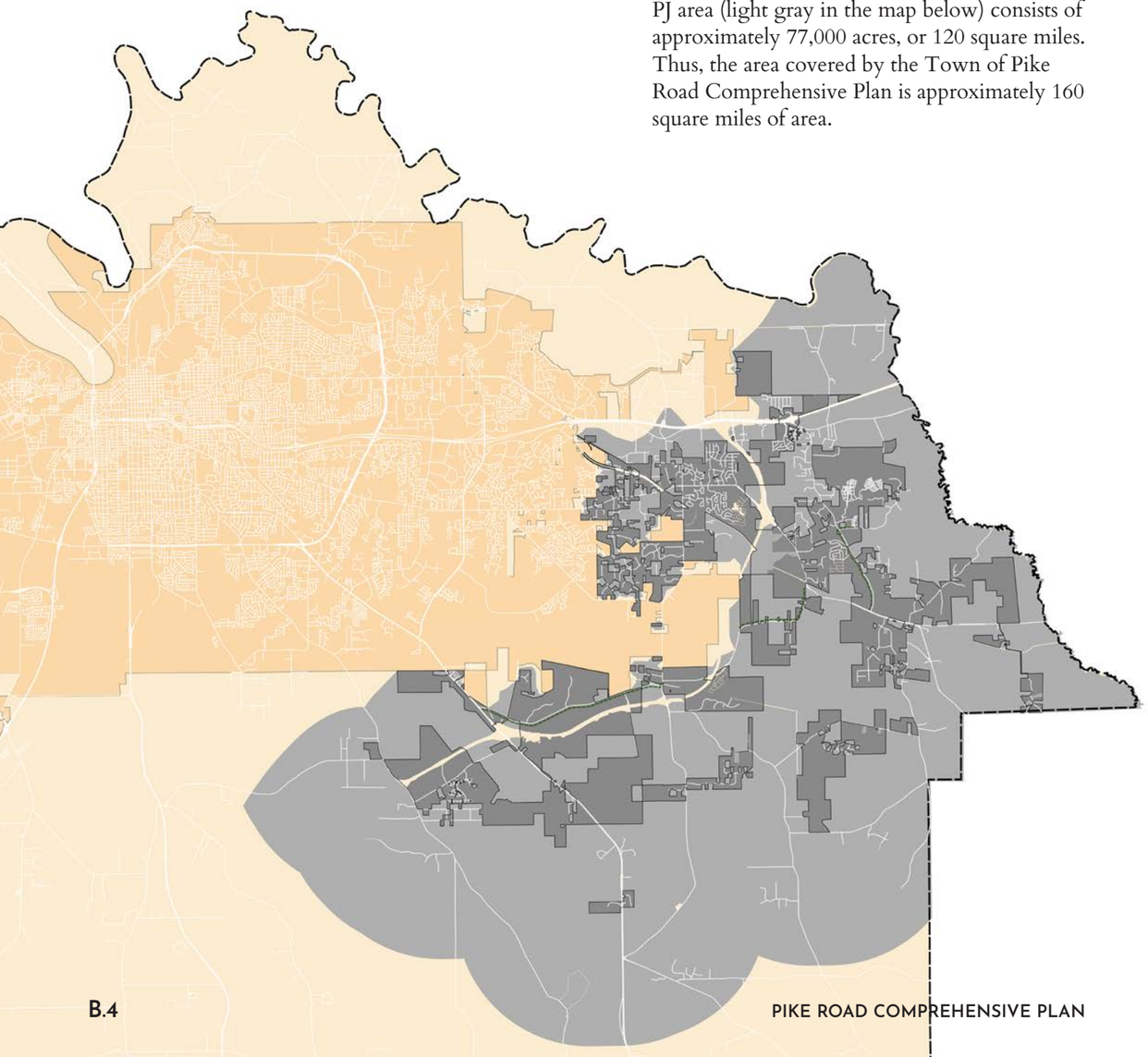
You can learn more about the Pike Road Story on the Town's website with the following link:: *https://www.pikeroad.us/the-pike-road-story*

Existing Conditions

Before developing the Plan, Town staff conducted a study of existing conditions to better understand opportunities and constraints to future growth. The following pages highlight these findings.

PLANNING AREA

The incorporated area of Pike Road (dark gray in the map below) consists of approximately 26,000 acres, or 40 square miles. However, the Town of Pike Road has planning and zoning jurisdiction (Planning Jurisdiction, or PJ) within three miles of its boundaries, or half the distance between the Town's boundaries and the City of Montgomery's boundaries. The Town's PJ area (light gray in the map below) consists of approximately 77,000 acres, or 120 square miles. Thus, the area covered by the Town of Pike Road Comprehensive Plan is approximately 160 square miles of area.



DEMOGRAPHICS

As of the 2000 census, there were 310 people, 110 households, and 95 families residing in the town. The population has since grown as communities that were unincorporated joined Pike Road. By the time of the 2020 census, there were 9,439 people residing in Pike Road with the town now having 3,271 households and 2,498 families. The town's population grew more than 30-fold since the 2000 census, making it one of the fastest growing incorporated places in Alabama ("U.S. Decennial Census" data.census.gov). The data below is from the 2023 American Community Survey estimates—the latest estimates from census.gov.

POPULATION

10,103

2024 ESTIMATE: 11,500

MEDIAN AGE

36.1

MEDIAN HOUSEHOLD INCOME

$122,687

HOUSING UNITS

3,755

TOTAL HOUSEHOLDS

3,491

FAMILY HOUSEHOLDS

2,777

Data from the 2023 ACS estimates (latest available) census.data.gov

NATURAL FEATURES

Topography and Soils

Located in the Southeastern Plains ecoregion of Alabama, Pike Road features a gently rolling terrain with limited steep slopes. Soils are Clayey-Acid and Clayey-Alkalite, which have slow infiltration and permeability, but high-holding water capacity. These soils also tend to shrink and swell greatly, creating challenges to traditional building foundation systems. Development requires piles or pier and beam foundations, or concrete slabs over structural fill. Plant species with a shallow root system or requiring well-drained soils are also problematic in Clayey-Acid and Clayey-Alkalite soils.

Waterbodies and Watersheds

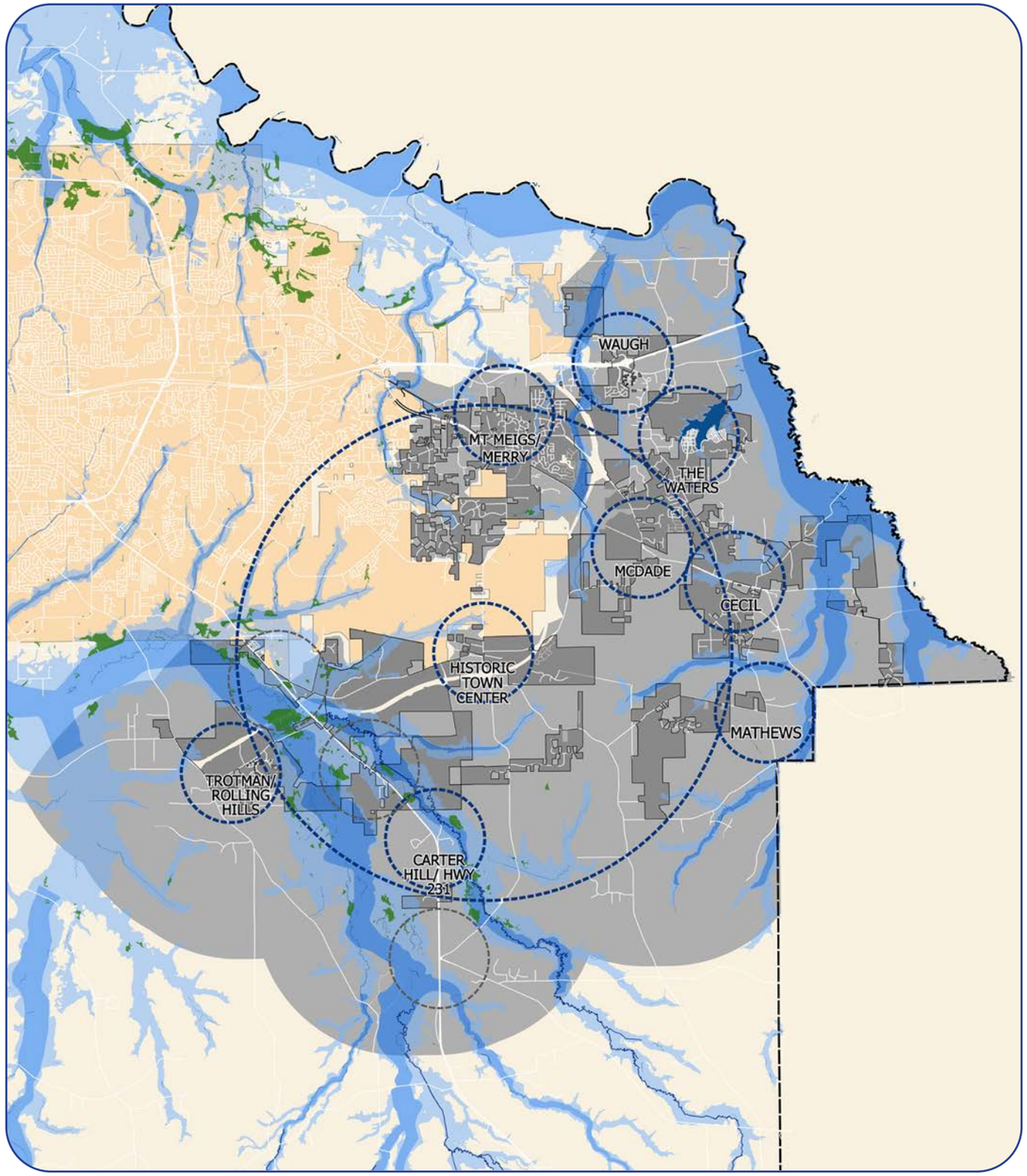
The majority of Pike Road lies between Line Creek, part of the Tallapoosa River basin, and Catoma Creek, part of the Alabama River basin. The smaller Miller Creek extends from the Tallapoosa into the center of Pike Road just west of the Outer Loop. There are several smaller tributaries off these creeks. Many of these creeks have floodplain and floodway areas associated with them, but the largest impacts from flood hazard areas exist along Line and Catoma Creeks. Wetlands also dot the landscape but are more localized.

LEGEND

- Montgomery County Boundary
- Pike Road Town Limits
- Pike Road Planning Jurisdiction
- City of Montgomery
- Centers

NATURAL FEATURES

- Floodway
- 100 Year Floodplain
- Wetlands



TOWN OF PIKE ROAD
OVERALL NATURAL FEATURES MAP

BUILT FEATURES: LAND USE & DEVELOPMENT PATTERNS

Land Use

As with most rural communities, Pike Road consists primarily of residential uses with most of its Planning Jurisdiction classified as agricultural land. Residential uses are primarily single-family and largely concentrated around the Mt. Meigs/Merry (Pike Road Town Hall) area and along major corridors including Marler, Vaughn, Pike, and Meriwether. The Town's largest commercial node exists near the intersection of Vaughn Rd. and Pike Rd. with a variety of retail, restaurant, and small office uses anchored by a Publix supermarket. Chantilly Pkwy. and the Waugh exit off I-85 are emerging commercial areas, but with limited or no large footprint uses. Other smaller commercial areas exist at rural crossroads and along Hwy. 231. Industrial uses are concentrated north of the Mt. Meigs/Merry area and along Hwy. 231. Civic/Institutional uses are spread across the community with moderate concentrations in the Historic Town Center (Wallahatchie Rd. and Pike Rd.) and the Rolling Hills area along Trotman Rd.

Development Patterns

Pike Road is made up of several activity centers that were or are rural crossroads. Newer development is in a largely rural or suburban auto-oriented pattern. The Waters community is an established neo-traditional neighborhood with pedestrian-friendly streets, but most daily needs still require an automobile.

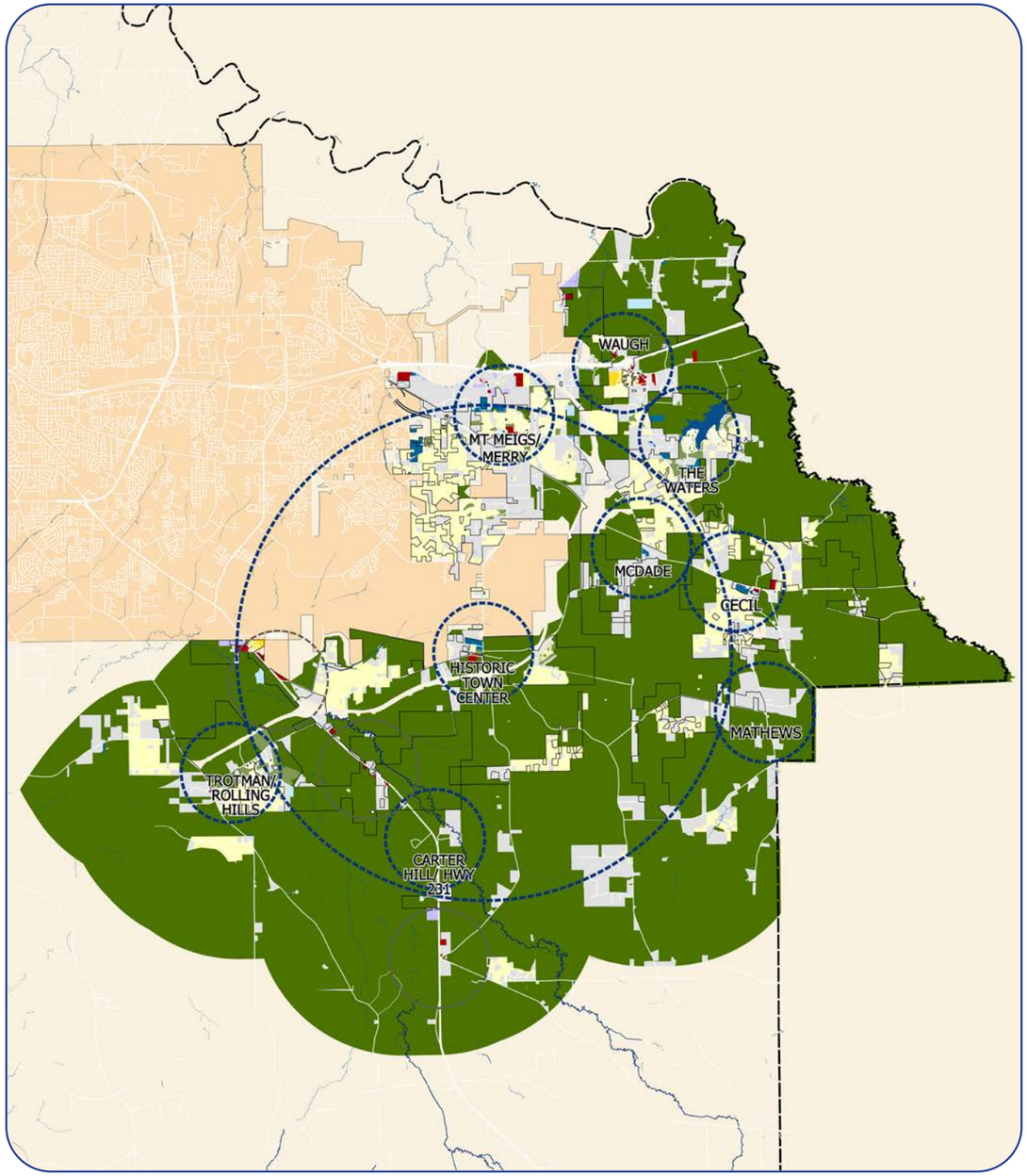
LEGEND

- Montgomery County Boundary
- Pike Road Town Limits
- City of Montgomery
- Centers

CURRENT LAND USE*

- Agricultural
- Single-Family Residential
- Multi-Family Residential
- Parks, Recreation, Open Space
- Civic/Institutional
- Commercial
- Office
- Industrial
- Utilities
- Vacant/Undeveloped

*Land use designations based on Montgomery County property assessment data



TOWN OF PIKE ROAD
OVERALL CURRENT LAND USE MAP

MOBILITY: ROADWAYS & FUNCTIONAL CLASSIFICATION

Pike Road has Interstate 85 (I-85) that generally runs north-south, but in this area, runs east-west along Pike Road's northern city limits. This links Pike Road to Montgomery to the west and Opelika to the northeast. There are three I-85 interchanges within or bordering Pike Road: exit 11 at Alabama State Route 110/Chantilly Parkway, exit 15 at Alabama State Route 108, and exit 16 at Alabama State Route 126. US 231 runs north-south through the western section of Pike Road. SR 110 runs north-south through the eastern section of Pike Road. Most of the commercial corridor is along Vaughn Road.

The concept of functional classification defines the role that a particular roadway segment plays in serving traffic flow through the network. All roadways serve at least one function and, in some cases, both functions of mobility and/or access. Mobility provides few opportunities for entry and exit (low friction) and access provides many opportunities for entry and exit (high friction).

- **Interstates** – Highest classification, limited access, highest mobility
- **Freeways and Expressways** – Directional travel lanes, limited access although at-grade intersections allowed
- **Principal and Minor Arterials** – Access includes at-grade intersections and driveways to specific parcels
- **Major and Minor Collectors** – Higher connecting driveway density than arterials and access includes at-grade intersections and general driveways
- **Local Roads** – Account for largest percentage of all roadways in terms of mileage

LEGEND

Pike Road Town Limits

Pike Road Planning Jurisdiction

ACTIVITY GENERATORS

Neighborhoods

Shopping

Schools

Parks

Fire/EMS

FUNCTIONAL CLASS

Interstate

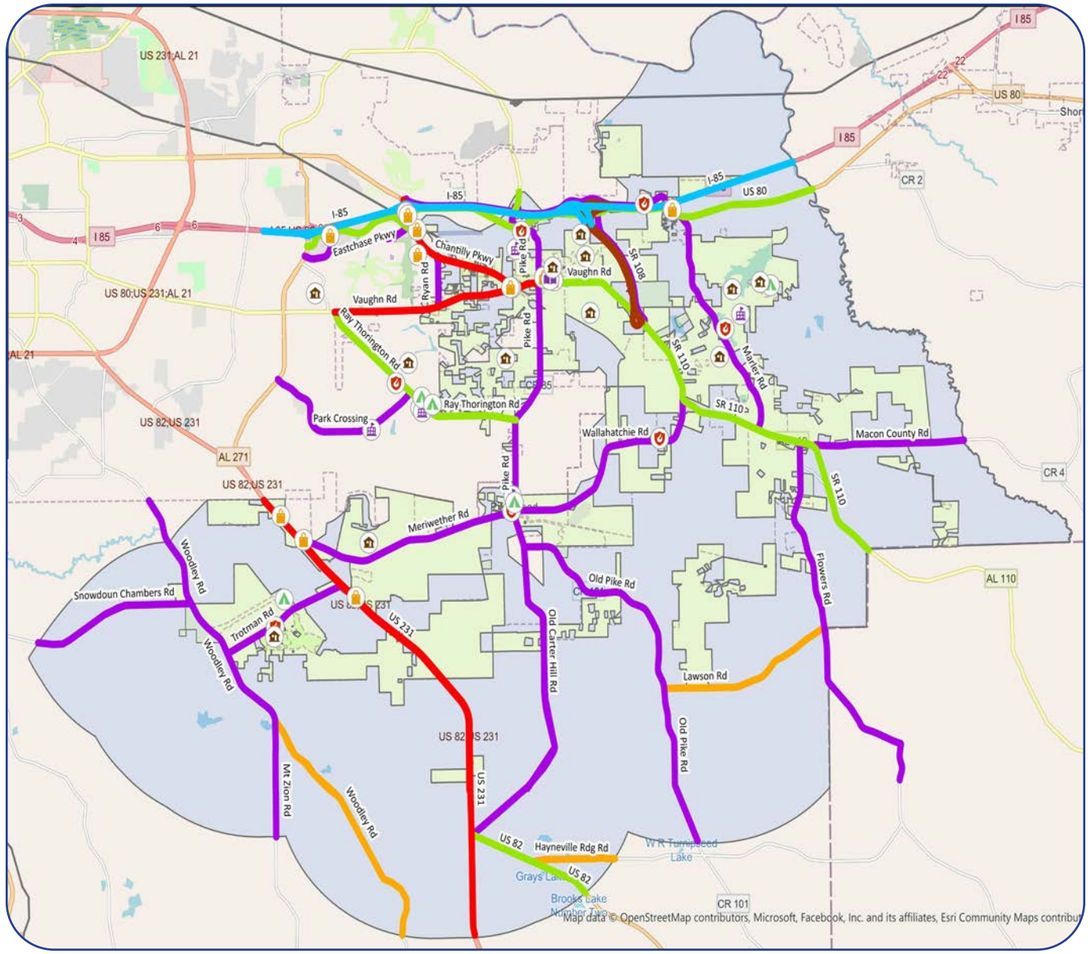
Freeway and Expressway

Principal Arterial

Minor Arterial

Major Collector

Minor Collector



TOWN OF PIKE ROAD
ROADWAY FUNCTIONAL CLASSIFICATION MAP

MOBILITY: SPEED LIMITS

This map displays the current speed limits along the roadways within the Town of Pike Road. The purpose and functional classification of a roadway plays a role in required speed limit. This is balanced with the safety needs of all roadway users. Around the Town of Pike Road, the roadways with the purpose of throughput have the highest speed limits, as would be expected. The speed limits are higher on the outer city limits and lower as the roadways come closer to the intense commercial area.

LEGEND

Pike Road Town Limits

Pike Road Planning Jurisdiction

SPEED LIMIT

30 MPH

35 MPH

40 MPH

45 MPH

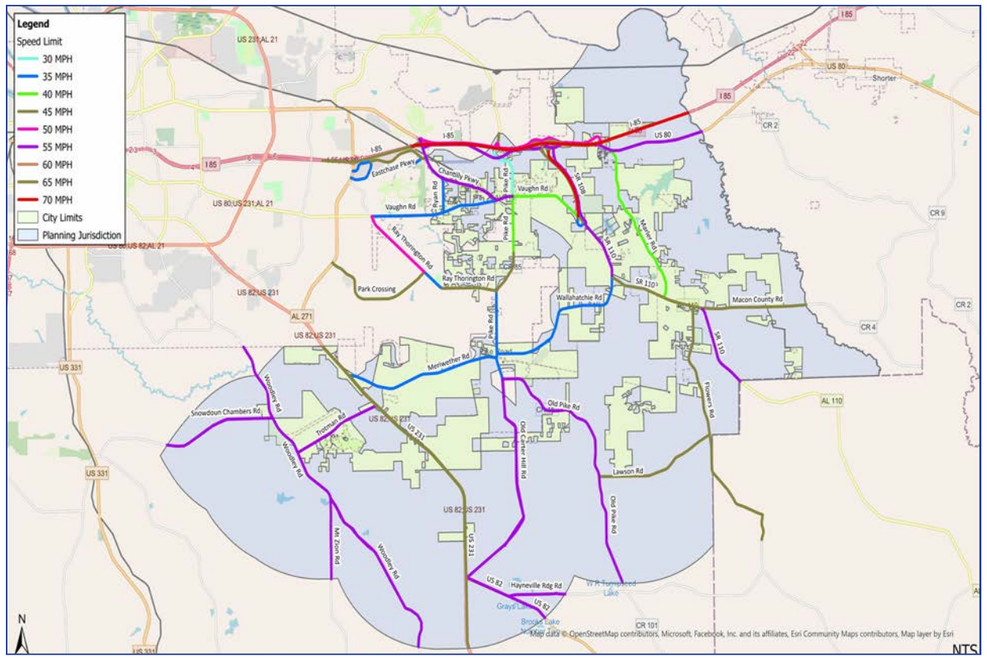
50 MPH

55 MPH

60 MPH

65 MPH

70 MPH



SPEED LIMITS MAP

MOBILITY: DAILY TRAFFIC VOLUMES

Pike Road has seen continued growth in several socioeconomic measures showcasing a community experiencing positive economic growth. With that growth in areas such as population, daily traffic volumes on the transportation network within Pike Road have also increased. While Pike Road has a some level of connectivity within the city limits, the increased volumes tend to impact the major roadways disproportionately.

LEGEND

Pike Road Town Limits

Pike Road Planning Jurisdiction

ANNUAL AVERAGE DAILY TRIPS

0 to 5,000

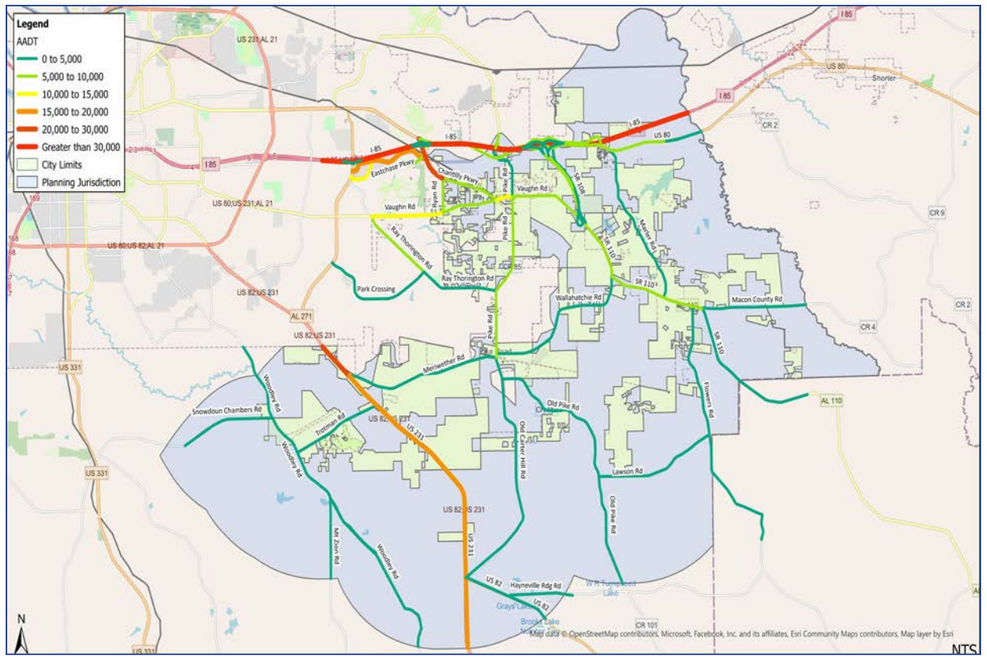
5,000 to 10,000

10,000 to 15,000

15,000 to 20,000

20,000 to 30,000

Greater than 30,000



ROADWAY TRAFFIC VOLUMES MAP

MOBILITY: LEVEL OF SERVICE

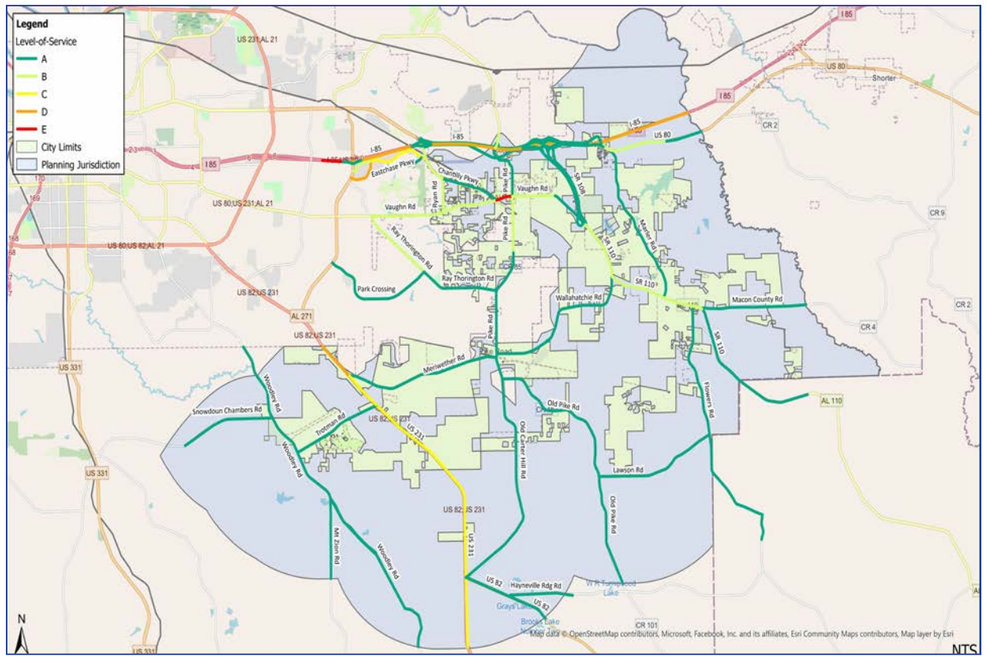
A component of the traffic operations analysis utilizes Level of Service (LOS) as a measure of effectiveness. LOS is a qualitative measurement relating traffic flow quantitative measurements to an assessment of traffic flow. LOS uses letters A through F to classify traffic flows from free flow to breakdown flow, respectively. LOS A–C is considered desirable, and LOS d is considered acceptable. This map depicts the LOS at a roadway segment level. The overall network within the Town of Pike Road is operating well with most of the segments having LOS A–B. There are a few segments with LOS C–D. Only one segment within Pike Road is Vaughn Road is LOS E.

LEGEND

- Pike Road Town Limits
- Pike Road Planning Jurisdiction

LEVEL OF SERVICE

- A
- B
- C
- D
- E



LEVEL OF SERVICE MAP

MOBILITY: CONGESTED ROADWAY SEGMENTS

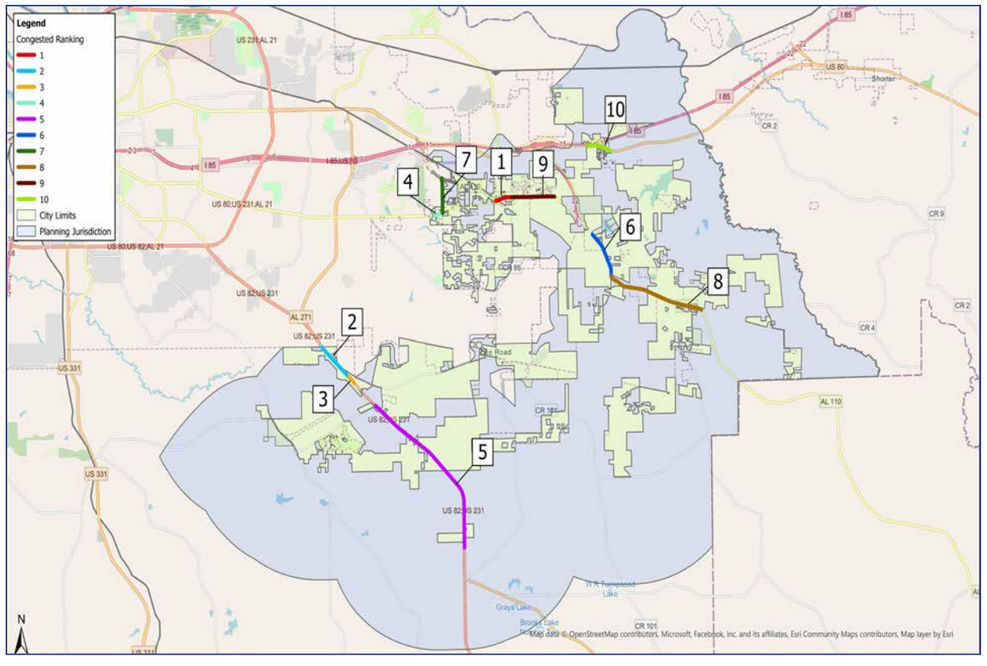
The congestion of the roadway segments within the Town of Pike Road was evaluated. The top ten congested segments are displayed on this map. The congested segments are mainly around the intense commercial area and along the highly trafficked US 231. This evaluation contributed to the proposed improvement projects.

LEGEND

- Pike Road Town Limits
- Pike Road Planning Jurisdiction

CONGESTED SEGMENTS

- Vaughn (between Pike & Chantilly)
- Hwy 231 (north of Meriwether)
- Hwy 231 (south of Meriwether
- Vaughn (west of Ryan
- Hwy 231 (between Trotman & 82)
- Vaughn (between Outer Loop & Wallahatchie)
- Ryan (between Vaughn & Chantilly)
- Vaughn (east of Wallahatchie)
- Vaughn (east of Pike)
- Hwy 80 (between I-85 & Marler)

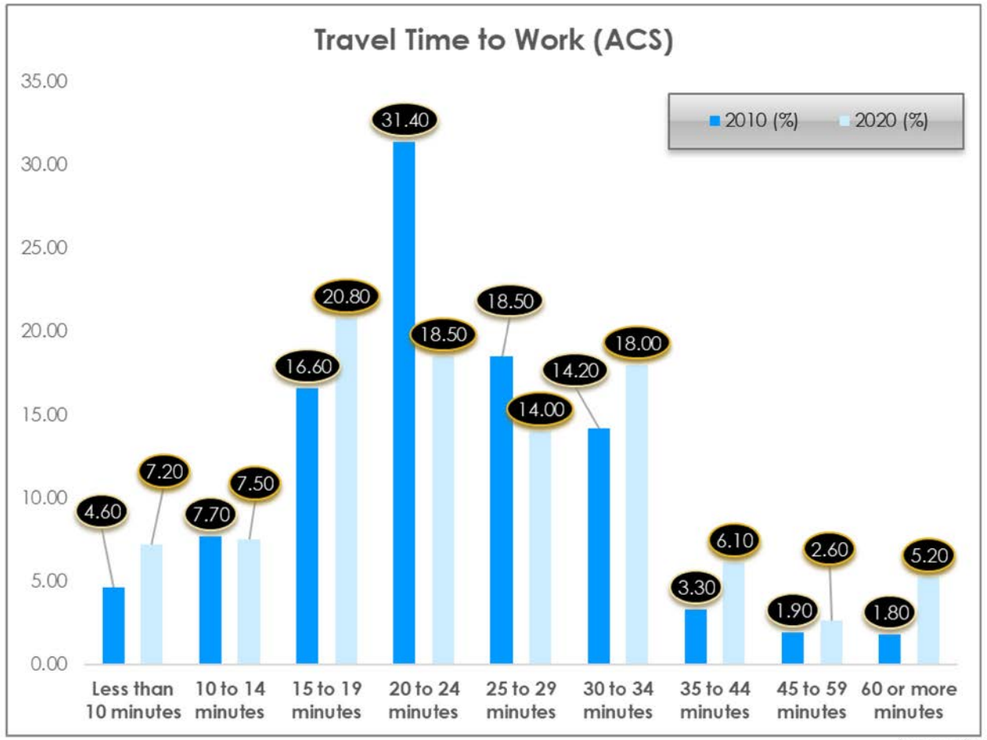


TOP TEN CONGESTED ROADWAY SEGMENTS MAP

MOBILITY: TRAVEL TIME TO WORK

Pike Road does not have a traditional downtown and has a uniquely large geographic area. This, accompanied by a current lack of additional north-south and east-west local and collector-based network connectivity, are contributing factors to the increase in travel time to work for Pike Road.

Travel Time to Work



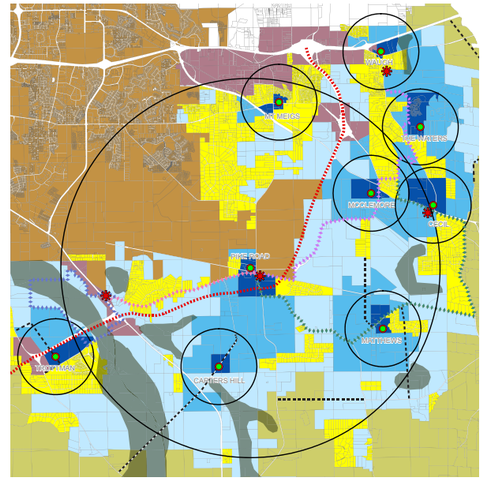
Source: ACS

POLICIES & REGULATIONS: A LEGACY OF PHYSICAL PLANNING

In addition to the Pike Road Comprehensive Plan and the development regulations adopted by the Town, there have many planning efforts over the past 25 years that influence decisions even today. From site studies for public properties to working with property owners these are just a small sample of plans that continue to inform this Plan.











Clockwise from top right: Town Centers map (ca. 2008); Cecil center (PlaceMakers, ca. 2005); McDade center (Third Coast Design Studio, ca. 2006); aerial rendering of Pike Road Agriculture, Recreation, and Performing Arts Center (Zanetta Illustration, ca. 2021) Village study (PlaceMakers, ca. 2005).

POLICIES & REGULATIONS: ZONING AND SUBDIVISION REGULATIONS

Zoning

The official Zoning Map illustrates properties within the Town boundaries. Recent legislation extended the Town's Zoning jurisdiction to its Planning Jurisdiction. Zoning for properties in the Planning Jurisdiction is based on current or historical use of the property and is officially established as properties are annexed into the Town. The Town's zoning is primarily use-based but includes design standards for most development in addition to regulations on land use, bulk, and other regulations governing the use of property. The Town also has a Planned Unit Development (PUD) zoning district that permits flexibility in the design of a neighborhood. Most of Pike Road's PUDs were zoned by the City of Montgomery and the designation was retained as part of the settlement agreement with the City. Amendments to the Zoning Ordinance, rezoning requests, and conditional uses must be approved by the Council upon recommendation by the Planning Commission. Development Plan review is conducted by the Planning Commission.

Subdivision Regulations

The Town of Pike Road has regulations governing the subdivision of property per Alabama State Law. The Town's Subdivision Regulations are tied to the Town's Zoning Ordinance and Design and Construction Standards. Amendments to the Subdivision Regulations and Subdivision Plats must be approved by the Planning Commission.

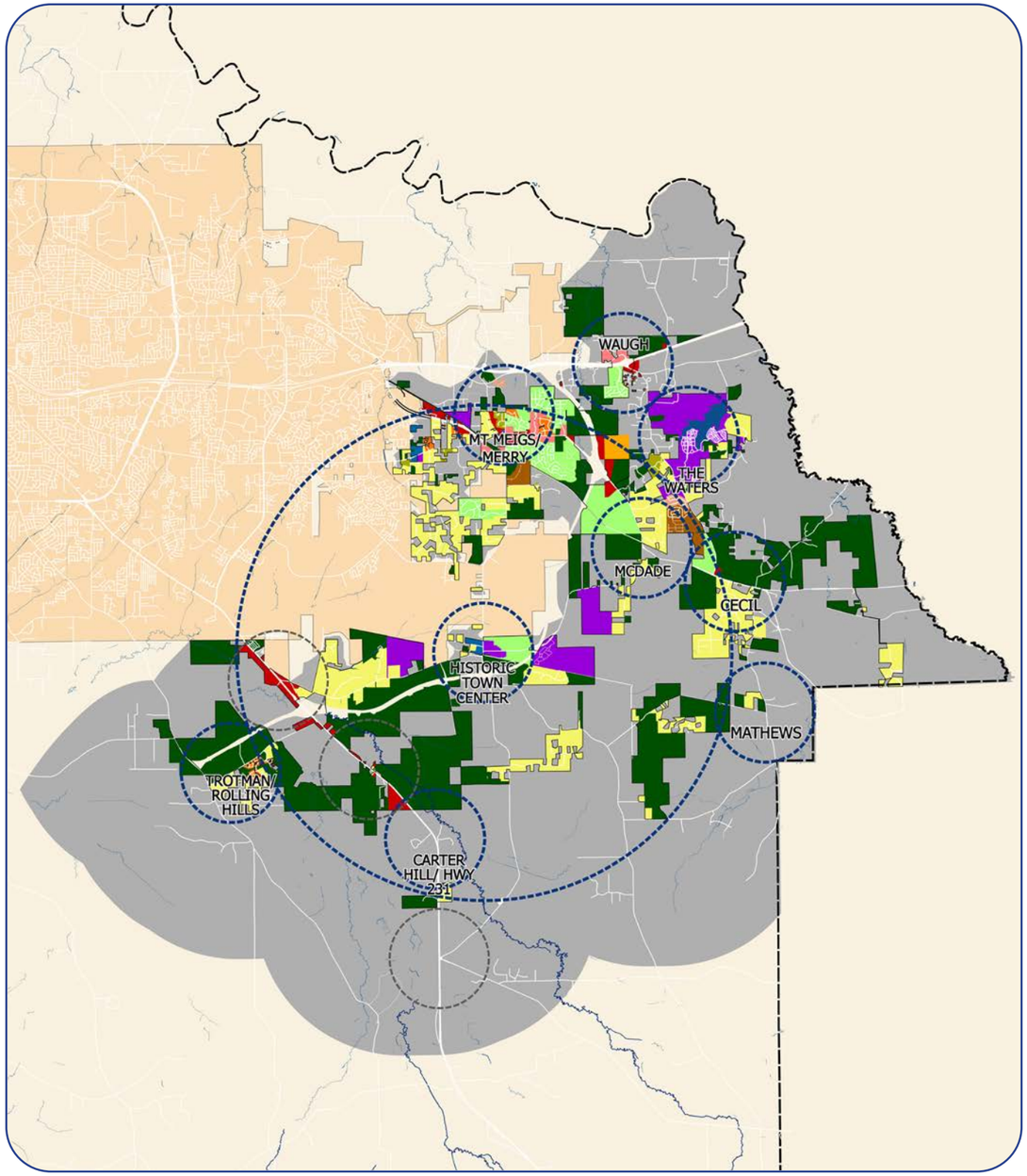
LEGEND

- Montgomery County Boundary
- Pike Road Town Limits
- Pike Road Planning Jurisdiction
- City of Montgomery
- Centers

ZONING DISTRICTS

- Agricultural (AG)
- Residential Estate (RE)
- Single-Family Residential (R40)
- Single-Family Residential (R30)
- Single-Family Residential (R20)
- Single-Family Residential (R15)
- Single-Family Residential (R10)
- SmartCode (SC)
- Office-Institutional (O-I)
- General Business (B2)
- General Business Settlement (B2-S)
- Planned Unit Development (PUD)

Note: There are several other Zoning districts in the Zoning Ordinance that have not been formally applied to properties including Town Center (TC), Neighborhood Business (B1), Multi-Family Housing (MH), Single-Family Residential (R5), and Industrial (I).



TOWN OF PIKE ROAD
ZONING MAP

POLICIES & REGULATIONS: SMARTCODE

SmartCode Zoning

The Town of Pike Road provides the development community with two options for regulating the development of property: conventional zoning (p. B.18) and SmartCode zoning. The SmartCode is a model zoning code based on the ideals of New Urbanism and promotes and enables compact, mixed-use, pedestrian-friendly development. The SmartCode is more focused on the form of development, whereas conventional zoning is more focused on land use. The two options result in very different development patterns—one is more spread out, separated by use, and auto-dependent (conventional zoning), while the other is denser and mixed in use, ideally with daily trips within walking distance. SmartCode requires a Community Plan that defines the layout of the development in accordance with SmartCode.

The SmartCode is optional for Pike Road, but there are three types of SmartCode communities ranging from low intensity (hamlets or Clustered Land Development), medium intensity (villages or Traditional Neighborhood Development), and high intensity (town centers or Regional Center Development). The SmartCode Regional Plan illustrates different Sectors that establish where these types may be located. Once a Community Plan is approved, SmartCode becomes the mandatory zoning for the property unless the property is rezoned. Pike Road currently has five SmartCode developments under construction.

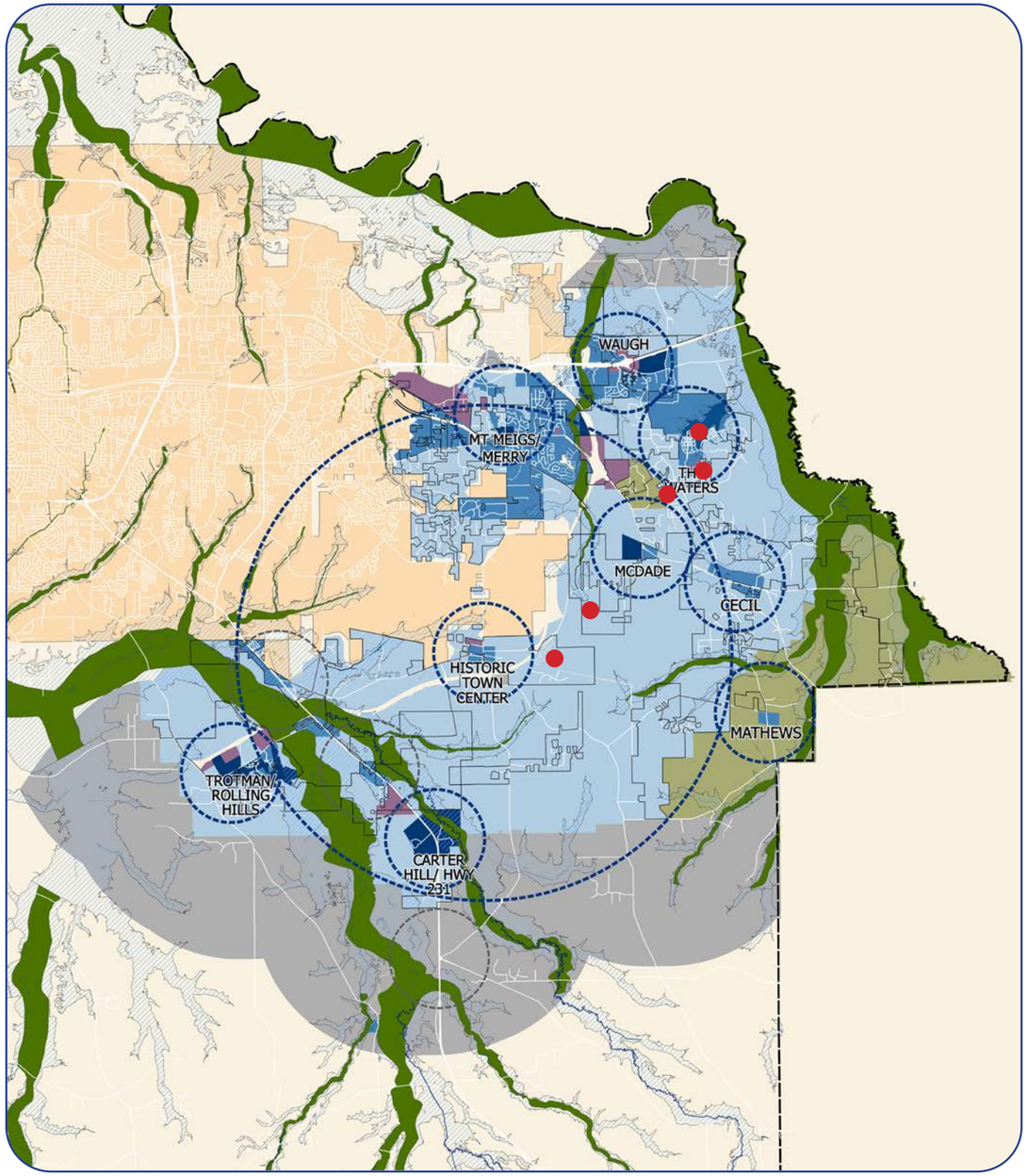
Refer to p. D.67 for more detailed information on SmartCode Zoning.

LEGEND

- Montgomery County Boundary
- Pike Road Town Limits
- Pike Road Planning Jurisdiction
- City of Montgomery
- Centers
- Existing SmartCode Community under development

SMARTCODE SECTORS

- Open Space Preserve (O1)
- Open Space Reserve (O2)
- Restricted Growth (G-1)
- Controlled Growth (G-2)
- Intended Growth (G-3)
- Special District (SD)



TOWN OF PIKE ROAD
SMARTCODE SECTOR MAP

Public Input

KICK-OFF & FOCUS GROUP MEETINGS

The Town held a public kick-off event where the Planning team introduced the planning effort and answered questions from the community. The Town then conducted meetings with individuals with common interests including other agencies, Town partners, developers/builders, and key property owners.

PUBLIC WORKSHOPS

The Town held five public workshops to gather input on the current Comprehensive Plan. The workshops were geographically dispersed: Mt. Meigs/Merry, Chantilly, Town Hall Area; The Waters, Waugh, North of I-85 Area; Cecil, Mathews, McDade Area; Historic Town Center, Rolling Hills/Trotman, Highway 231 Area; and Town-wide. At each workshop, stations were set up by topic including Community Vision, Future Land Use, SmartCode, Transportation, Community Facilities, and Economic Opportunities. Participants were asked to review the information and maps at each station and provide their input on current issues, opportunities, and constraints. Team members were on hand to answer questions and discuss each issue. This input was considered along with other information collected as the plan updates are drafted.

DRAFT PLAN WORKSHOP

The Town held three open houses to introduce the recommendations from the draft Plan Update. Team members answered questions and collected input that would inform the final draft.











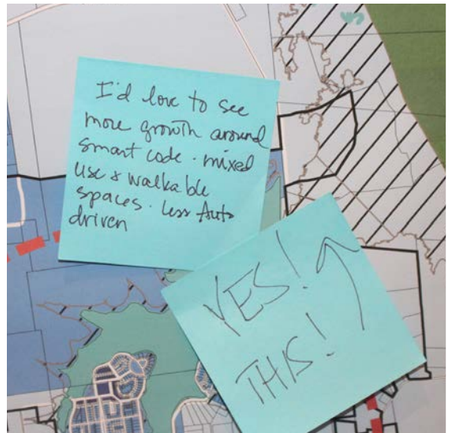




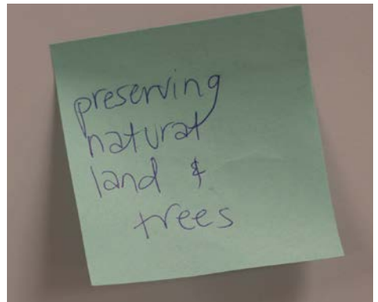












SOME THINGS WE HEARD:

- Encourage thoughtful development
- Maintain identity of community's historic centers
- Incentivize agriculture so it continues to thrive
- Consider a farmers market
- Minimize stormwater runoff
- Promote agritourism
- Create more pocket parks/playgrounds
- Add more roundabouts
- Finish the Outer Loop
- Widen Vaughn Road
- Expand trails and maximize efficiency
- Require connectivity between developments
- Encourage a small town feel in new development
- Preserve mature trees and/or replace trees that must be removed
- Encourage housing options for empty nesters, young professionals, service workers
- Expand sports facilities
- Expand arts offerings with performance and educational space
- Create agricultural education programs
- Plan for a future police force and full-time fire/emergency services
- Encourage office development and light industrial to create jobs
- Become a hub for medical research
- Partner with business/trade schools
- Encourage pedestrian-friendly "village-like" centers
- Encourage unique shopping, dining, entertainment that makes Pike Road a destination
- Minimize gas/convenience stores
- Promote local businesses
- Increase multi-modal access to centers (walking, biking, etc.)
- Connect neighborhoods with trail system
- Require buffers and/or transitions between developments
- Encourage more pedestrian friendly and connected neighborhoods
- Encourage, incentivize, and/or require environmentally-friendly development



C.

VISION & GUIDING PRINCIPLES

Themes

During the planning process key themes emerged that reinforced the Community's Vision and are the foundation of the Guiding Principles of this Plan.

SENSITIVITY

- Celebrating agricultural heritage
- Protecting the natural environment
- Reinforcing community character

VARIETY

- Enabling housing and business choices
- Focusing activity by location and context

DESIGN

- Neighborhoods
- Corridors
- Town Centers
- Public Spaces

CONNECTIVITY

- Accommodating all modes of access (pedestrian, bicycles, automobiles, etc.)
- Supporting a transportation network

AMENITY

- Encouraging a variety of life enrichment opportunities
- Dispersing quality of life activity (recreation, agriculture, arts, etc.) strategically across the community

SERVICE

- Support and maintenance of existing services
- Strategic evolution based on need

These key themes reinforced the Community's Vision from the 2017 Plan—a vision for the appropriateness of place and the sustainability of value—and are the foundation of the Guiding Principles on the following pages.

Pike Road's Community Vision

The Town of Pike Road provides residents with an experience and quality of life that is unique to the Montgomery County region. The Town desires a balance between future development and the protection of rural character to ensure Pike Road remains a great place to live, work and play. Pike Road will achieve this vision by guiding development, protecting assets that are essential to its rural character, developing and enhancing regional approaches to economic development and continuing to advance community development objectives.

Guiding Principles



1. RURAL & AGRICULTURAL HERITAGE & RESOURCES GOAL:

To balance the need for new residential and commercial development with the commitment to conserve important rural features and significant farms.

1.1. New residential and commercial development should reflect existing rural development patterns or be buffered from adjacent existing streets and properties.

1.2. Encourage traditional village pattern and cluster development designed to preserve usable amounts of open, farmable land.

1.3. Protect the viability of active farmland through natural or landscaped buffers along existing rural streets and property lines that abut working farms.

1.4. Encourage enrollment of new farms and retention of existing farms via available state and federal agricultural protection programs.

1.5. Promote and support the establishment of farmers markets in commercially attractive location.

1.6. Utilize the Agriculture and Stewardship Club to develop a plan for incorporating Community Gardens throughout the Town.

1.7. Utilize the Agriculture and Stewardship Club to develop a plan for Illustration Farms/Farm Set-Asides within the community.

1.8. Utilize the Agriculture and Stewardship Club to develop a plan for Environmental Venues within the Town.

1.9. Continue to provide learning opportunities in the field of animal science, agriculture, and forestry at the Agricultural Center.



2. SENSITIVE ENVIRONMENTAL FEATURES & NATURAL RESOURCES GOAL

To protect natural resources and environmentally sensitive land from inappropriate use and/or development.

2.1. Site houses on the most suitable land.

2.2. Reduce the impact of development on steep slopes through design standards.

2.3. Control the percentage of lots covered by new building, paving, and/or manage water flow to decrease stormwater runoff.

2.4. Minimize or prohibit direct runoff of stormwater from parking lots.

2.5. Control the peak rates of stormwater runoff from development to avoid increased flooding.

2.6. Prohibit or minimize the construction of new structures within the 100-year floodway and along the adjacent 100-year flood fringe.

2.7. Prohibit construction within an appropriate distance of the identified "top of bank" of a stream, based on stream size.

2.8. Preserve buffers of natural vegetation immediately adjacent to streams, creeks, and drainageways for public greenways and conservation areas.

2.9. Preserve large stands of trees as properties develop.

2.10. If significant stands of trees must be removed, encourage reuse of usable wood and require that a percentage of those trees be replanted.

2.11. Enforce local, state, and federal wetland regulations.

2.12. Minimize impacts of renewable energy projects on surrounding development through buffering from adjacent streets and properties.



3. OPEN SPACE & RECREATION GOAL

To develop a diverse range of open space opportunities, park facilities, and recreational programs to meet the current and anticipated needs of town residents.

3.1. Provide a system of neighborhood and community parks that are within a short distance of residents.

3.2. Develop a well-connected system of open spaces made up of a series of properties connected by pedestrian facilities or stream corridors.

3.3. Utilize the open space network to connect neighborhoods, as well as to connect neighborhoods to centers, schools, and civic sites.

3.4. Work with developers, and provide incentives, to identify additional park opportunities in developing areas.

3.5. Develop a sports complex (or several) that meets the highest quality competitive playing standards and requirements for all age groups, skill levels, and recreational interests.

3.6. Identify a location for public access to fishing and develop a plan to acquire the property.

3.7. Develop a recreational complex (or several) —softball, baseball, etc.

3.8. Enhance Cottonwood/Rolling Hills Park with athletic facility including tennis, volleyball, golf, etc.

3.9. Promote the development of Town Centers with trail heads containing educational features.



4. TRANSPORTATION & CIRCULATION GOAL

To plan and grow an interconnected transportation network to preserve and improve existing connectivity, accommodate new development, and reinforce the unique character of Pike Road.

4.1. Develop and implement street designs that directly correspond with existing and planned patterns of development.

4.2. Work with local, state, and federal partners to complete the Outer Loop.

4.3. Insure that new developments dedicate right of way and/or construct streets in compliance with the Town's Transportation Plan.

4.4. Develop a program to improve and encourage increased use of the Town's Trail System.

4.5. Implement the Town of Pike Road's Natural Trail Plan.

4.6. Work with developers to dedicate and construct portions of the Trail and trailheads as properties develop.

4.7. Require sidewalks for new developments and create a plan for sidewalk construction in existing locations to connect key locations.

4.8. Ensure that new developments are bicycle and pedestrian friendly.

4.9. Require traffic impact studies and mitigation measures for substantial new developments.

4.10. Develop and implement access management and shared parking provisions for new commercial development.

4.11. Review and enhance parking lot design criteria.



5. COMMUNITY DESIGN GOAL

To maintain the Town of Pike Road's quality of life and sense of community by encouraging development that reinforces the existing small-town atmosphere.

5.1. Reinforce the existing framework of Pike Road as a town made up of multiple historic crossroads and rural town centers.

5.2. Focus new development in identified town centers to serve as mixed-use, pedestrian-friendly, identifiable community centers to support the surrounding communities.

5.3. Continue to refine design standards that maintain an appropriate development character.

5.4. Focus new suburban residential development in sections of town that have the infrastructure and environmental conditions to accommodate growth.

5.5. Limit new suburban commercial development to interstate interchange areas, Chantilly Parkway, and commercially-zoned properties on or along Vaughn Rd. and Highway 231 (Troy Highway).

5.6. Ensure that any new developments are appropriate for and sensitive to the surrounding neighborhoods and environment.

5.7. Promote development and redevelopment of land in the Historic Town Center area to facilitate the creation mixed-use town center.

5.8. Create consistent sign, streetscape and architectural design guidelines to reinforce the small-town character of Pike Road.

5.9. Create enhanced design review guidelines that reflect the town's architectural heritage, character, and resident preferences.

6. EDUCATION GOAL

To create a culture of intellectual curiosity where all students have ownership over their learning and are inspired to think, innovate, and create.

6.1. Identify potential locations for new school sites.

6.2. Provide bus service to and from school for all Pike Road students.

6.3. Ensure that all students in kindergarten through eighth grade will attend Pike Road schools until they finish high school.

6.4. Provide both a citizen gathering place and recreational/athletic facilities for the school, private rentals, and public use.

6.5. Provide a program for students that engages the community and, in which students will be empowered to pursue more in-depth topics of interest to them.

6.6. Collaborate with colleges and universities to provide online and onsite college courses.

6.7. Provide an extensive extended day art program that will offer a variety of high quality options.

6.8. Promote innovative curriculum that encourages students to continue to pursue higher education.

6.9. Promote agricultural education programs.

7. HOUSING GOAL

To provide high-quality housing to a diverse population.

7.1. Continue to emphasize single-family neighborhoods as the dominant land use, but encourage the use of the SmartCode to ensure a mix of conventional suburban development and traditional neighborhood developments.

7.2. Provide a variety of housing options to meet the needs of current and potential residents.

7.3. Maintain a housing market that provides product to a wide range of income levels.

7.4. Permit a range of housing densities while preserving and protecting existing home values.

7.5. Mandate quality design and construction, at any density, by implementing adopted design regulations.

7.6. Encourage sustainable development in the form of well-designed, well-constructed, and well-connected neighborhoods.

7.7. Infill development should be sensitive in use, scale and style to its immediate context, and should maximize the use of existing infrastructure and resources.

8. ECONOMIC DEVELOPMENT GOAL

To broaden and diversify the Town of Pike Road's tax base by creating not only a great place to live, but also to work and shop.

8.1. Create an overall economic development strategy that builds off of Pike Road's strengths and capitalizes on Pike Road's history, rural character and natural resources to develop a broad range of uses, including education, tourism, agriculture, and recreation.

8.2. Encourage appropriate economic development that has a low impact on town services and resources close to I-85, along Chantilly Parkway, and Troy Highway.

8.3. Attract new businesses, with a particular focus on medical and high-technology-related businesses that have low environmental impacts and first-class office uses.

8.4. Encourage large scale and "big box" commercial and employment centers at regional transportation facilities, such as I-85 and "outer loop" interchanges.

8.5. Encourage moderate intensity commercial uses, including grocery stores, pharmacies, etc. in nodes along major thoroughfares within the community, such as Vaughn Rd. and Highway 80.

8.6. Focus any major industrial activity north of the I-85 corridor or along Highway 231.

8.7. Support the development of mixed-use centers in historic crossroads.

8.8. Create a Business Association with a focus on increasing employment opportunities within the Town of Pike Road.

9.1. Promote the future development of sewer infrastructure throughout critical development corridors within the Town.

9. COMMUNITY SERVICES GOAL

To maximize partnerships with key service providers to serve current and future residents and businesses throughout the Town and develop civic facilities and infrastructure in areas where it is currently lacking.

9.2. Coordinate with Montgomery County on developing and maintaining a solid waste management plan.

9.3. Continue recycling programs.

9.4. Expand broadband capabilities, specifically in rural areas where services are lacking.

9.5. Ensure that all civic buildings and public facilities are ADA accessible.

9.6. Continue to support the local volunteer fire departments and Sheriff's Department to maintain adequate fire safety and police protection for the community and plan for the strategic evolution of service based on need.

9.7. Work with utility providers to develop a plan to provide access to water, gas, and electricity for future development.

9.8. Examine community facility needs as new town centers develop.

9.9. Develop a "Pike Road Museum" to educate residents and visitors about the Town's history

9.10. Develop a Performing Arts Center with an outdoor theater.

9.11. Develop a Cultural Diversity Center.

9.12. Develop a Senior Center.

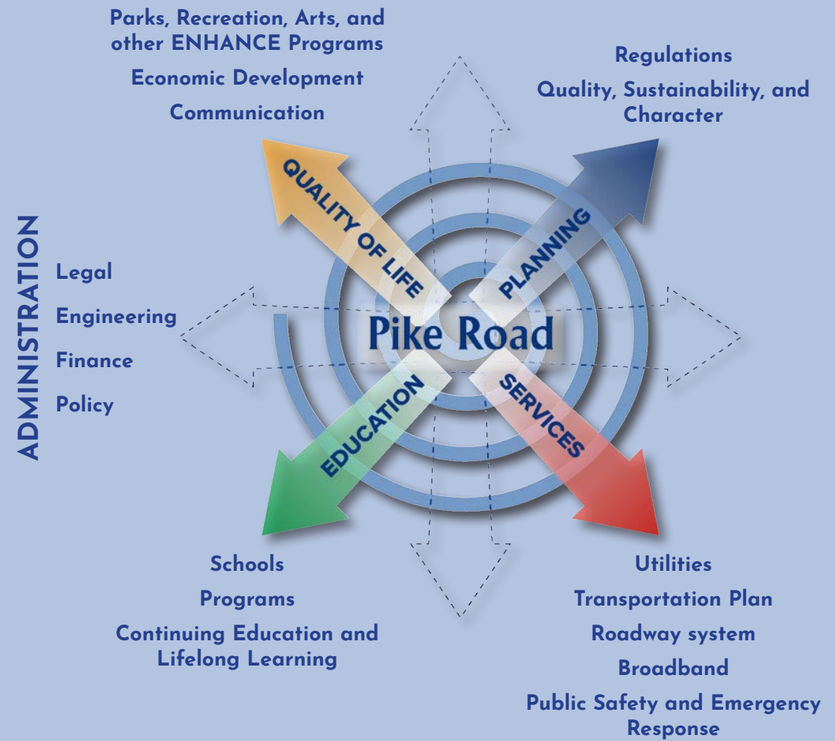
9.13. Continue to expand on recreation options.

9.14. Continue to expand other art programs.

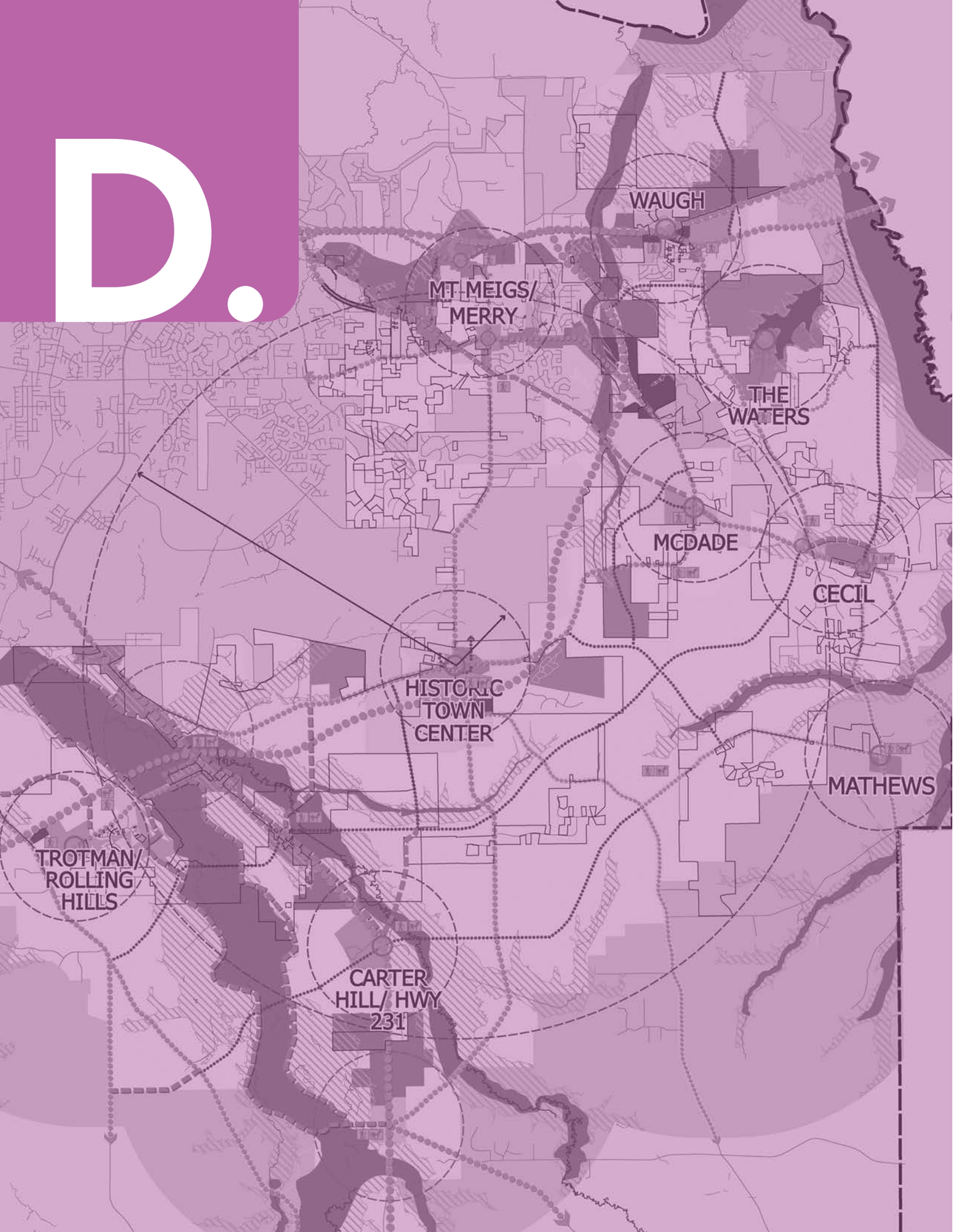
9.15. Continue to develop the Ag Center Campus.

THIS IS HOW WE GROW!

In 2021, during a Pike Road team work session, the graphic below was conceived as a visual representation of how the Town's priorities—known as the "4 Pillars"—collectively support the growth of the Town and with each dependent on the other for comprehensive sustainability.



D.



THE PLAN

1. Future Land Use & Character

p. D.1: Future Land Use & Character Concept
p. D.3: Growth Tiers
p. D.4: Overall Future Land Use & Character Plan
pp. D.6-D.31 Area Plans
p. D.32: Future Land Use & Character Policy Descriptions
p. D.60: Frontage Policy Descriptions
p. D.63: Design
p. D.66: Recommendations

INTRODUCTION

The Future Land Use and Character Plan is an essential tool in guiding growth policy within the Town of Pike Road. Unlike zoning, the Future Land Use and Character Plan is not regulatory, however it can be used as the basis for Town regulations, such as the Subdivision Regulations and the Zoning Ordinance. The Future Land Use Plan does not change the existing zoning on properties or initiate the taking of property.

The Plan will be used to guide Planning staff's assistance and recommendations to the Planning Commission and Council when future zoning decisions are made. Zoning decisions determine land uses and densities/intensities of the property. When a zone change application is filed with the Town, staff will refer to the Future Land Use and Character Plan to advise whether the proposed request is consistent with the Comprehensive Plan.

FUTURE LAND USE & CHARACTER CONCEPT

The Town of Pike Road is a community made up of multiple historic "crossroads." A crossroads is a settlement that is situated where two or more roads intersect. In the case of the Pike Road area, the owners of farmland along the frequently traveled roads erected small "villages" where two or three roads crossed. These crossroads typically contained a small collection of buildings that may have included a post office, general store, hardware store, and doctors' offices. Near these crossroads, the social, commercial, educational, and religious aspects of the emerging community originated and were supported.

Largely, these crossroads communities provided identity and vitality to the surrounding countryside and a sense of community in the early years of settlement of the Pike Road area. It is for this reason that the residents and leaders within the Town want to grow in a purposeful way that celebrates and builds upon the individual identities of the crossroads that make up the larger Pike Road community. The Future Land Use and Character Plan values the historic settlement patterns of the area, as well as the preservation of farmland and open space and,

thus, is focused on logical growth within both new and historic centers of activity. These centers are focal points for the surrounding neighborhoods and community and should have a strong sense of identity.

To realize the overall land use concept, two strategies will be promoted by the Comprehensive Plan: Nodal Development and a Mixture of Uses.

Nodal Development

Utilizing new and existing centers within the community to establish and reinforce a "nodal" pattern of development is at the core of the Future Land Use and Character Plan. Nodes are varying degrees of concentrations of mixed-use areas containing commercial, office, civic and institutional uses, parks and open spaces, and residential dwellings ideally arranged in a walkable, compact, pedestrian-friendly environment. Nodes provide centers of activity for the community and convenient access to housing, jobs, goods, and services. Nodes promote the efficient use of land and public services such as water, sanitation, fire and police protection, recreation and open space, and transportation. The concentration of development and mixture of uses within nodes enables the land between nodes to be developed at a lower density or altogether preserved.

Linear (Non-nodal) patterns of development exist throughout Montgomery County today. The Town of Pike Road wants to limit this pattern of development and chart a more sustainable future for the community. Linear development patterns are evident in disconnected subdivisions, strip commercial development along major roadways, and in the residential housing along rural roads throughout the county. Suburban sprawl and low-density, scattered rural development have provided additional housing and living options for residents of the area, but if this type of land use pattern dominates development practices, the downsides will become more pronounced. If continued, linear development patterns will cause future disinvestments in crossroads communities; fragmentation and destruction of farmland, forests, wildlife habitats and other open space resources; increased traffic from heavy reliance on the automobile and limited connectivity; higher costs of providing public services; and lack of access to jobs and services.

To the contrary, a nodal pattern of development within existing and identified community centers promotes a stronger tax base; allows closer proximity of jobs and services to housing; increases efficiency of already developed land and infrastructure; reduces development pressure in fringe areas; and allows for preservation of farmland, rural areas, and open space.

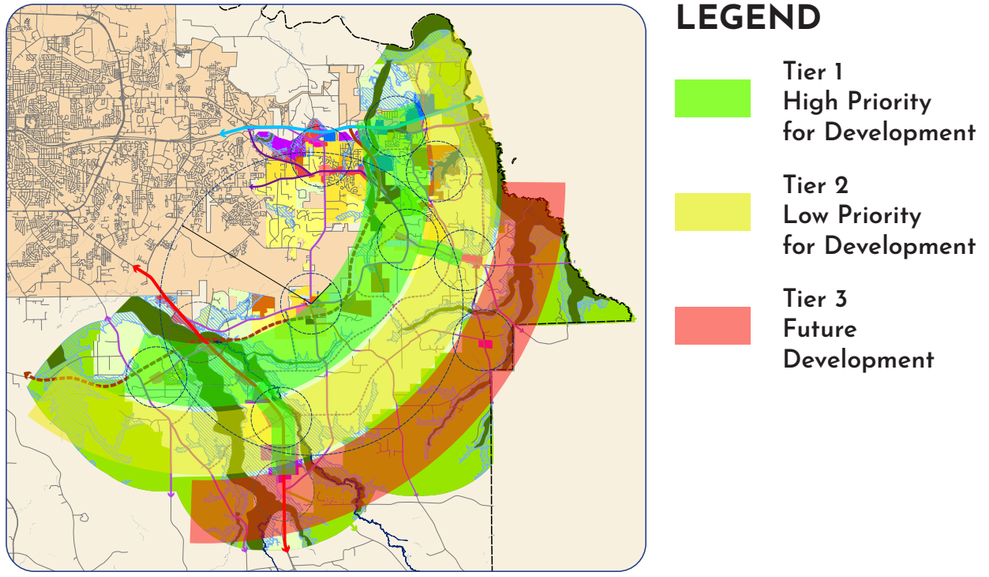
Mixture of Uses

Mixing land uses – commercial, residential, recreational, educational, and others – within centers of activity that are accessible by bicycle and on foot can create vibrant and diverse communities.

Mixed land uses are critical to achieving great places to live, work, and play. Permitting homes within short distances to stores, schools, churches, or key employment centers, residents can take advantage of alternatives to driving, such as walking or biking. Providing a mixture of housing types, along with a mix of land uses also supports a more varied population, which can enhance the vitality and sustainability of a community. A mix of land uses also helps to revitalize community life, because streets, public spaces, and shops and offices again become places where people meet and interact.

GROWTH TIERS

As previously established, historic growth patterns in the Pike Road Community have occurred near crossroads and along important corridors. Growth is expected to continue primarily in a concentric pattern. To guide the Town's focus on locations for future growth within its Planning Jurisdiction, the map below establishes three tiers of priority. The tiers are general in form and should not be considered definitive boundaries. However, Town officials should carefully consider where proposed development or other projects fall within the Growth Tier Plan to limit sprawl, minimize demand on infrastructure and services, and preserve Pike Road's small town and rural character.



Tier 1: This tier area is high priority for growth. It generally covers the areas where development has occurred or is underway and infrastructure exists to support it. The area primarily encompasses land along and southeast of the proposed Outer Loop alignment. The area also includes portions of Highway 231 and Highway 110 (Vaughn Road).

Tier 2: This tier area is low priority for growth. If development is proposed and can be adequately served in this tier, careful consideration should be given to incorporating a multi-modal regional transportation network as part of projects and planning for everyday needs within or near new development.

Tier 3: Development in this tier should be reserved for growth in the distant future when infrastructure and services can be provided in a fiscally responsible manner. While all of Pike Road's Growth Tiers should include agricultural and rural settlement patterns, this tier should remain the most rural.

OVERALL FUTURE LAND USE & CHARACTER PLAN

The Future Land Use and Character Plan identifies where the Town would support various types, characteristics, and distribution of land uses that may occur the next 20 years. The type and distribution of uses on the Plan are reflective of the Town's desire to promote a more predictable, sustainable, and nodal pattern for future development.

As indicated previously, the Future Land Use and Character Plan is intended to serve as a guide for future zone change requests. In most cases, land use designations generally follow existing parcel lines, roadways, and other geographic boundaries. If the designation shown on the Plan does not follow an existing parcel line, the actual delineation of land use policy shall be established at the time of zoning request. Future zone changes should generally adhere to the land use policy depicted on the Plan, but flexibility in interpretation of the boundary may be granted by the Town Council, provided the proposed change is consistent with the principles, goals, and objectives contained in this Comprehensive Plan.

The Future Land Use and Frontage Policy categories provide specific guidance on character, mobility and access, land use, and appropriate zoning districts to implement each policy. Descriptions of these policies are detailed beginning on p. D.32.

Following the Overall Plan, there are Area Plans for existing and proposed activity centers within the Town. These plans provide a close in view of the Future Land Use Policy for each of these areas. Also refer to the Mobility, Parks, Recreation, and Trails, and Community Services sections for additional guidance.

LEGEND

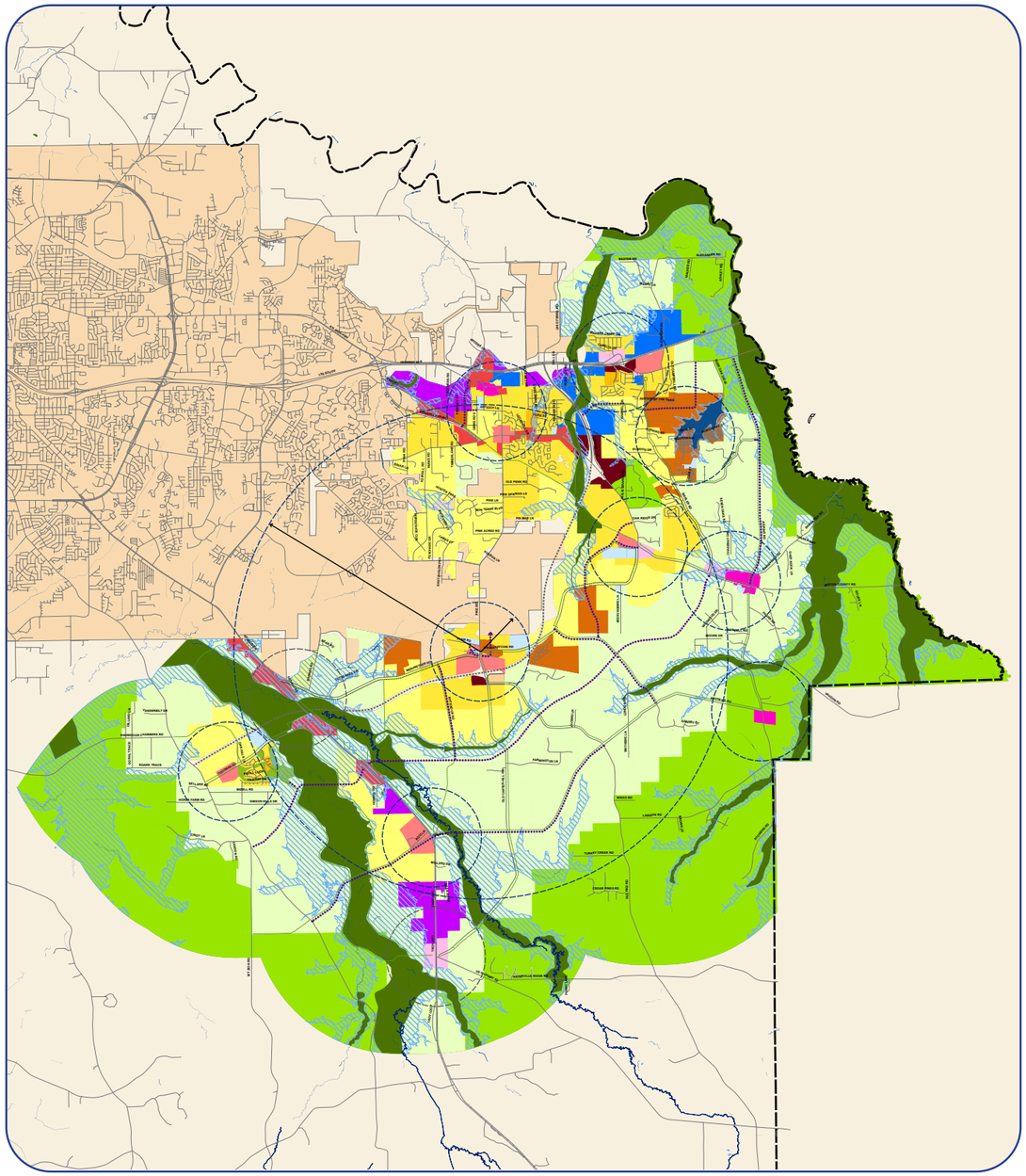
- Future Connections
- Planned Trails
- 100 Year Floodplain
- Centers (1 mile radius)

FUTURE LAND USE POLICY

- Town Center
- Corridor Commercial
- Interchange Commercial
- Neighborhood Commercial
- Community Crossroads
- Office Concentration
- Industrial-Office
- Mixed-Use Neighborhood
- Suburban Residential-High
- Suburban Residential-Medium
- Suburban Residential-Low
- Rural Residential
- Rural
- Civic-Institutional
- Open Space-Civic
- Open Space-Natural (Floodway)

FRONTAGE POLICY

- Buffer
- Commercial
- Mixed



TOWN OF PIKE ROAD

OVERALL FUTURE LAND USE AND CHARACTER PLAN

AREA PLAN:

MT. MEIGS/MERRY (TOWN HALL) - CHANTILLY PKWY

Growth Tier: 1

This area has the largest concentration of commercial development in Pike Road as well as several established neighborhoods. The northern portion of this area also includes a significant amount of land not in the Town limits but in its Planning Jurisdiction (PJ). The Town Center designation is applied to the intersection of Pike and Vaughn ❶, which is developing as a large suburban commercial node—primarily because of early commercial development and the 2010 settlement agreement with Montgomery. Similarly, the Vaughn and Chantilly corridors have developed in an auto-dependent commercial strip pattern that will continue, but with a focus on connectivity, pedestrian/bicycle access, and character along the frontage. The Mt. Meigs/Merry center at Pike and Hwy. 126 ❷ is a historic crossroads and is envisioned to develop as a less intense mixed-use node consistent with its historic character. Hwy 126 is envisioned to develop with industrial/office west of Pike and primarily office east of Pike in this area. The remaining property in this area is envisioned to develop with primarily single-family detached residential consistent with surrounding neighborhoods.

A new street connection is envisioned between Chantilly Pkwy. and Hwy. 126 ❸ as development occurs to increase regional connectivity. The Pike Road trail system is planned to extend through this area along the old railroad right-of-way ❹. Pedestrian access should be accommodated along major streets as part of roadway projects and/or as development occurs.

LEGEND

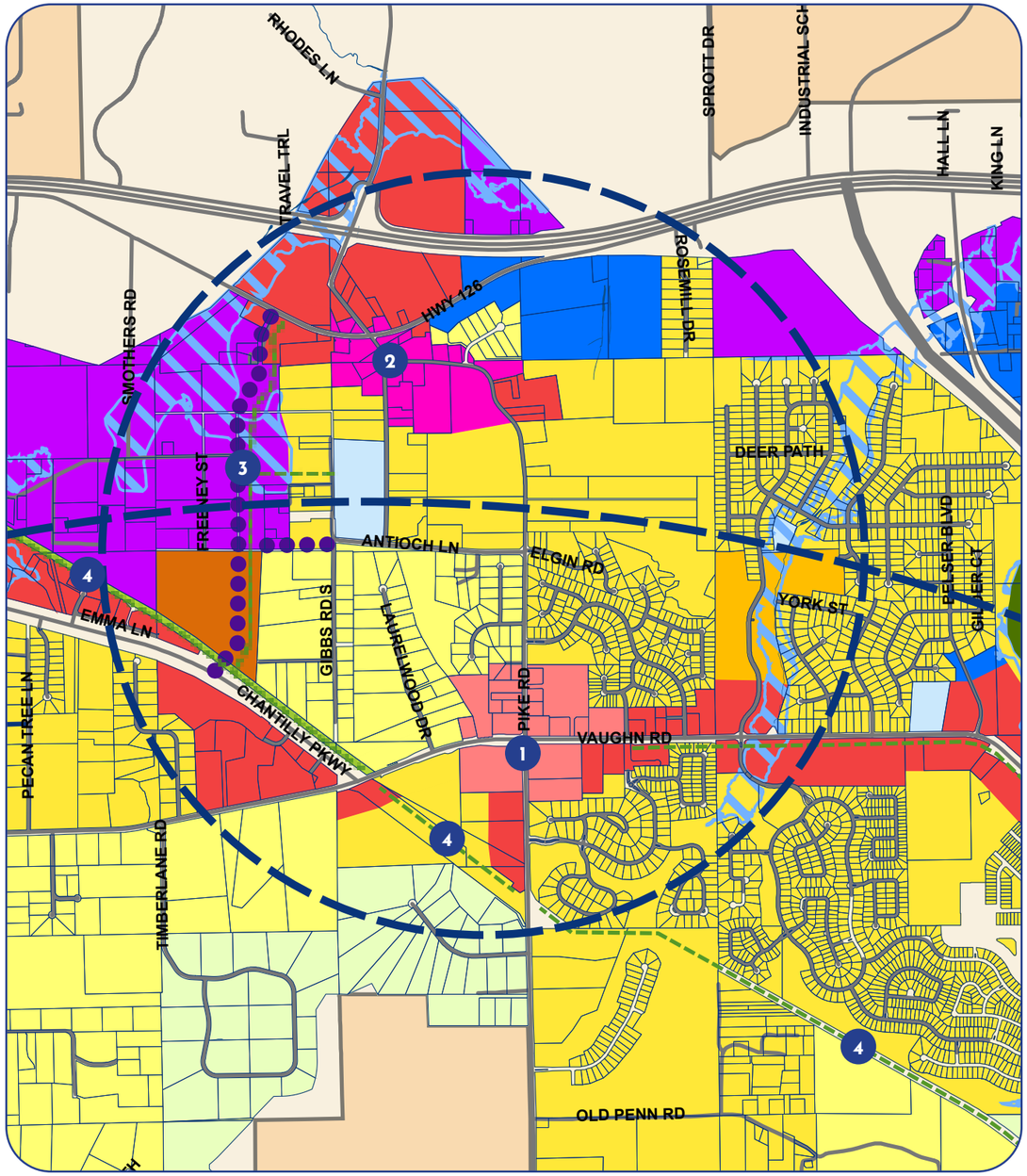
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- 100 Year Floodplain
- Centers (1 mile radius)

FUTURE LAND USE POLICY

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- Suburban Residential-Medium
- Suburban Residential-Low
- Rural Residential
- Rural
- Civic-Institutional
- Open Space-Civic
- Open Space-Natural (Floodway)

FRONTAGE POLICY

- Buffer
- Commercial
- Mixed



MT. MEIGS/MERRY (TOWN HALL) - CHANTILLY PKWY
FUTURE LAND USE AND CHARACTER AREA PLAN

AREA PLAN:
MCDADE - VAUGHN/ OUTER LOOP

Growth Tier: 1

This area is centered around the intersection of Vaughn and Wallahatchie—known as McDade—and also includes the area around the Vaughn interchange with the Outer Loop (Hwy. 108). The area is primarily residential currently with a mix of large-lot single-family dwellings and a large, smaller-lot subdivision under construction. A mixed-use Town Center is planned for McDade on the west side of the Vaughn and Wallahatchie intersection ❶ and a less intense Neighborhood Center planned for the east side. Well-planned regional commercial and mixed-use development is envisioned around the Outer Loop ❷. Given the geographic location of the McDade Town Center, it could feature medical, wellness and/or recreational anchors with more locally serving commercial uses. Residential uses in the Town Center should be mixed to meet a variety of needs. The SmartCode (pp. D.67-D.80) would be an ideal zoning tool to implement this mixed-use center. The undeveloped areas are envisioned to develop as primarily single-family neighborhoods; however, a mix of lot and housing types is encouraged.

Connectivity within and between neighborhoods and centers is important as this area develops. New regional connections ❸ between McDade Town Center and future development will create multiple routes to help distribute traffic. A portion of the Pike Road trail system exists in this area along Wallahatchie. The trail system is envisioned to be expanded east along Hwy 110 ❹ and west along the old railroad right-of-way ❺.

LEGEND

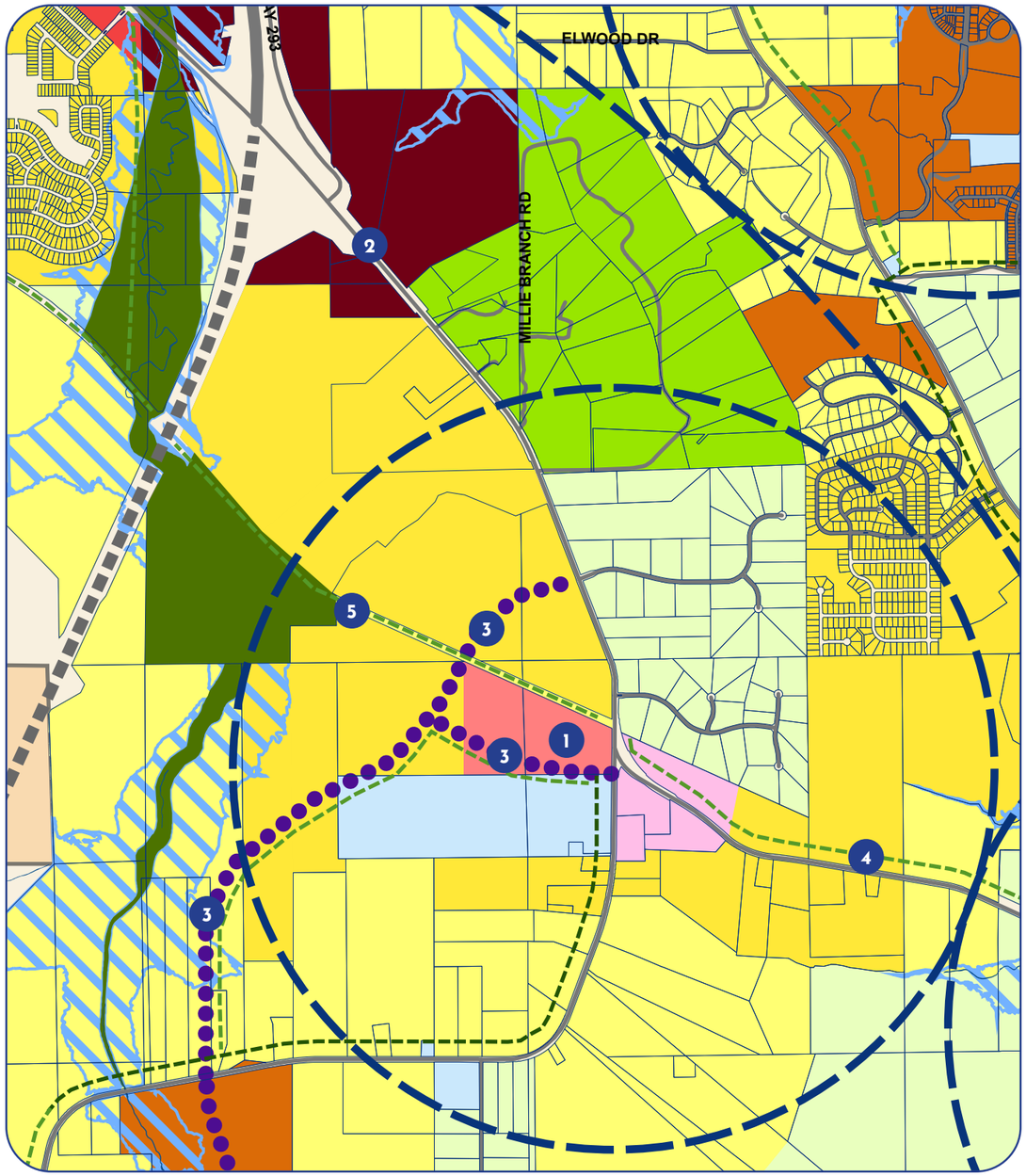
- Future Connections
- Planned Trails
- 100 Year Floodplain
- Centers (1 mile radius)

FUTURE LAND USE POLICY

- Town Center
- Corridor Commercial
- Interchange Commercial
- Neighborhood Commercial
- Community Crossroads
- Office Concentration
- Industrial-Office
- Mixed-Use Neighborhood
- Suburban Residential-High
- Suburban Residential-Medium
- Suburban Residential-Low
- Rural Residential
- Rural
- Civic-Institutional
- Open Space-Civic
- Open Space-Natural (Floodway)

FRONTAGE POLICY

- Buffer
- Commercial
- Mixed



MCDADE - VAUGHN/OUTER LOOP
FUTURE LAND USE AND CHARACTER AREA PLAN

AREA PLAN:
WAUGH - NORTH OF I-85

Growth Tier: 1 and 2

This area is centered around the Hwy. 80 interchange with I-85. Historically referred to as the Waugh community, there are established neighborhoods south and north of I-85 and interstate-oriented commercial uses along Hwy. 80 south of I-85. Commercial uses appropriate to their location near the interstate interchange are envisioned to continue developing in this area ❶ but should be well-designed, interconnected, and transition to other uses (ideally office uses) past Stone Park on the west and Knollwood on the east. A Town Center is envisioned north of Hwy. 80 at the roundabout currently under construction at the intersection of Marler Road ❷. This Town Center is intended to be pedestrian-friendly and feature a mix of uses and building types. Office and neighborhood-serving commercial development is envisioned north of I-85 near the interchange. The area transitions to residential policy outside of this center and corridor. Beyond I-85 on the north the plan is for the area to remain rural.

A key east-west connection between Marler and 293 along the Outer Loop ❸ should be created as development occurs to increase regional connectivity. In the future, Alexander Road should be upgraded when development pressure occurs in the northern portion of the Planning Jurisdiction ❹. The Pike Road Trail system ❺ should be extended north from Ofuski Tr. along Marler and into the Waugh Town Center.

LEGEND

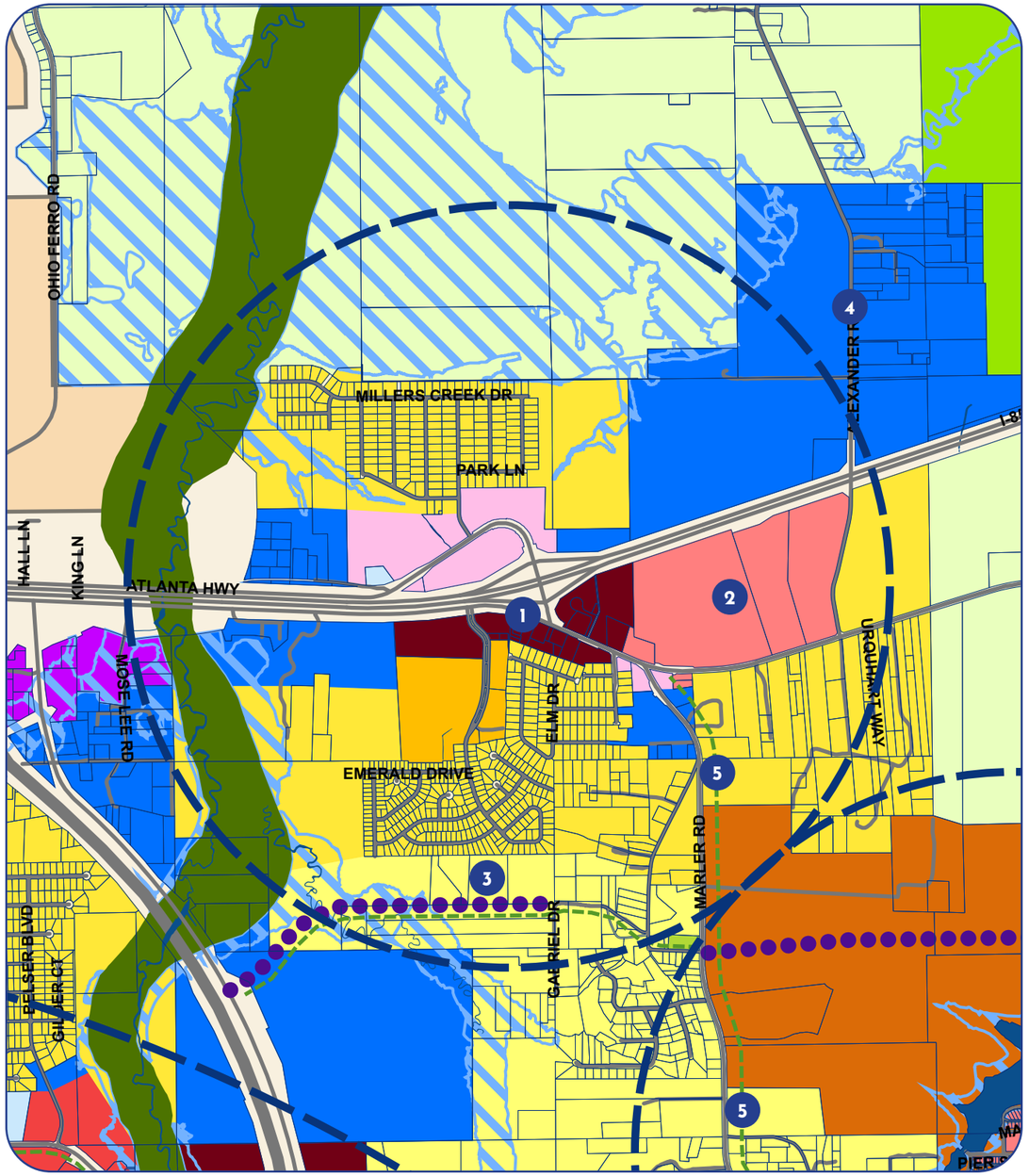
- Future Connections
- Planned Trails
- 100 Year Floodplain
- Centers (1 mile radius)

FUTURE LAND USE POLICY

- Town Center
- Corridor Commercial
- Interchange Commercial
- Neighborhood Commercial
- Community Crossroads
- Office Concentration
- Industrial-Office
- Mixed-Use Neighborhood
- Suburban Residential-High
- Suburban Residential-Medium
- Suburban Residential-Low
- Rural Residential
- Rural
- Civic-Institutional
- Open Space-Civic
- Open Space-Natural (Floodway)

FRONTAGE POLICY

- Buffer
- Commercial
- Mixed



WAUGH - NORTH OF I-85
FUTURE LAND USE AND CHARACTER AREA PLAN

WAUGH STUDY (2022)

In 2022, the Area Plan was revisited to consider how planned improvements to Highway 80, the Waugh interchange, and the intersection of Highway 80 and Marler might impact future development in this core area. These improvements included two roundabouts along Highway 80 at the Waugh interchange and the intersection of Marler and 80. Access to parcels that front Highway 80 is an important consideration of these improvements and the future character of this area. This development scenario is not a master plan, but rather an illustrative plan that incorporates concepts to address access and a provide a framework for a cohesive form of development that forms a northern gateway into the Town of Pike Road. Key concepts of the scenario (right) include:

1. New drive connecting western roundabout to a new rear access drive
2. Access drive from Knollwood to Stone Park Boulevard to western roundabout
3. Consolidation of driveways along both sides of Hwy. 80 where possible
4. Cross access between adjacent parcels when physically possible
5. Creating a consistent building setback by limiting parking between buildings and the street
6. Landscaping on parking lots and sites
7. Street trees where possible
8. Sidewalks along Hwy. 80
9. Transition from Corridor Commercial to Office Concentration policy on Marler
10. Transition from Interchange Commercial Policy to Town Center policy north of Marler



AREA PLAN:
THE WATERS AREA

Growth Tier: 1 and 2

This area is centered around the Waters neighborhood ❶, an early traditional neighborhood development designed under the SmartCode. Pike Road Elementary School is also located in this area along with other conventional neighborhoods and large-lot residential. The traditional neighborhood development pattern is planned to continue north of Lake Cameron and west to Marler Road ❷ and should connect to the existing Waters community. Commercial uses should be limited to areas within The Waters community and north of Lake Cameron as part of future SmartCode communities ❸. Rural areas east of Marler are low priority for development. Undeveloped areas west of Marler are expected to develop in a pattern like The Waters or other surrounding neighborhoods with a significant buffer from Marler Rd. New neighborhoods should be interconnected and evolve into a secondary network to reduce impacts on Marler Rd.

The Pike Road trail system ❹ is planned to be extended north from Ofuski Tr. along Marler Rd to Waugh, into The Waters connecting both sides of Lake Cameron and eventually east on Ofuski Tr. toward Line Creek.

LEGEND

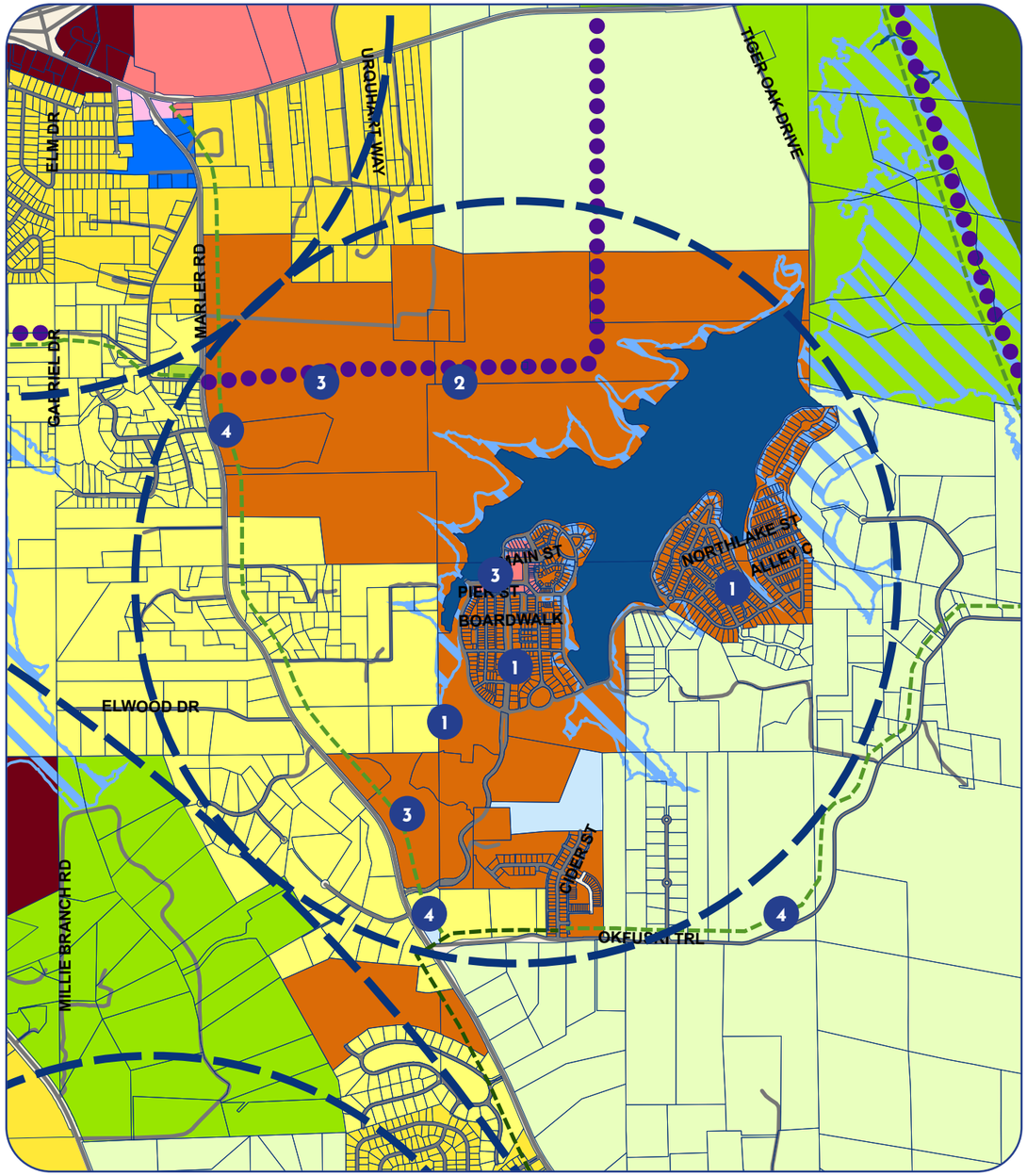
- Future Connections
- Planned Trails
- 100 Year Floodplain
- Centers (1 mile radius)

FUTURE LAND USE POLICY

- Town Center
- Corridor Commercial
- Interchange Commercial
- Neighborhood Commercial
- Community Crossroads
- Office Concentration
- Industrial-Office
- Mixed-Use Neighborhood
- Suburban Residential-High
- Suburban Residential-Medium
- Suburban Residential-Low
- Rural Residential
- Rural
- Civic-Institutional
- Open Space-Civic
- Open Space-Natural (Floodway)

FRONTAGE POLICY

- Buffer
- Commercial
- Mixed



THE WATERS
FUTURE LAND USE AND CHARACTER

AREA PLAN: CECIL

Growth Tier: 1 and 2

The center of this area straddles to key intersections on Vaughn (Hwy. 110)—Marler Rd. and Flowers Rd. An emerging neighborhood center is planned with infrastructure improvements and development partially underway at the Marler intersection ❶. A historic crossroads center exists at the Flowers intersection around the John Hall Store ❷. This stretch of Vaughn is envisioned to develop as an elongated mixed-use node consistent with the historic character around the crossroads. Development should be interconnected, less intense, pedestrian-friendly, and include a mix of residential and commercial uses that serve the surrounding neighborhoods. Areas beyond the corridor are envisioned to be residential in a large-lot pattern or clustered neighborhoods with significant open space (see SmartCode section beginning on p. D.67).

As development occurs, new streets to the south ❸ and north ❹ are important for regional connectivity. The Pike Road trail system ❺ is envisioned to extend along Vaughn connecting to the existing trail on Marler and down to Flowers. There are also opportunities to continue the trail system into preserved flood plain areas north of Vaughn.

LEGEND

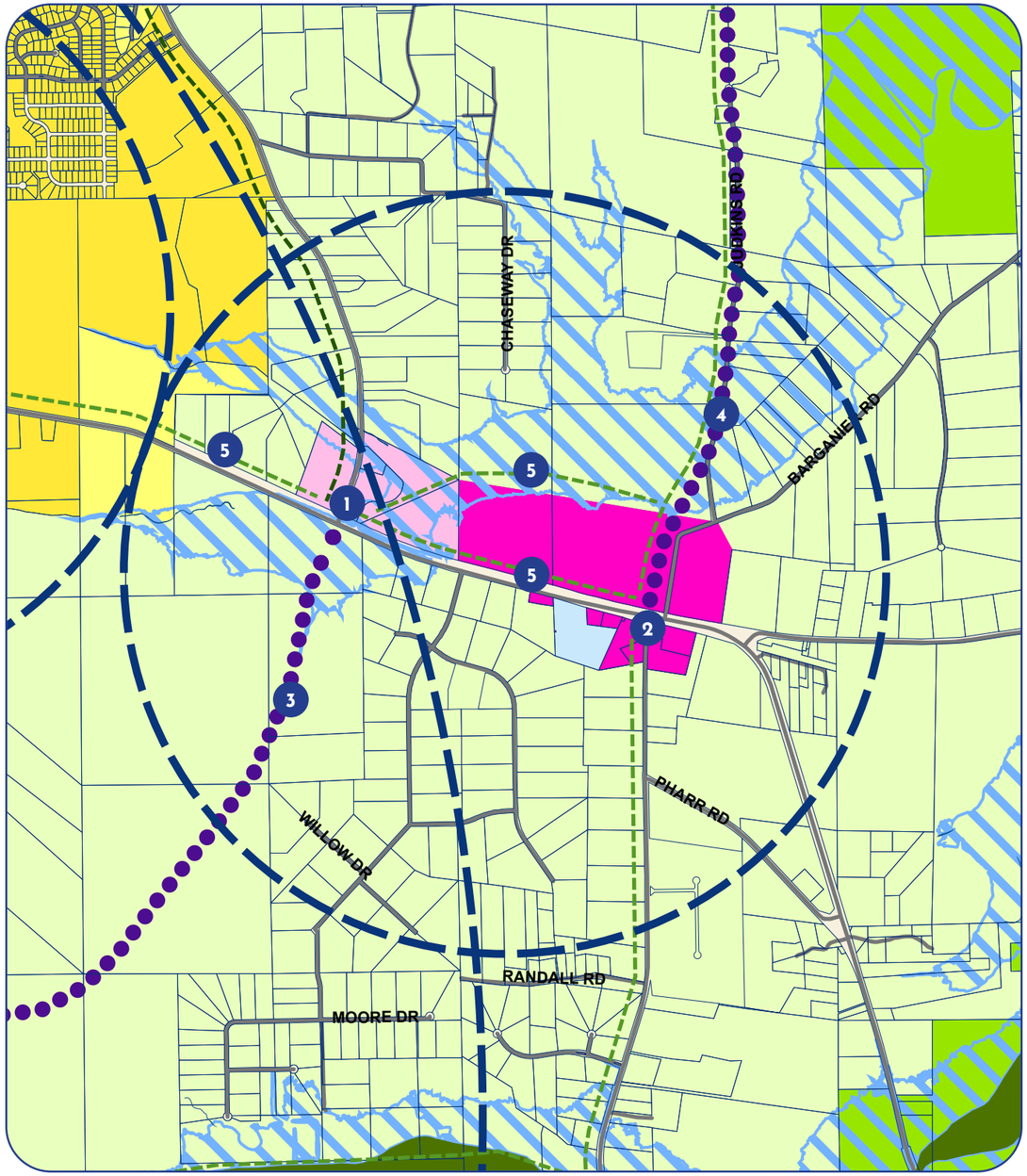
- Future Connections
- Planned Trails
- 100 Year Floodplain
- Centers (1 mile radius)

FUTURE LAND USE POLICY

- Town Center
- Corridor Commercial
- Interchange Commercial
- Neighborhood Commercial
- Community Crossroads
- Office Concentration
- Industrial-Office
- Mixed-Use Neighborhood
- Suburban Residential-High
- Suburban Residential-Medium
- Suburban Residential-Low
- Rural Residential
- Rural
- Civic-Institutional
- Open Space-Civic
- Open Space-Natural (Floodway)

FRONTAGE POLICY

- Buffer
- Commercial
- Mixed



CECIL
FUTURE LAND USE AND CHARACTER

AREA PLAN: MATHEWS

Growth Tier: 3

This area is a rural area with agricultural and large-lot residential uses with few parcels within Town limits. The Mathews community is anchored by a historic crossroads center at the intersection of Mathews Rd. and Flowers Rd ❶. The Mathews community is the lowest priority for growth in the Pike Road's Planning Jurisdiction. If development is proposed at the crossroads, it should complement the historic character of the center. Surrounding areas should be limited to agricultural and residential on very large parcels.

LEGEND

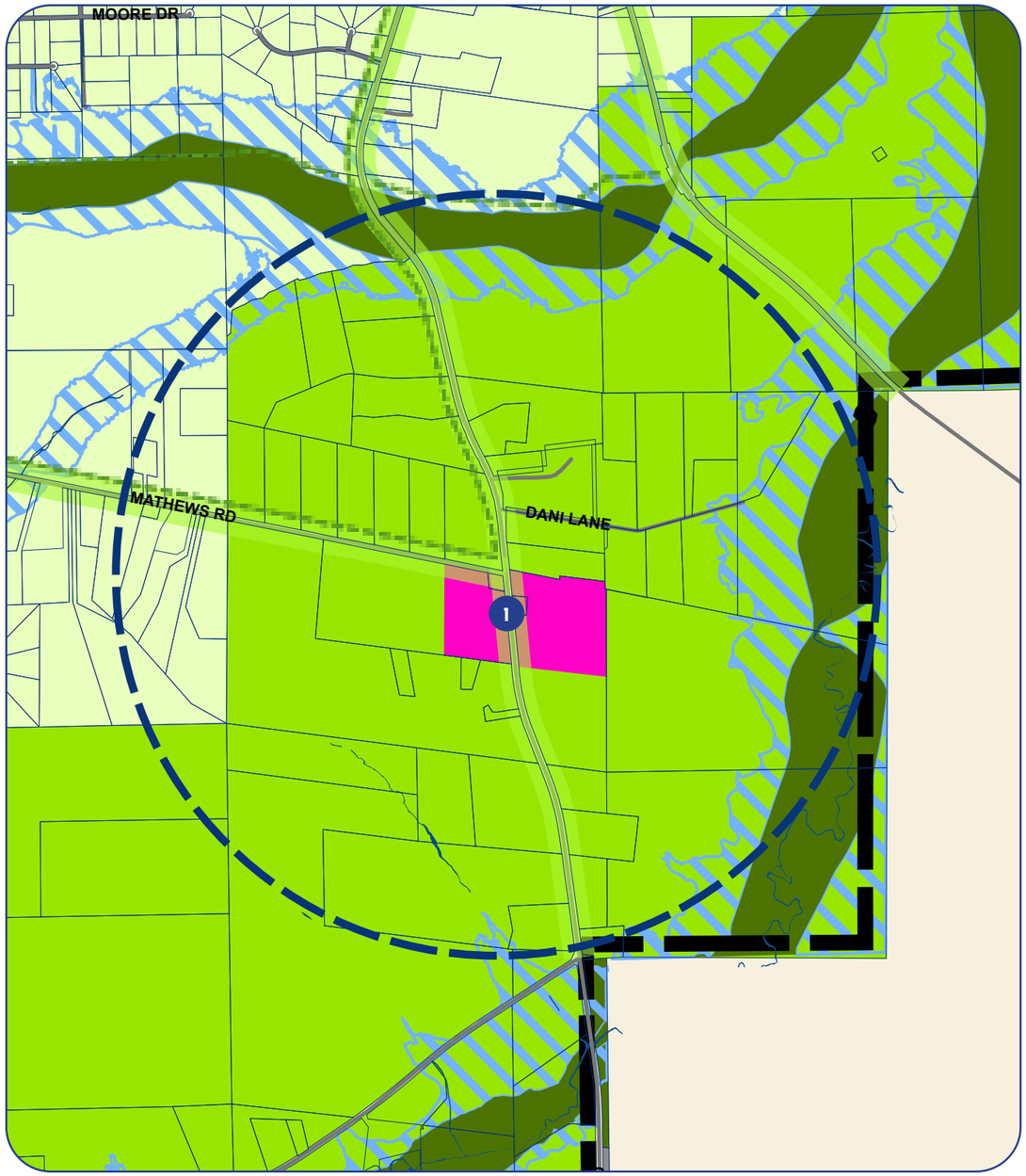
- Future Connections
- Planned Trails
- 100 Year Floodplain
- Centers (1 mile radius)

FUTURE LAND USE POLICY

- Town Center
- Corridor Commercial
- Interchange Commercial
- Neighborhood Commercial
- Community Crossroads
- Office Concentration
- Industrial-Office
- Mixed-Use Neighborhood
- Suburban Residential-High
- Suburban Residential-Medium
- Suburban Residential-Low
- Rural Residential
- Rural
- Civic-Institutional
- Open Space-Civic
- Open Space-Natural (Floodway)

FRONTAGE POLICY

- Buffer
- Commercial
- Mixed



MATHEWS
FUTURE LAND USE AND CHARACTER

AREA PLAN:
HISTORIC TOWN CENTER

Growth Tier: 1

This area is the historic center of Pike Road. The historic Pike Road School (1) is now the Intermediate School for Pike Road's school system. This area is emerging as an important cultural and institutional center for the Town. The new Pike Road High School (2) is under construction on area's eastern edge. The Arts District (3) is also near the new high school site and is being expanded with the relocation and renovation of the McFadden house and a new performance and multi-purpose building. A new roundabout and reconfiguration underway (4) will align Meriwether Rd., Wallahatchie Rd., and Pike Rd. The area around this new intersection is envisioned as an important Town Center for the community that will also connect to the future extension of the Outer Loop. A planned SmartCode development (5) was annexed into the town east of Pike. Founders Station, Veterans Memorial Park, an inclusive playground, and ballfield (6) create a civic anchor on the west side of Pike. It is important that as this Town Center is developed it be interconnected, mixed-use, and pedestrian-friendly—a walkable center for the entire community. The center's character should reflect the rural character of the community while creating a modern destination for the Town.

Connectivity between all quadrants of the intersection (7) is important to disperse traffic and create multiple routes within this area that accommodate all modes of transportation. The Pike Road trail system (8) is planned to be extended from its current terminus to Wallahatchie Rd. connecting important destinations. The system's main trailhead should be located in this area.

LEGEND

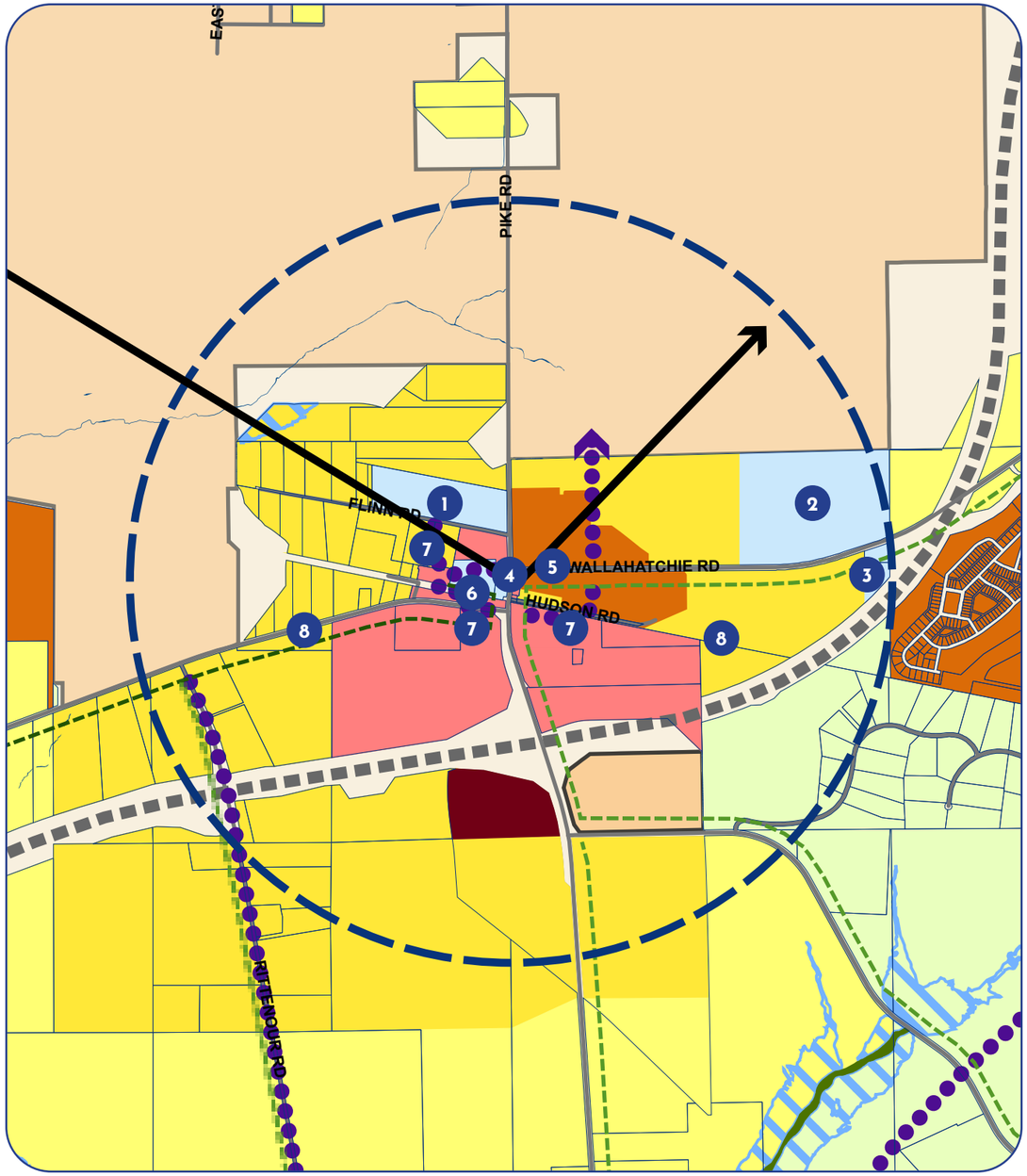
- Future Connections
- Planned Trails
- 100 Year Floodplain
- Centers (1 mile radius)

FUTURE LAND USE POLICY

- Town Center
- Corridor Commercial
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- Suburban Residential-Low
- Rural Residential
- Rural
- Civic-Institutional
- Open Space-Civic
- Open Space-Natural (Floodway)

FRONTAGE POLICY

- Buffer
- Commercial
- Mixed



HISTORIC TOWN CENTER
FUTURE LAND USE AND CHARACTER

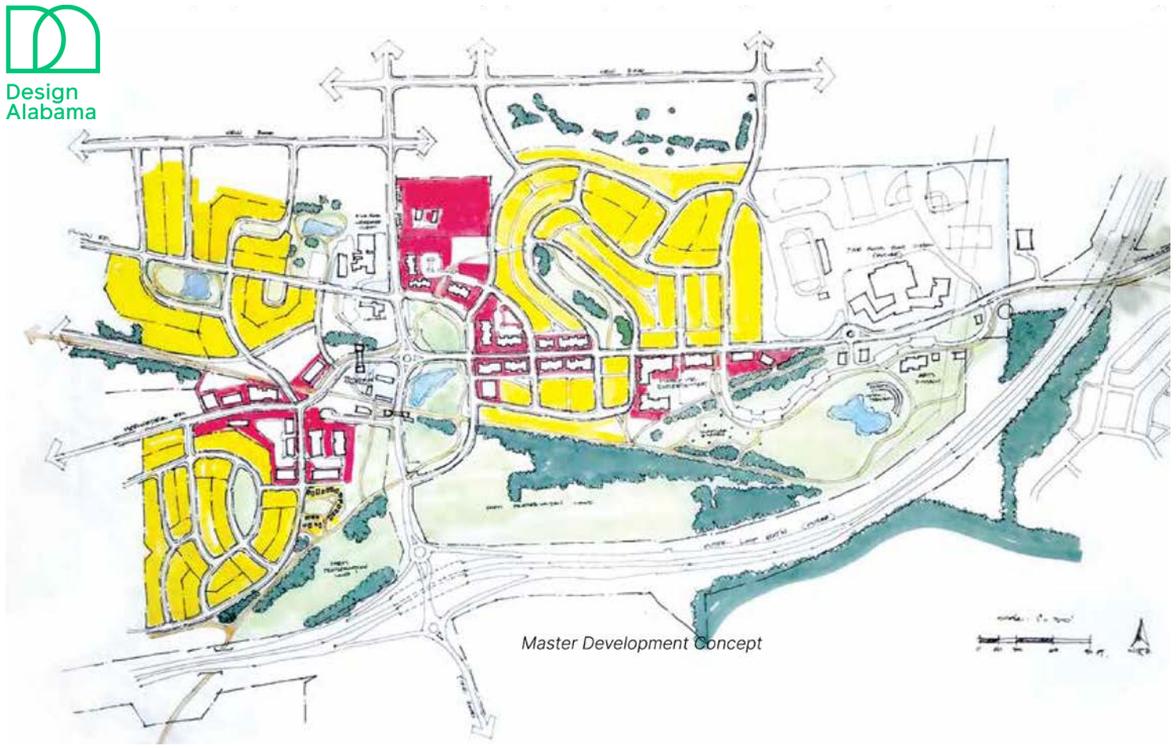
HISTORIC TOWN CENTER STUDIES

Pike Road's Historic Town Center has been studied as far back as 2005. PlaceMakers did a study of the intersection of Pike Road and Wallahatchie as part of their work in developing Pike Road's SmartCode and Sector Map (far right, top). In 2007, Common Ground (dba Third Coast Design Studio) considered the extension of Wallahatchie into the Founders Station property as part of a study for a new Town Hall and Cultural Center (far right, bottom).

The area has evolved since those earlier studies. Town Hall moved to Vaughn Road as part of an adaptive reuse project. The community meeting room at Founders Station was constructed along with the Veterans Park Memorial and Trailhead. Pike Road's first inclusive playground was recently completed on the site and plans are underway to install a roundabout at the intersection of Pike and Wallahatchie and realign Meriwether Road to improve the current offset intersection. Across from Founders Station a SmartCode project is being planned in conjunction with the new Pike Road High School under construction to the east.

All of the energy around the Historic Town Center is why the area was chosen as a point of focus for Design Alabama's DesignPlace initiative. The concepts developed by the DA team seek to connect the areas around Founders Station as part of a cohesive vision for the area's evolution into a long planned Town Center. The concept illustrates a balance between compact, mixed-use, pedestrian-friendly development that transitions to lower intensity development and seeks to preserve the surrounding rural character beyond.

Design Alabama





Design Alabama





PIKE ROAD TOWN HALL & CULTURAL CENTER
SCALE: 1:100
08.05.07

AREA PLAN:
TROTMAN / ROLLING HILLS

Growth Tier: 1

This area straddles Trotman Rd. between Catoma Creek and Woodley Rd. The area consists of an established neighborhood, large-lot residential, and agricultural land. The Town's largest park is located in this area as well ❶, which includes the Pike Road Agricultural, Recreation and Performing Arts Center. The Pike Road Tennis and Pickleball Complex ❷ is located on the south side of Trotman Rd. adjacent to the Cottonwood Golf Course. A future Town Center ❸ is envisioned west of the Ag Center and golf course that should be a well-planned, mixed-use, pedestrian-friendly center that serves the surrounding neighborhoods. The balance of the area should be developed with residential uses in a lower intensity or rural pattern.

The future Outer Loop ❹ will run parallel and north of Trotman Rd. The Pike Road Trail System should be extended along Trotman Rd. ❺ and connected to a natural trail system in the Catoma Creek reserve to the east.

LEGEND

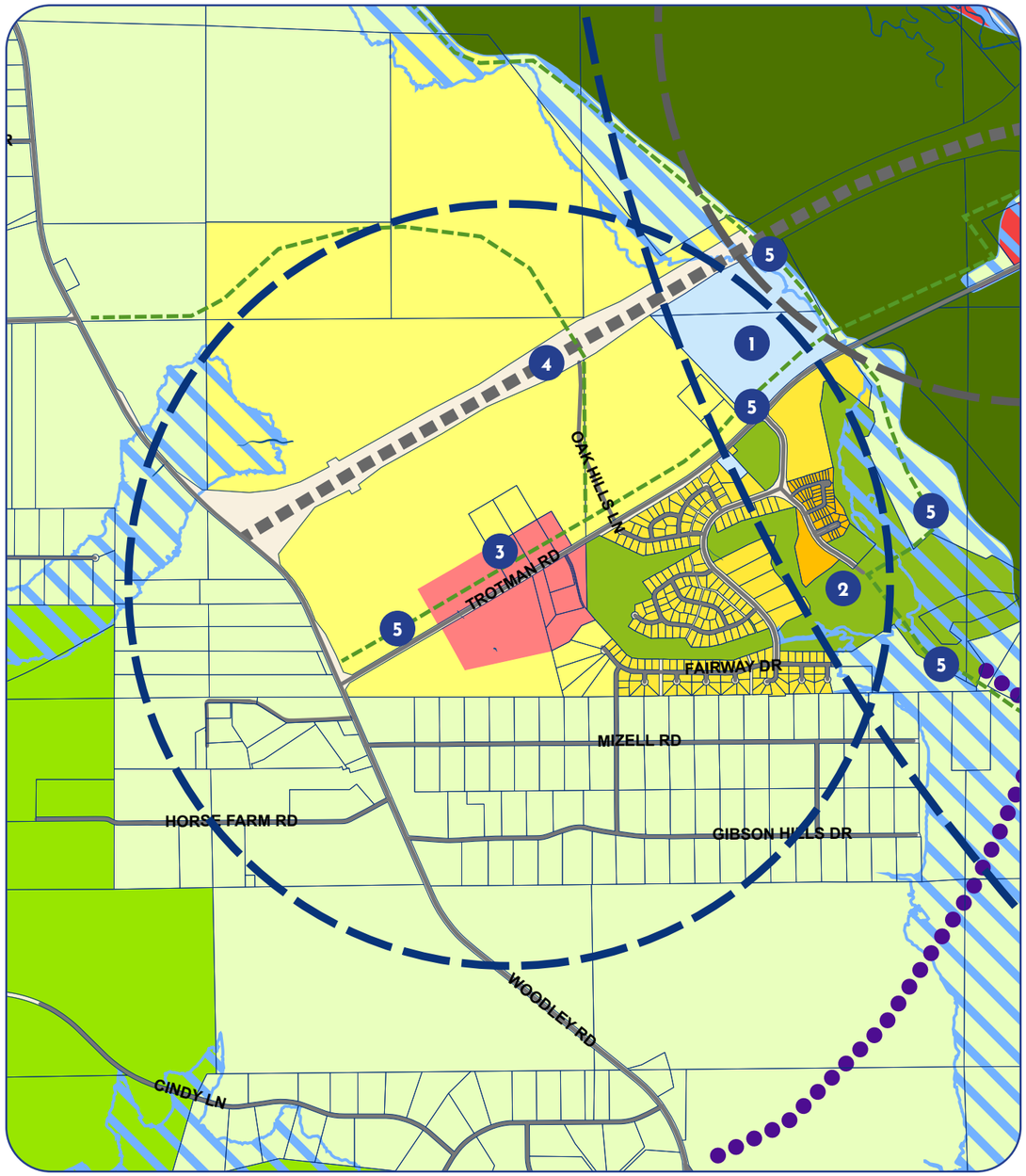
- Future Connections
- Planned Trails
- 100 Year Floodplain
- Centers (1 mile radius)

FUTURE LAND USE POLICY

- Town Center
- Corridor Commercial
- Interchange Commercial
- Neighborhood Commercial
- Community Crossroads
- Office Concentration
- Industrial-Office
- Mixed-Use Neighborhood
- Suburban Residential-High
- Suburban Residential-Medium
- Suburban Residential-Low
- Rural Residential
- Rural
- Civic-Institutional
- Open Space-Civic
- Open Space-Natural (Floodway)

FRONTAGE POLICY

- Buffer
- Commercial
- Mixed



TROTMAN / ROLLING HILLS
FUTURE LAND USE AND CHARACTER

AREA PLAN:
CARTER HILL - HWY 231

Growth Tier: 1 and 2

This area is centered in a bend of Troy Hwy. (Hwy. 231) as it turns due south ❶. The area is largely agricultural and undeveloped land with significant flood hazard constraints east of Hwy. 231, yet still creates a future Town Center opportunity ❷. Future development will primarily occur west of Hwy. 231, but it is important to plan for commercial and residential uses that will front the highway. The design of new development in this area and along the Troy Hwy corridor is important to the visual appeal of this major highway through the Town of Pike Road.

As this area develops, proposed development should incorporate an east-west regional connection ❸, which would also include an expansion of the Pike Road Trail System ❹.

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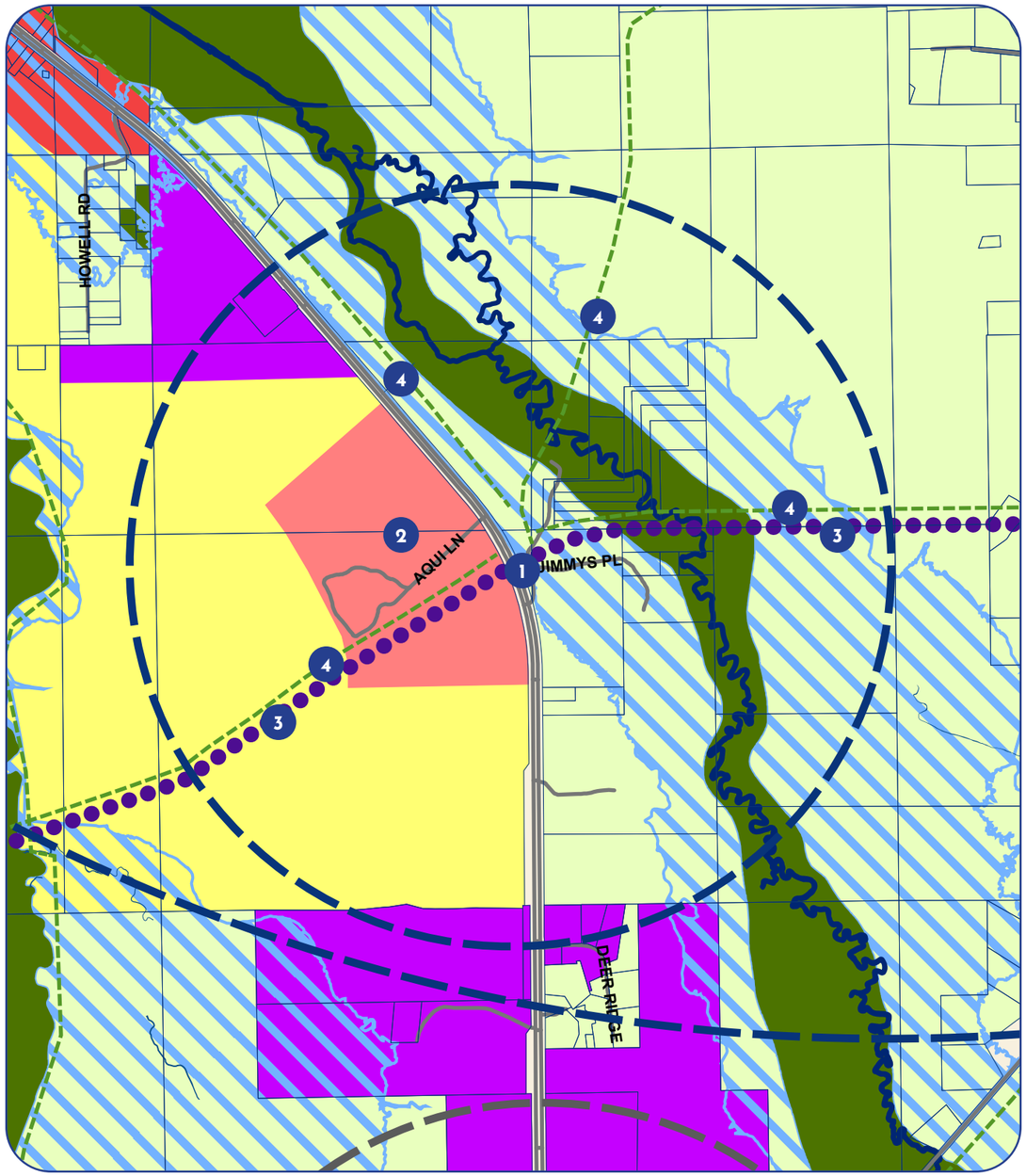
- Future Connections
- Planned Trails
- 100 Year Floodplain
- Centers (1 mile radius)

FUTURE LAND USE POLICY

- Town Center
- Corridor Commercial
- Interchange Commercial
- Neighborhood Commercial
- Community Crossroads
- Office Concentration
- Industrial-Office
- Mixed-Use Neighborhood
- Suburban Residential-High
- Suburban Residential-Medium
- Suburban Residential-Low
- Rural Residential
- Rural
- Civic-Institutional
- Open Space-Civic
- Open Space-Natural (Floodway)

FRONTAGE POLICY

- Buffer
- Commercial
- Mixed



CARTER HILL - HWY 231
FUTURE LAND USE AND CHARACTER

AREA PLAN:
HWY 231 NORTHERN GATEWAY

Growth Tier: 1

This area straddles Troy Hwy. (Hwy. 231) between the Meriwether Rd. and Trotman Rd. intersections. This stretch of Hwy. 231 is envisioned as a northern gateway to Pike Road with an economic opportunity for an aesthetically pleasing corridor that includes commercial and other uses. A popular farm market and restaurant ❶ is located at the Meriwether intersection and creates a precedent for additional development fronting Hwy. 231. Careful planning and signage can direct visitors to the Historic Town Center east at the terminus of Meriwether. Likewise, well-planned development near the intersection of Trotman Rd. ❷ can direct visitors to the Pike Road Agricultural, Recreation, and Performing Arts Center.

The Outer Loop ❸ is planned to traverse this area between Meriwether and Trotman with an interchange at Hwy. 231. The intersection of these two major roads creates great economic opportunity for the Town. The Pike Road trail system ❹ is planned to be extended from the trailhead on Meriwether west to Hwy. 231. The trail system could also be extended into the Catoma Creek natural area and become another recreation destination ❺.

LEGEND

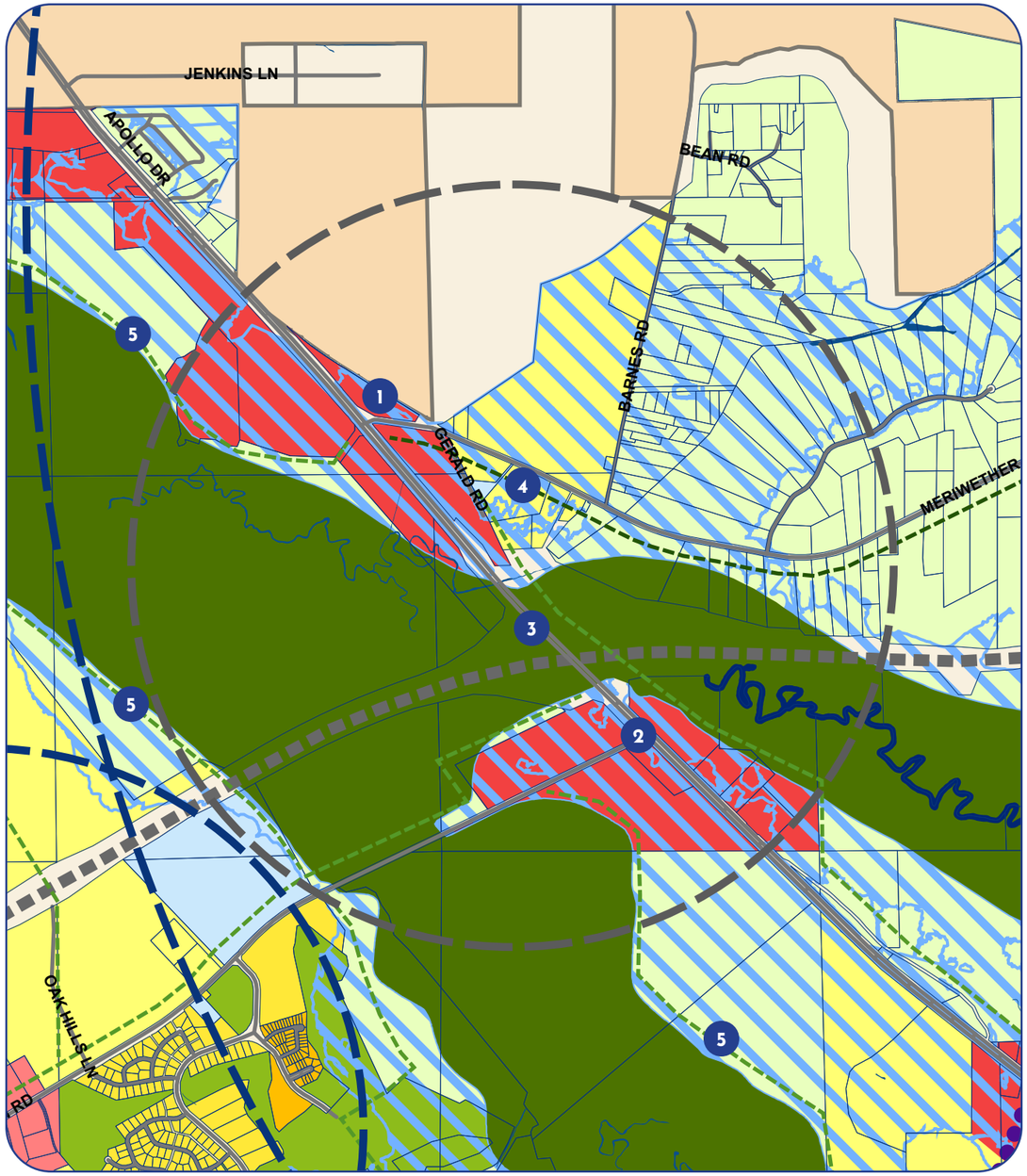
- Future Connections
- Planned Trails
- 100 Year Floodplain
- Centers (1 mile radius)

FUTURE LAND USE POLICY

- Town Center
- Corridor Commercial
- Interchange Commercial
- Neighborhood Commercial
- Community Crossroads
- Office Concentration
- Industrial-Office
- Mixed-Use Neighborhood
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- Suburban Residential-Low
- Rural Residential
- Rural
- Civic-Institutional
- Open Space-Civic
- Open Space-Natural (Floodway)

FRONTAGE POLICY

- Buffer
- Commercial
- Mixed



HWY 231 NORTHERN GATEWAY
FUTURE LAND USE AND CHARACTER

AREA PLAN:
HWY 231 SOUTH GATEWAY

Growth Tier: 1 and 3

This area is centered at the intersection of Troy Hwy. (Hwy. 231) and Carter Hill Road/Hwy. 82. The area is largely agricultural with a small commercial node at the intersection and industrial uses to the north. This area is envisioned as a southern gateway to Pike Road along the Hwy. 231 corridor. An emerging industrial center (1) with existing uses and Pike Road's first economic development park takes advantage of this important transportation corridor. Well-planned light industrial development can help create an economic hub that will serve current and future generations in the Pike Road community. Beyond the corridor the area is expected to remain rural for the foreseeable future.

Aesthetic improvements to Hwy. 231 can help preserve the corridor's rural character. The Pike Road trail system (2) is planned to eventually extend to this center and connect it to other centers in the community.

LEGEND

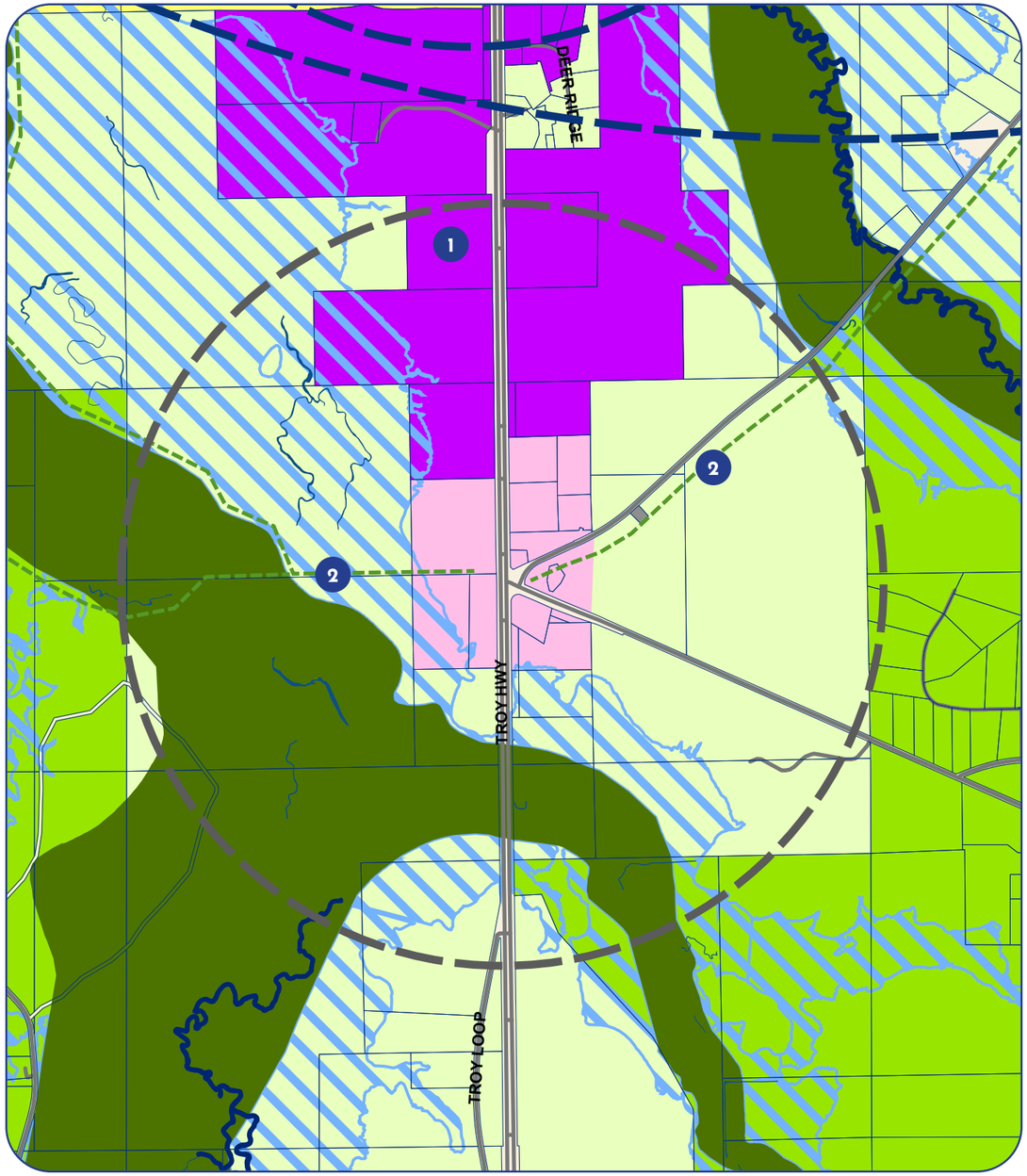
- Future Connections
- Planned Trails
- 100 Year Floodplain
- Centers (1 mile radius)

FUTURE LAND USE POLICY

- Town Center
- Corridor Commercial
- Interchange Commercial
- Neighborhood Commercial
- Community Crossroads
- Office Concentration
- Industrial-Office
- Mixed-Use Neighborhood
- Suburban Residential-High
- Suburban Residential-Medium
- Suburban Residential-Low
- Rural Residential
- Rural
- Civic-Institutional
- Open Space-Civic
- Open Space-Natural (Floodway)

FRONTAGE POLICY

- Buffer
- Commercial
- Mixed



HWY 231 SOUTH GATEWAY
FUTURE LAND USE AND CHARACTER

FUTURE LAND USE & CHARACTER POLICY DESCRIPTIONS

The Future Land Use Policy and Character Descriptions are the core elements of this section. The descriptions include guidance on future land uses, intensities, and overall character. They also include suggested development strategies that will help guide future development in matching the community's vision. The following illustrates each policy and character area.

TOWN CENTER

Town Center policy (TC) is applied to areas intended to serve as focal points for several neighborhoods. Typically, Town Centers are located at existing or new crossroads, and they contain a concentration of activities easily accessible by pedestrians and cyclists, as well as automobiles.



Key Characteristics

Site and Building Character

- Design sites to preserve natural features (mature stands of trees, waterbodies, natural drainage patterns, etc.).
- TC areas include a relatively high-density mixture of uses to serve a regional market area.
- Vertically mixed-use buildings are encouraged.
- A horizontal mix of uses should be master planned to resemble a single cohesive development.
- Buildings should be built close to sidewalks along internal streets and/or driveways
- The ground level of buildings with retail uses facing streets and/or driveways should have shopfronts with glazing.
- Street-facing building facades (including large footprint uses) should be articulated to reduce the mass of the building/use.
- Buildings are generally no greater than four stories and include a transition in height where adjacent to residential uses with 2 stories or less.
- Parking lots between existing major streets and buildings should be limited to a single double-loaded aisle.
- Large parking lots should be located behind buildings.
- Squares, greens, parks and other open spaces should be integral to the development.
- TC development includes landscaping to offset impervious surfaces and screen elements such as parking, loading, and refuse areas from adjacent streets and development.
- TC development should include necessary buffering and/or use transitions from adjacent neighborhoods.

Mobility and Access

- Design TC areas with an interconnected network of streets and/or driveways.
- Design TC areas with an emphasis on pedestrians including strong, walkable connections between different uses.
- Enhance the pedestrian-friendly environment, by adding sidewalks, street trees, and creating other pedestrian-friendly trail/bike routes linking to neighboring communities and major destinations, such as libraries, neighborhood centers, health facilities, commercial developments, parks, schools, etc.

Primary Land Uses

- General retail/dining/entertainment
- Service commercial
- Professional office
- Higher-density residential

Secondary Land Uses

- Civic/institutional
- Open space

Zoning Districts to Implement TC Policy:

- SmartCode (See pp. D.67-D.80)
- TC (Town Center)

CORRIDOR CENTER

Corridor Commercial policy (CC) is applied to areas that link centers to neighborhoods and the community beyond. They should accommodate uses that provide routinely needed goods and services. Corridor Commercial is intended to allow auto-accommodating commercial development while encouraging walking and bicycling.



Source: Google Earth

Key Characteristics

Site and Building Character

- Design sites to preserve natural features (mature stands of trees, waterbodies, natural drainage patterns, etc.).
- CC development should be master planned as a single cohesive development.
- Buildings facing major streets have a consistent setback.
- The ground level of buildings with retail uses facing streets and/or driveways should have shop-fronts with glazing.
- Street-facing building facades should be articulated to reduce the mass of the building/use.
- Buildings are generally no greater than two stories.
- Building elements such as drive-throughs and gas pump canopies are located to the side or rear of buildings.
- Parking lots between existing major streets and buildings should be limited to a single double-loaded aisle.
- Large parking lots should be located behind or beside buildings.
- CC development includes landscaping to offset impervious surfaces and screen elements such as parking, loading, and refuse areas from adjacent streets and development.
- CC development should include necessary buffering or transitions from adjacent neighborhoods.

Mobility and Access

- Traditional, disconnected strip commercial development is discouraged within these areas. Instead, developments should be designed to provide greater connectivity within and to adjacent developments.
- Access to CC development aligns with access points to development across a street where practical.
- Access points should be limited to the narrowest width possible.
- Pedestrian access between developments and individual uses as well as connections to the public sidewalk network should be a priority. If no public sidewalk exists, the development should include sidewalks along fronting streets.

Primary Land Uses

- General retail/dining/entertainment
- Service commercial
- Professional office

Secondary Land Uses

- Civic/institutional
- Open space

Zoning Districts to Implement CC Policy:

B-2 (General Business District)

INTERCHANGE COMMERCIAL

Interchange Commercial policy (IC) is applied to areas intended to serve motorists traveling along the interstate. Appropriate land uses within this area include gas stations, restaurants, hotels, etc.



Source: Google Earth

Key Characteristics

Site and Building Character

- Design sites to preserve natural features (mature stands of trees, waterbodies, natural drainage patterns, etc.).
- IC development should be master planned as a single cohesive development.
- Buildings facing major streets have a consistent setback.
- The ground level of buildings with retail uses facing streets and/or driveways should have shop-fronts with glazing.
- Street-facing building facades should be articulated to reduce the mass of the building/use.
- Buildings are generally no greater than four stories and include a transition in height where adjacent to residential uses with 2 stories or less.
- Parking lots between existing major streets and buildings should be limited to a single double-loaded aisle.
- Large parking lots should be located behind or beside buildings.
- IC development includes landscaping to offset impervious surfaces and screen elements such as parking, loading, and refuse areas from adjacent streets and development.
- IC development should include necessary buffering or transitions from adjacent neighborhoods.

Mobility and Access

- IC developments should be designed to provide greater connectivity within and to adjacent developments.
- Access to IC development aligns with access points to development across a street where practical.
- Access points should be limited to the narrowest width possible.
- Pedestrian access between developments and individual uses as well as connections to the public sidewalk network should be a priority. If no public sidewalk exists, the development should include sidewalks along fronting streets.

Primary Land Uses

- General retail/dining/entertainment
- Service commercial
- Professional office

Secondary Land Uses

- Civic/institutional
- Open space

Zoning Districts to Implement IC Policy:

- B-2 (General Business District)
- O-I (Office and Institutional)

NEIGHBORHOOD COMMERCIAL

Neighborhood Commercial policy (NC) is applied to areas that are intended for commercial uses that serve immediately adjacent neighborhoods. These areas are generally located at the intersection of important streets and contain a range of retail and personal service uses, but in a more confined manner than Corridor Commercial areas. While these areas include auto-accommodating commercial development, the intent is to encourage walking and bicycling to and within the development.



Source: Google Earth

Key Characteristics

Site and Building Character

- Design sites to preserve natural features (mature stands of trees, waterbodies, natural drainage patterns, etc.).
- Buildings facing major streets have a consistent setback.
- The ground level of buildings with retail uses facing streets and/or driveways should have shopfronts with glazing.
- Street-facing building facades should be articulated to reduce the mass of the building/use.
- Buildings are generally one story, but some vertically mixed-use buildings may taller (no more than two or three stories).
- Building elements such as drive-throughs and gas pump canopies are located to the side or rear of buildings.
- Parking lots between existing major streets and buildings should be limited to a single double-loaded aisle.
- NC development includes landscaping to offset impervious surfaces and screen elements such as parking, loading, and refuse areas from adjacent streets and development.
- NC development should include necessary buffering from adjacent neighborhoods.

Mobility and Access

- Traditional, disconnected strip commercial development is discouraged within these areas. Instead, developments should be designed to provide greater connectivity within and to adjacent developments.
- Access to NC development aligns with access points to development across a street where practical.
- Access points should be limited to the narrowest width possible.
- Pedestrian access between developments and individual uses as well as connections to the public sidewalk network should be a priority. If no public sidewalk exists, the development should include sidewalks along fronting streets.

Primary Land Uses

- Limited retail/dining/entertainment
- Limited service commercial
- Professional office

Secondary Land Uses

- Civic/institutional
- Open space
- Limited residential (would require updates to development regulations to allow)

Zoning Districts to Implement NC Policy:

B-1 (Neighborhood Business District)

COMMUNITY CROSSROADS

Community Crossroads policy (CX) is applied to clusters of existing and potential commercial or mixed-use buildings that are located at or near an intersection that has served as an important crossroads within the community. The post offices, groceries, convenience, and hardware stores have largely moved out of these historic small commercial clusters, leaving behind a need to occupy them creatively. These community crossroads also have the potential to be focal points for heritage tourism.



Source: Google Earth

Key Characteristics

Site and Building Character

- Design sites to preserve natural features (mature stands of trees, waterbodies, natural drainage patterns, etc.) and historic structures.
- New buildings facing major streets have a consistent setback.
- The ground level of buildings with retail uses facing streets and/or driveways should have shop-fronts with glazing.
- New buildings should complement existing historic structures in form and massing.
- Buildings are generally no greater than two stories.
- Building elements such as drive-throughs and gas pump canopies are located to the rear of buildings.
- Parking lots between existing major streets and buildings should be limited to a single double-loaded aisle.
- CX development includes landscaping to offset impervious surfaces and screen elements such as parking, loading, and refuse areas from adjacent streets and development.
- CX development should include necessary buffering from adjacent neighborhoods.

Mobility and Access

- Traditional, disconnected strip commercial development is discouraged within these areas. Instead, developments should be designed to provide greater connectivity within and to adjacent development.
- Access points should be limited to the narrowest width possible.
- Pedestrian access between developments and individual uses as well as connections to the public sidewalk network should be a priority. If no public sidewalk exists, the development should include sidewalks along fronting streets.

Primary Land Uses

- Limited retail/dining/entertainment
- Limited service commercial
- Small professional offices

Secondary Land Uses

- Medium-intensity residential (would require updates to development regulations to allow)
- Civic/institutional
- Open space

Zoning Districts to Implement CX Policy:

- SmartCode (see pp. D.67-D.80)
- Neighborhood Business (B-1)
- Historic Overlay District (HD)

OFFICE CONCENTRATION

Office Concentration (OC) areas are intended to support large numbers of employment uses and will take different forms based upon the use and the intensity of the use. OC areas could include such uses as: educational campuses, business parks, office parks, or expo centers. These areas are most suitably located near but just off major streets and highways.



Key Characteristics

Site and Building Character

- Design sites to preserve natural features (mature stands of trees, waterbodies, natural drainage patterns, etc.).
- OC development should be master planned as a single cohesive development.
- Buildings located internal to OC development are situated in a "campus-like" arrangement.
- Buildings facing major streets have a consistent setback.
- The ground level of buildings with retail uses facing streets and/or driveways should have shop-fronts with glazing.
- Street-facing building facades should be articulated to reduce the mass of the building/use.
- Buildings are generally no greater than two stories.
- Building elements such as drive-throughs and gas pump canopies are located to the side or rear of buildings.
- Parking lots between existing major streets and buildings should be limited to a single double-loaded aisle.
- Large parking lots should be located behind or beside buildings.
- OC development includes landscaping to offset impervious surfaces and screen elements such as parking, loading, and refuse areas from adjacent streets and development.
- OC development should include necessary buffering or transitions from adjacent neighborhoods.

Mobility and Access

- OC developments should be designed to provide greater connectivity within and to adjacent developments.
- Access to OC development aligns with access points to development across a street where practical.
- Access points should be limited to the narrowest width possible.
- Pedestrian access between developments and individual uses as well as connections to the public sidewalk network should be a priority. If no public sidewalk exists, the development should include sidewalks along fronting streets.

Primary Land Uses

- Professional office
- Civic/Institutional

Secondary Land Uses

- Limited retail/dining
- Residential associated with the campus
- Open space

Appropriate Zoning Districts to Implement O-C Policy:

O-I (Office and Institutional)

INDUSTRIAL-OFFICE

Industrial (I-O) areas are dominated by one or more activities that are industrial and, possibly, office use in nature. Open space areas are appropriate as a support activity for workers and/ or patrons of industrial activities and office uses and for transition and buffering. These areas are most suitably located near but just off major streets and highways.



Key Characteristics

Site and Building Character

- Design sites to preserve natural features (mature stands of trees, waterbodies, natural drainage patterns, etc.).
- I-O development should be master planned as a single cohesive development.
- Buildings facing major streets have a consistent setback.
- The ground level of buildings with retail uses facing streets and/or driveways should have shop-fronts with glazing.
- Street-facing building facades should be articulated to reduce the mass of the building/use.
- Buildings are generally no greater than two stories.
- Building elements such as drive-throughs and gas pump canopies are located to the side or rear of buildings.
- Parking lots between existing major streets and buildings should be limited to a single double-loaded aisle.
- Large parking lots should be located behind or beside buildings.
- I-O development includes landscaping to offset impervious surfaces and screen elements such as parking, loading, and refuse areas from adjacent streets and development.
- IN development should include necessary buffering or transitions from adjacent neighborhoods.

Mobility and Access

- I-O developments should be designed to provide greater connectivity within and to adjacent developments.
- Access to I-O development aligns with access points to development across a street where practical.
- Pedestrian access between developments and individual uses should be a priority.

Primary Land Uses

- Non-hazardous manufacturing, storage and distribution centers
- Mixed business parks containing compatible industrial and non-industrial uses
- Service commercial

Secondary Land Uses

- Limited retail/dining/entertainment for the convenience of employees and visitors
- Civic/institutional
- Open space

Appropriate Zoning Districts to Implement IN Policy:

- I (Industrial)
- O-I (Office and Institutional)

SUBURBAN RESIDENTIAL-HIGH

Suburban Residential-High (SR-H) areas are intended for existing and future residential developments characterized by densities of up to 12 dwelling units per acre. These areas should have direct or good indirect access to major streets. Application of SR-H policy to provide opportunities for growth should always be in areas that are adjacent to existing development and are in the path of urban expansion and the extension of support services, particularly sewers and major transportation facilities.



Source: Google Earth

Key Characteristics

Site and Building Character

- Areas designated SR-H should be close to centers of commercial activity, employment centers, and along major streets.
- Design sites to preserve natural features (mature stands of trees, waterbodies, natural drainage patterns, etc.).
- A variety of housing types are appropriate and encouraged in SR-H areas.
- Development at the upper end of the density range is appropriate at locations close to non-residential policy areas providing commercial services or employment opportunities.
- SR-H development should be master planned as a single cohesive development.
- Buildings facing major streets have a consistent setback.
- Street-facing building facades should be articulated to reduce the mass of the building/use.
- Buildings are generally no greater than three stories.
- Buildings should be compatible with architectural styles that maintain the regional character.
- There should be no parking lots between existing major streets and buildings.
- Parking lots should be located behind or beside buildings.
- Garages that face a street or driveway are recessed from the front facade.
- Squares, greens, parks and other open spaces should be integral to the development.
- SR-H development includes landscaping to offset impervious surfaces and create necessary buffering or transitions from adjacent neighborhoods.

Mobility and Access

- Design SR-H areas with an interconnected network of streets and/or driveways.
- Primary access should not be through lower density areas.
- Pedestrian access within developments as well as connections to the public sidewalk network should be a priority. If no public sidewalk exists, the development should include sidewalks along fronting streets.

Primary Land Uses

- Higher intensity residential (multi-family, townhouses, two-family, single-family)

Secondary Land Uses

- Accessory dwellings
- Residential amenities
- Civic/Institutional
- Open space

Zoning Districts to Implement SR-H Policy:

- R5 (Residential Single-family-5,000 sf minimum lot area)
- RM (Residential Multi-Family)

SUBURBAN RESIDENTIAL-MEDIUM

Suburban Residential-Medium (SR-M) areas are intended for existing and future residential developments characterized by densities of 3 to 6 dwelling units per acre.





Key Characteristics

Site and Building Character

- Design sites to preserve natural features (mature stands of trees, waterbodies, natural drainage patterns, etc.).
- SR-M development includes a significant setback from major streets that includes landscaping and/or existing natural vegetation.
- A narrow range of housing types are appropriate and encouraged in SR-M areas.
- SR-M development should be master planned as a single cohesive development.
- The rears of buildings do not face major streets.
- Buildings are generally no greater than three stories.
- Buildings should be compatible with architectural styles that maintain the regional character.
- Garages that face a street are recessed from the front facade.
- Squares, greens, parks and other open spaces should be integral to the development.
- SR-M development includes street trees and landscaping within formal open space and other common areas.
- SR-M development should include necessary buffering from adjacent lower density neighborhoods.

Mobility and Access

- Generally, local streets provide SR-M areas with adequate capacity for internal circulation and access to major streets within the transportation system.
- Design SR-M areas with an interconnected network of streets.
- Design SR-M areas with multiple access points to major streets.
- New development within SR-M areas should be planned in such a manner so as to encourage connectivity between adjacent developments.
- Pedestrian access within developments and between developments as well as connections to the public sidewalk network should be a priority. If no public sidewalk exists, the development should include sidewalks along fronting streets.

Primary Land Uses

- Medium intensity residential (single-family, limited two-family)

Secondary Land Uses

- Accessory dwellings
- Residential amenities
- Civic/Institutional
- Open space

Appropriate Zoning Districts to Implement SR-M Policy:

- R15 (Residential single family-15,000 sf minimum lot area)
- R10 (Residential single family-10,000 sf minimum lot area)
- Planned Unit Development (PUD)

SUBURBAN RESIDENTIAL-LOW

Suburban Residential-Low policy (SR-L) is applied to areas that contain existing low-density residential development intended to remain or undeveloped areas that are intended to be developed in a pattern like nearby low-density residential development. Any new development or redevelopment within SR-L areas should be within a density range of 1-2 dwelling units per acre.





Key Characteristics

Site and Building Character

- Design sites to preserve natural features (mature stands of trees, waterbodies, natural drainage patterns, etc.).
- SR-L development includes a significant setback from major streets that includes landscaping and/or existing natural vegetation.
- SR-L development should be master planned as a single cohesive development.
- The rears of buildings do not face major streets.
- Buildings are generally no greater than three stories.
- Buildings should be compatible with architectural styles that maintain the regional character.
- Garages that face a street are recessed from the front facade.
- Squares, greens, parks and other open spaces should be integral to the development.
- SR-L development includes street trees and landscaping within formal open space and other common areas.
- SR-L development should include necessary buffering from adjacent lower density neighborhoods.

Mobility and Access

- Generally, local streets provide SR-L areas with adequate capacity for internal circulation and access to major streets within the transportation system.
- Design SR-L areas with an interconnected network of streets.
- Design SR-L areas with multiple access points to major streets.
- New development within SR-L areas should be planned in such a manner so as to encourage connectivity between adjacent developments.
- Pedestrian access within developments and between developments as well as connections to the public sidewalk network should be a priority. If no public sidewalk exists, the development should include sidewalks along fronting streets.

Primary Land Uses

- Lower intensity residential (single-family)

Secondary Land Uses

- Residential amenities
- Civic/Institutional
- Open space

Appropriate Zoning Districts to Implement SR-L Policy:

- R40 (Residential single family-40,000 sf min. lot area)
- R30 (Residential single family-30,000 sf min. lot area) with a Planned Unit Development (PUD)
- R20 (Residential single family-20,000 sf min. lot area) with a Planned Unit Development (PUD)

RURAL RESIDENTIAL

Rural Residential policy (RR) is applied to areas of existing lower density conventional suburban development that are intended to remain as such, or existing rural land that is envisioned to develop in the future with a similar character. Typically, residential development in these areas will have low pedestrian orientation and access, very large lots, open space, pastoral views and a high degree of building separation. New development or redevelopment within these areas should have a maximum density of 2 acres per dwelling unit.



Key Characteristics

Site and Building Character

- Design sites to preserve natural features (mature stands of trees, waterbodies, natural drainage patterns, etc.).
- The rears of buildings do not face major streets.
- Buildings are generally no greater than three stories.

Mobility and Access

- Design RR neighborhoods with an interconnected network of streets.
- Design RR neighborhoods with multiple access points to major streets.
- New development within RR areas should be planned in such a manner to encourage connectivity between adjacent developments.
- Streets in RR neighborhoods should have a rural cross section and informal landscaping.
- If located adjacent to the Pike Road trail system, RR neighborhoods should provide a connections to the trail.

Primary Land Uses

- Low intensity residential (single-family)

Secondary Land Uses

- Residential amenities
- Accessory agriculture
- Civic/Institutional

Appropriate Zoning Districts to Implement RR Policy:

- RE (Residential Estate-2 acre minimum lot area)

RURAL

Rural policy (R) is applied to areas generally suited for development but for which the community has made the choice that they should remain rural in character. The purpose for this policy category is to promote agricultural uses and preserve the rural atmosphere of Pike Road, while accommodating some new development. While agriculture is the preferred use in these areas, residential development with a maximum density of 5 acres per dwelling unit is also permitted.



Key Characteristics

Site and Building Character

- Design sites to preserve natural features (mature stands of trees, waterbodies, natural drainage patterns, etc.).
- Buildings are generally no greater than three stories.

Mobility and Access

- Design SR-L areas with an interconnected network of streets.
- Design SR-L areas with multiple access points to major streets.
- New development within SR-L areas should be planned in such a manner to encourage connectivity between adjacent developments.

Primary Land Uses

- Agriculture
- Low intensity residential (single-family, including mobile homes)

Secondary Land Uses

- Civic/Institutional

Appropriate Zoning Districts to Implement R Policy:

AG (Agricultural-5 acre minimum lot area)

CIVIC - INSTITUTIONAL

Civic-Institutional (C-I) areas illustrate general locations designated for civic uses. This category includes various public facilities including schools, libraries, and public service uses. The Town should work with developers to dedicate and/or incorporate usable public open spaces and other civic sites into developments where key civic sites are envisioned.



Key Characteristics

Site and Building Character

- Prioritize the location of OS-C areas at or near identified Town Center policy areas.
- Buildings are encouraged to incorporate unique designs.
- There should be limited parking between streets and buildings.
- Large parking lots should be located behind or beside buildings.

Mobility and Access

- Pedestrian and bicycle facilities connecting OS-C areas to other areas of the Town should be a priority.

Primary Land Uses

- Civic/Institutional

Secondary Land Uses

- Park amenities

Appropriate Zoning Districts to Implement C-I:

Any, accompanied by a conceptual master plan adopted through the appropriate Town process

OPEN SPACE - CIVIC

Open Space – Civic (OS-C) areas are natural or developed public and private lands and water areas that are utilized for active and passive recreation purposes. As growth continues to occur, it is essential to balance it with preserving and creating quality open spaces within the Town. Proposals in OS-C areas should be limited to recreational or other civic activities that provide services to the neighborhood and community. The Town should work with developers to dedicate and/or incorporate usable public open spaces and other civic sites into developments.





Key Characteristics

Site and Building Character

- Prioritize the location of OS-C areas at or near identified Town Center policy areas.

Mobility and Access

- Pedestrian/bicycle facilities connecting OS-C areas to other Town areas should be a priority.

Primary Land Uses

- Recreational
- Civic/Institutional

Secondary Land Uses

- Park amenities

Zoning Districts to Implement OS-C Policy:

Any, accompanied by a conceptual master plan adopted through the appropriate Town process

OPEN SPACE - NATURAL

Open Space-Natural policy (OS-N) is applied to areas that are mostly undeveloped. These areas may be undeveloped because they contain a significant presence of wetlands, floodplains, unstable soils or other environmental features that are constraints to development. Due to such constraints, these areas are intended to be rural in character, with little to no development.





Key Characteristics

Site and Building Character

- Limit development in these areas to agricultural or recreational buildings.

Mobility and Access

- Limit mobility in these areas to pedestrian and bicycle facilities and access to pervious parking areas
- Provide access from park and recreational areas to the public sidewalk/trail network.

Primary Land Uses

- Agricultural
- Recreational
- Open space

Secondary Land Uses

- Park amenities

Zoning Districts to Implement OS-N Policy:

- AG (Agricultural)

MIXED-USE NEIGHBORHOOD

Mixed-Use Neighborhood (MUN) areas are locations within the Pike Road community that are completed, under construction, or approved as development under the Town's SmartCode and are intended to remain as such. For more information on this development option, refer to section **2. SmartCode Plan** beginning on p. D.67 of this Plan.

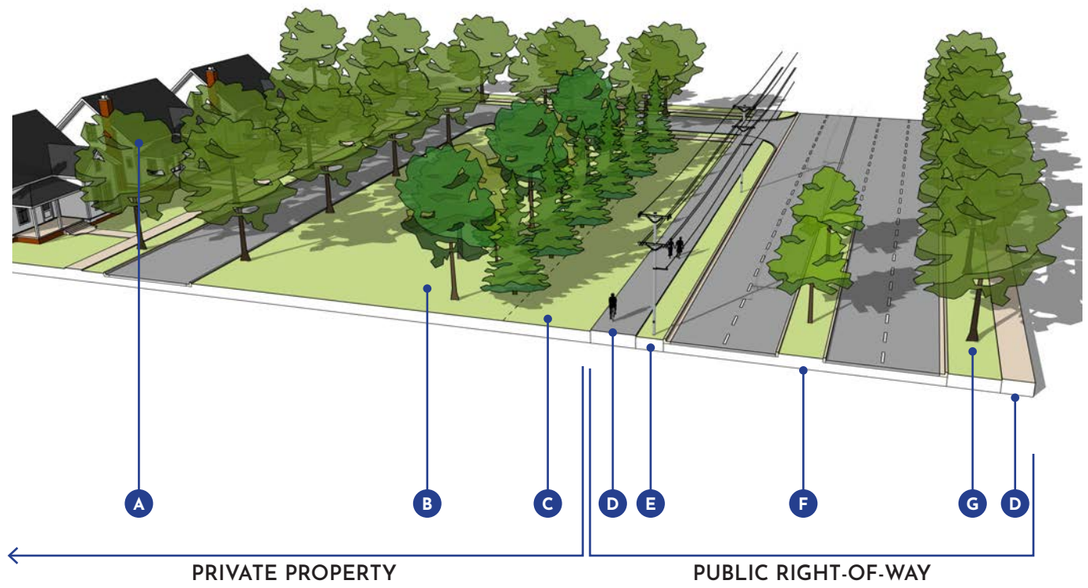


Norton Commons is a Traditional Neighborhood Development located near Louisville, KY and is a good example of a Mixed-Use Neighborhood that features compact, pedestrian-friendly, mixed-use development pattern. (Source: Google Earth)

FRONTAGE POLICY DESCRIPTIONS

The following pages describe the policies for development with frontage on key corridors as delineated on the Future Land Use and Character Plan. There are three basic Frontage Policy categories: Buffered, Commercial, and Mixed. These policies apply to the portion of the development that fronts the corridor.

BUFFER FRONTAGE

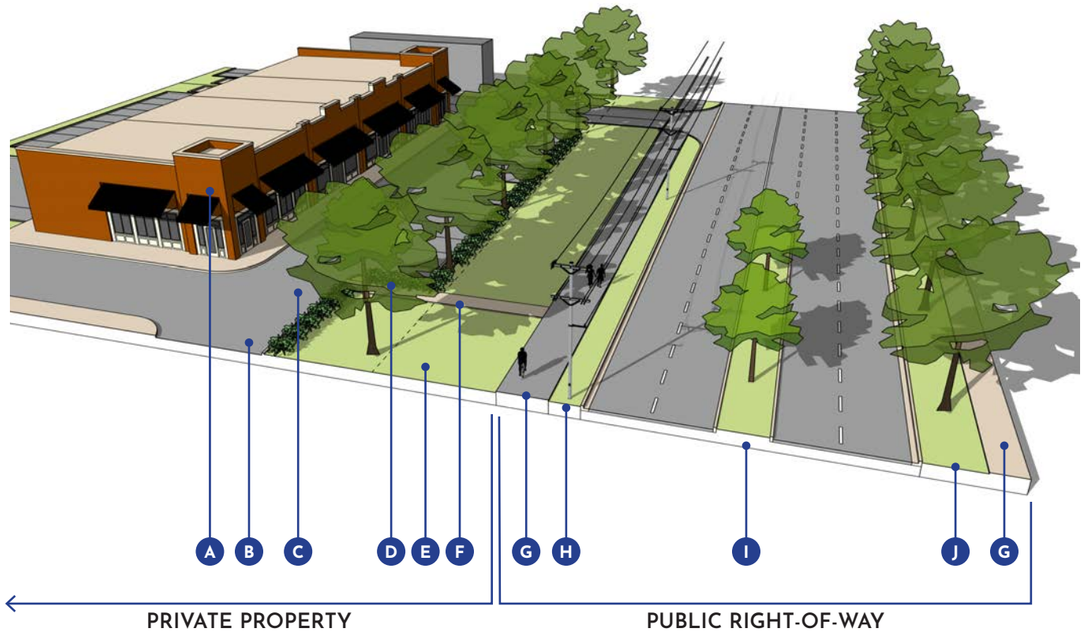


The purpose of this designation is to preserve the natural character of Pike Road's major corridors where residential development is expected to occur. Rural cross sections with swale drainage, overhead utilities, and utility easements on private property make it difficult to plant a consistent tree canopy along many roads. Some of these roads are not controlled by the Town at least along portions of their length. Additionally, unbuffered development can detract from the "green" character of major roads. As regulations are updated and proposed development is considered, it will be important for the Town to revisit its separation buffer requirements including optional landscape treatments to reduce the visual impact of development. In general, buildings should be set back from key corridors and behind an existing or landscaped buffer. Additionally buildings should not have their backs to the street.

Key

- **A** Buildings front street or buffer
- **B** Separation buffer with existing mature trees, landscaping, and/or landscaped berm
- **C** Utility easement (no trees)
- **D** Public pedestrian network
- **E** Overhead utility easement
- **F** Travelway
- **G** Street trees where no utilities are present

COMMERCIAL FRONTAGE



The purpose of this designation is to promote a consistent and aesthetic character, to the extent possible, along major corridors with commercial frontages. Pike Road consists of roadways that are less urban or even rural—some, of which, are not controlled by the Town. Additionally, there are often utility easements along the frontage of properties that limit landscaping opportunities. As regulations are updated and proposed development is considered, it will be important for the Town to consider how commercial frontages along major transportation corridors are designed so that buildings are aligned, parking between buildings and the corridor is limited, adequate landscaping (street trees and parking lot screening) is installed, and pedestrian connections between development and corridors is provided.

Key

- **A** Buildings generally align
- **B** Cross access between parcels
- **C** Limited parking between building and street
- **D** Landscape screening including trees
- **E** Utility easement (no trees)
- **F** Connection to public pedestrian network
- **G** Public pedestrian network
- **H** Overhead utility easement
- **I** Travelway
- **J** Street trees where no utilities are present

MIXED FRONTAGE

This designation is intended to recognize locations along corridors that may have a mix of residential and commercial uses whether separate or part of the same development. In these situations, there may be commercial uses without parking between the building and the street, or residential uses where the character of the area is intended to change (a town center, for example) and a separation buffer is unnecessary. Such projects may require consideration on a case-by-case basis but key principles include: street-facing building facades should generally align; cross-access between buildings and development for pedestrians as well as vehicles is important; and landscaping including trees is between buildings and streets is critical.



Gateway Village in Franklin, TN features several different land uses along the same frontage with different treatments from limited, landscaped parking to natural buffers, but the buildings generally align and sites are well-connected. (Source: Google Earth)

DESIGN

Good design and layout of proposed development is crucial to implementing the future land use policies in this Plan. Each of the Policy Descriptions earlier in this section include Key Characteristics that relate to design. The following pages take a closer look at some of these characteristics using illustrative examples. The photos and illustrations are not intended to be replicated exactly or interpreted as the design standard for Pike Road. Pike Road is a community with unique context and conditions. This information should be used to guide developers in the design of their projects and Town officials as they review and consider approval of projects. Imperfection can often lead to a good results and contribute to a community's sense of place. The following design principles are organized by context: centers, corridors, neighborhoods, and buildings.

Centers

Centers are mixed-use hubs of activity and should be designed in a manner friendly to all users, whether they arrive on foot, bicycle, or automobile. For drivers, the "park once" concept reduces reliance on the automobile. Once on foot, the pedestrian experience should feel safe and enjoyable. Centers should:

- include a wide range of integrated uses ❶;
- provide multiple access points;
- be pedestrian-oriented;
- activate sidewalks in key locations with retail/restaurant/entertainment uses ❷;
- locate large footprint uses so as to not create pedestrian dead zones ❸;
- place large fields of parking to rear of buildings ❹; and
- feature usable civic open spaces for users ❺.



Berry Farms, TN (Source: Bing Maps, TomTom, Open Street Map, Vexcel Imagery)

Corridors

Corridors are often more auto-oriented because they typically carry a higher volume of traffic. Yet, auto-oriented corridors can still have a decent street presence, if designed properly. Development along corridors should:

- have street-facing facades that generally align ❶;
- provide cross-access between developments to reduce trips on the corridor ❷;
- have a pedestrian network that connects individual developments and provides connections to the public sidewalk/trail system ❸;
- Limit parking between the building and the street ❹; and
- Locate drive-throughs for commercial uses to the rear or sides of buildings ❺.



Carothers Pkwy. Franklin, TN (Source: Google Earth)

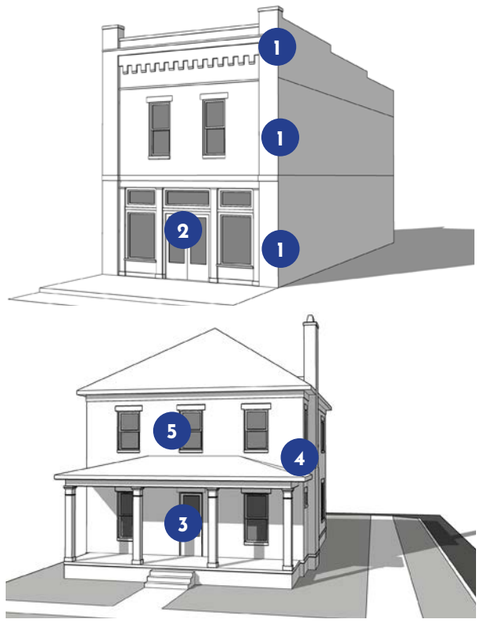


Carothers Pkwy, Franklin, TN (Source: Bing Maps, TomTom, Open Street Map, Vexcel Imagery)

Neighborhoods

Neighborhoods under conventional zoning tend to have a limited range of building types and lot sizes than Mixed-Use Neighborhoods. They are also more auto-dependent, but can be more pedestrian-friendly. Neighborhoods should:

- be laid out to respect the natural features of the site and avoid mass grading ❶;
- have multiple access points ❷;
- have an interconnected network of streets with limited dead-end streets ❸;
- be designed to connect to existing and future neighborhoods to reduce trips on adjacent major streets ❹;
- have an internal sidewalk network that connects to the regional sidewalk/trail network.
- feature a mix of usable open space and recreational amenities for residents ❺.



Buildings

Pike Road does not currently promote a specific architectural style, but it does have a history of simple, well-designed commercial buildings and a mix of traditional residential architecture that should serve as inspiration for new development. Commercial buildings should:

- have a massing of base, middle, and top ❶;
- feature shopfronts for ground floor retail/entertainment ❷; and
- utilize durable materials

Residential buildings should:

- have entries that face a street ❸;
- have articulation and windows on all street-facing facades ❹;
- have vertically-proportioned openings ❺; and
- de-emphasize garages by locating garages behind the front facade or behind buildings.

RECOMMENDATIONS

Do This Now

- Adopt the Comprehensive Plan as the Town's official land use policy and use it to guide municipal decisions on development proposals.
- Update the Town's Zoning Ordinance to improve usability and enable consistency with the Comprehensive Plan, including, but not limited to:
  - » Use standards;
  - » Bulk standards (setbacks, heights, etc.);
  - » Parking standards;
  - » Improve the Planned Unit Development (PUD) zoning option;
  - » Standards specific to unique building types (gas stations, big box retail, etc.);
  - » Improve building and site standards to reflect desired design character;
  - » Improve the landscape standards to address street frontage (buffers, landscaping, utilities, etc.);
  - » Revisit the buffering standards between developments;
  - » Revisit tree clearing/preservation/replacement and other environmental standards;
  - » Clarify requirements for traffic impact analysis and other necessary studies; and
  - » Revisit administrative procedures and processes.
- Update the Subdivision Regulations and Design and Construction Standards to compliment land use and development character policies.
- Consider consolidating all Development Regulations into a single unified ordinance.

Do This Within 5 Years

- Develop detailed area plans for Pike Road's Town Centers.
- Refine adequate infrastructure and amenities assessment to guide development review.

Do This Within 20 Years

- Review the land use policy periodically (ideally every 5-7 years).

THE PLAN

2. SmartCode Regional Plan

pp. D.70-D.73 Sector Map and Sectors
p. D.73 Community Unit Types
p. D.75 Design
p. D.80 Recommendations

INTRODUCTION

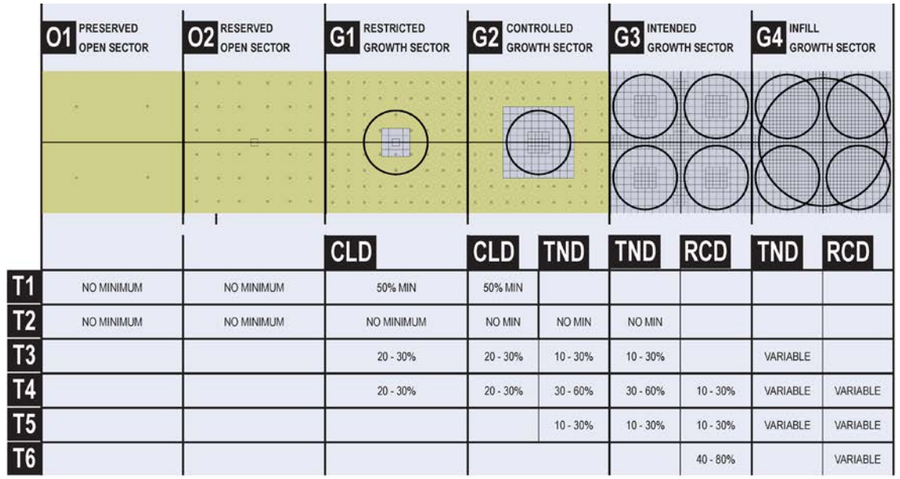
The Town of Pike Road provides the development community with two options for regulating the development of property: The conventional Zoning Code and The SmartCode. The Zoning Code implements the Future Land Use and Character Plan. The SmartCode is a model zoning code based on the ideals of New Urbanism. The SmartCode is an implementation tool that helps combat suburban sprawl, build walkable neighborhoods, protect agricultural lands, and revive downtowns. The idea that cities should be urban and that rural areas should be protected from sprawling over-development is based on historical development patterns. The SmartCode and the Regional Plan further implement the Future Land Use and Character Concept of reinforcing historic crossroads and a nodal form of development (p. D.2). After all, our oldest cities have compact, walkable,







The Waters community was the first of what are now five SmartCode communities under construction in Pike Road. The Waters features a variety of uses and housing types, walkable streets, formal open spaces, and natural features in a well-planned arrangement.



This graphic from Pike Road's SmartCode diagrams the relationship between Regional Sectors (top), Community Unit Types (middle), and Transect Zones (left).

and mixed-use centers, and as we move farther from these centers, the intensity of development typically dissipates. Pike Road's conventional Zoning Code does not prescribe this dissipation of intensity, but the SmartCode does. The SmartCode attempts to re-envision zoning so that modern developments imitate historic growth patterns. Any development that chooses to develop according to the SmartCode should be within the town limits and must comply with the pattern of development prescribed by this Regional Plan.

The Regional Plan, or Sector Map, converts the land use elements of the Future Land Use and Character Plan into a plan that displays necessary additional information about development patterns according to the SmartCode development option. The Sector Map (p. D.70) must be adopted by the Town Council. The Regional Sectors illustrated on the Sector Map are further defined by Transect Zones at the individual project level. Sectors are used at the community-wide level and Transect Zones are similar to zoning districts in Pike Road's conventional Zoning Ordinance. The Transect Zones are arranged on a rural to urban continuum and identify specific criteria for specific development proposals. A property owner or developer would develop a Community Plan using the SmartCode criteria for permitted allocation of Transect Zones according to permitted Community Unit Types within each Sector.

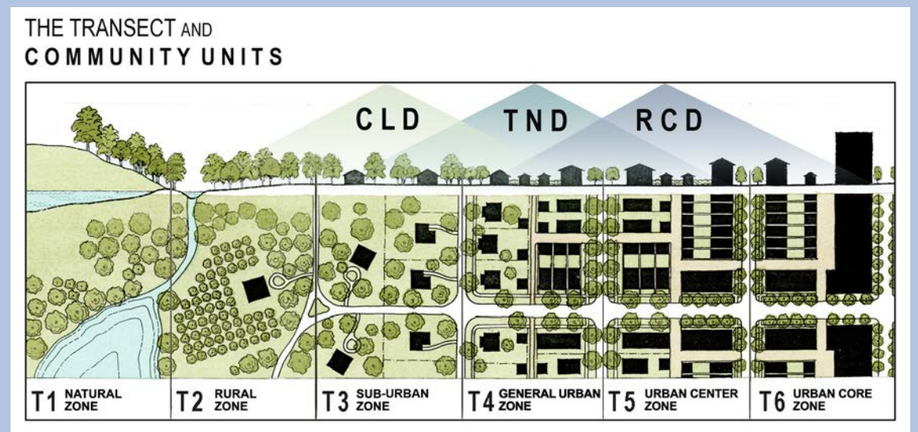
Combined, the Future Land Use and Character Plan and SmartCode Regional Plan provide a strong visual representation of the land use policies set by the community. One should be able to view these maps and understand generally where intense land uses are proposed, where open space or rural character is to be protected, and what types of public improvements are recommended. This section begins by discussing the types of Sectors and then provides a description of the future SmartCode development patterns for the Town of Pike Road.

WHAT IS THE NEW URBANISM?

Despite its name, the "New Urbanism" is not necessarily "new" and the term "urbanism" comprises a wide range of contexts. The Congress for the New Urbanism defines the term New Urbanism as "a planning and development approach based on the principles of how cities and towns had been built for the last several centuries: walkable blocks and streets, housing and shopping in close proximity, and accessible public spaces." (https://www.cnu.org/resources/what-new-urbanism). New Urbanism is not so much "new" as it is rediscovery of traditional city and town patterns; however, it is a shift to more balance between humans and cars. Traditional city and town patterns were all but abandoned with the advent of the automobile in the post-World War II period. Since that time our built environment has been completely designed around the automobile, which makes that mode of transportation a necessity to accomplish even the most common daily tasks. While the car is not likely to disappear anytime in the near future, this approach to planning and design contributes to costly sprawl and forgets a large portion of the population that cannot drive or does not have access to an automobile. New Urbanism represents a return to human-centered design. It provides choice in how we live that is not currently accommodated, or even allowed, in many places.



Seaside, FL (left) is one of the earliest New Urbanist communities (image source: Google Earth). The Seaside Code was influential in the development of the SmartCode as it considered how buildings, streets, and open spaces work together to create community. The SmartCode uses the rural-to-urban transect (bottom), which identifies the different contexts within a community—from downtown to rural edge. The transect is the foundation for the standards of each Community Unit Type. (image source: Center for Applied Transect Studies)



SECTOR MAP

The Sector Map synthesizes community ideas and depicts a vision for the future growth of the Town of Pike Road according to New Urbanism principles. As indicated above, the map further expands upon the Future Land Use and Character Plan. The map identifies areas for potential development, redevelopment, conservation, and preservation.

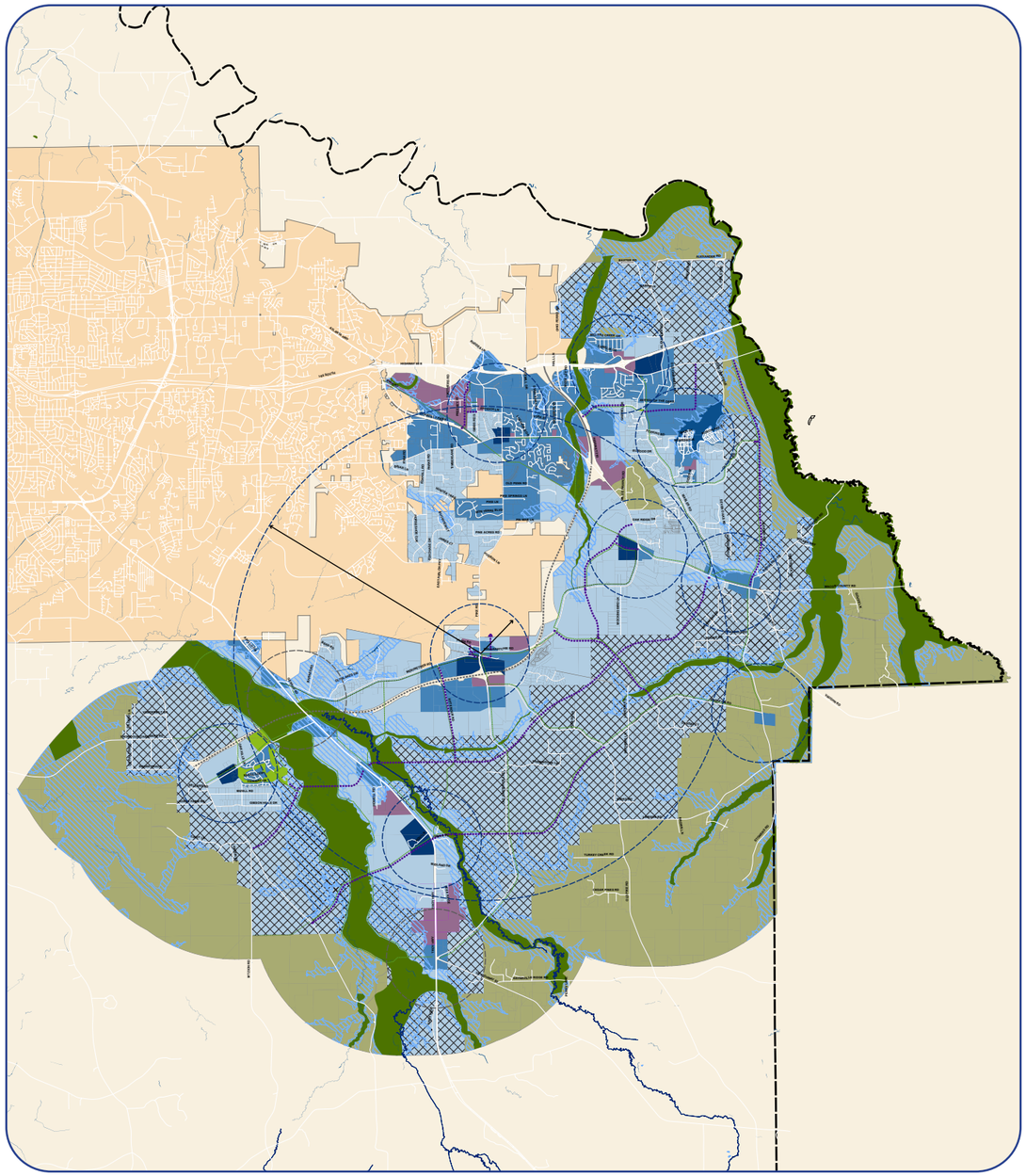
Regional Sectors are comprised of Open Space and Growth Areas. Pike Road's SmartCode proposes a mapping system of two Open Space Sectors for the preservation of open space, and four Growth Sectors for various types of development. Growth Areas are intended for the development of Community Units. Descriptions of the Sectors and their relationship to the Town of Pike Road are included on the following pages. Community Units are described in further detail later in this section. As stated in the Introduction to this section, Community Units are implemented through Community Plans created for individual developments. Community Plans allocate Transect Zones, which are essentially zoning districts that prescribe how individual properties may be developed. Additional guidance on Transect Zones and other standards can be found in the Town's SmartCode.

LEGEND

- Future Connections
- 100 Year Floodplain
- Centers (1 mile radius)

SECTORS

- Preserved Open Space Sector (O-1)
- Reserved Open Space Sector (O-2)
- Restricted Growth Sector (G-1)
- G-1 Provisional Sector
- Controlled Growth Sector (G-2)
- Intended Growth Sector (G-3)
- Special District



TOWN OF PIKE ROAD
OVERALL SECTOR MAP

Open Space Sectors

The Preserved Open Sector and the Reserved Open Sector are the two Open Sectors. There is no SmartCode development permitted by right in either of them.

Preserved Open Sector (O-1)

The Preserved Open Sector shall consist of Open Space that is protected from development in perpetuity. The Preserved Open Sector includes areas under environmental protection by law or regulation, as well as land acquired for conservation through purchase or by easement. The Preserved Open Sector shall consist of the aggregate of the following categories: surface waterbodies, protected wetlands, protected habitat, riparian corridors, purchased Open Space, conservation easements, transportation corridors, and areas residual to the Clustered Land Development (CLD) and Traditional Neighborhood Development (TND) Community Types. The outline of this Sector is permanent and shall never be changed unless the natural features that make up the Sector are proven to have changed over time.

Reserved Open Sector (O-2)

The outline of the Reserved Open Sector (O-2) is effectively the boundary of growth for the Town of Pike Road. This line may be adjusted by development in general. The Reserved Open Sector shall consist of Open Space that should be, but is not yet, protected from development. The Reserved Open Sector shall consist of the aggregate of the following categories: floodplain (including Special Flood Hazard Areas), steep slopes, Open Space to be acquired, corridors to be acquired, conservation easements to be acquired, buffers to be acquired, legacy woodland, legacy farmland, legacy viewsheds, and other such areas that are not or cannot be adequately served with utilities and other infrastructure, including roads.

Growth Sectors

All areas that are not located within the two Open Space Sectors shall be available for new development pursuant to Community Plans submitted and approved in accordance with the SmartCode. The five Growth Sectors identified in the SmartCode are described below.

Restricted Growth Sector (G-1)

The Restricted Sector is envisioned as rural, consisting of land that is not permanently protected, nor likely to be permanently protected, from development. New Community development here is discouraged and minimized by the pattern of Clustered Land Development (CLD).

Restricted Growth Sector-Provisional (G-1P)

This provisional Growth Sector encompasses areas generally within Growth Tier 3 as defined in the Growth Tier Map (p. D.3). These areas are the lowest priority for development within Pike Road's Planning Jurisdiction due to the lack of infrastructure to support significant development and distance from Community Facilities to serve them. New Community development is limited to CLD Community Type and property owners or developers must demonstrate that proposed development can be adequately served by utilities, roads, emergency services, schools, and other services. The Town Council may amend the Sector Map to remove the provisional designation as infrastructure and services become adequately available in this Sector.

Controlled Growth Sector (G-2)

In the Controlled Sector no lot or accumulation of lots may be developed except as one or more Traditional Neighborhood Developments (TNDs) or CLDs. These Community Types within the Controlled Growth Sector are permitted "by right."

Intended Growth Sector (G-3)

The Intended Growth Sector has been assigned to those locations that can support mixed-use development by virtue of proximity to an existing or planned regional thoroughfares and/or historic crossroads locations. Within the Intended Growth Sector, communities in the pattern of Regional Center Developments (RCDs), as well as TNDs, are permitted by right.

Infill Growth Sector (G-4)

The Infill Growth Sector is assigned to areas of town that have been previously developed, but may be redeveloped in a more walkable, mixed-use pattern in the future. As of 2025, there are no G-4 Sectors designated for Pike Road.

Special Districts

Special District designations are assigned to areas that, based on their location, size, or function are not intended to develop in a compact, mixed-use, pedestrian-friendly manner. Within the Town of Pike Road, much of the property surrounding existing or planned interstate interchanges are designated as Special Districts. If developed under the SmartCode, properties designated as special districts must have the regulations that govern them approved by the Town Council. Alternatively, the provisions of the conventional Zoning Ordinance remain applicable to Special Districts.

COMMUNITY UNIT TYPES

As indicated above, each Growth Sector permits particular types of Communities. The G-1 Sector only permits CLD Communities. The G-2 Sector permits both CLD and TND communities. The G-3 and G-4 Sectors permit both TND and RCD Communities. Descriptions of each are as follows:

Clustered Land Development (CLD)

A CLD preserves a large portion of buildable land as open space by grouping homes on the developed portions of the land. This community type is the least intense of those prescribed by the SmartCode and features mostly single-family detached residential.

Traditional Neighborhood Development (TND)

A TND is a neighborhood (or group of neighborhoods) that includes a range of housing types (including single-family detached, attached, and multi-family), a network of well-connected streets and blocks, usable open spaces, as well as amenities such as stores, schools, and places of worship within walking distance of residences.

Regional Center Development (RCD)

An RCD is the most intense community type prescribed by the SmartCode. An RCD is a mixed-use development that serves many neighborhoods and can even provide uses that cannot be found anywhere else in Town. RCDs provide a diverse and intense mix of residential, business, commercial, office, institutional, educational, and cultural uses, as well as usable open space.

Sample CLD

Serenbe
Chattahoochee Hills, GA

Serenbe contains a mix of commercial, multi-family residential, single-family attached and detached residential, and civic uses while preserving 70% of its land for conservation and agricultural purposes.



image source: Google Earth

Sample TND

Norton Commons
Louisville, KY

Norton Commons contains a wide range of building types and open spaces in a compact, walkable arrangement.



image source: Google Earth

Sample RCD

South Lake Town Center
South Lake, TX

South Lake contains an in intense mix of multi-story commercial and residential uses, formal open spaces, and civic buildings in a form that accommodates pedestrians as well as automobiles.

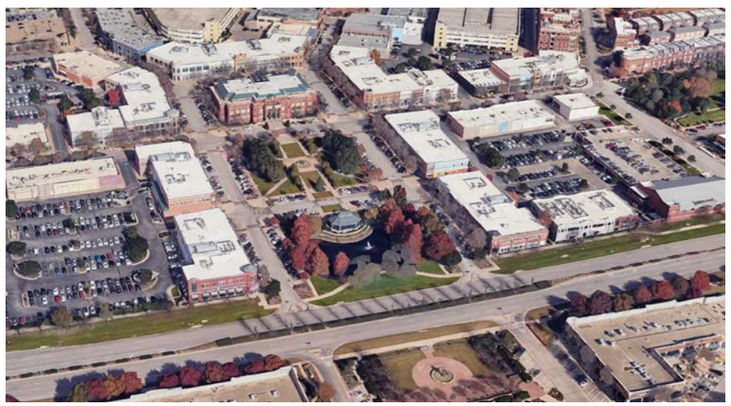


image source: Google Earth

DESIGN

The SmartCode approach to development requires careful planning and an emphasis on design. While New Urbanism is not necessarily "new" (see What is New Urbanism? on p. D.69), it is a stark contrast from auto-dependent conventional development. Just as our historic cities and towns are mixed in use, New Urbanist development is also. Conventional development tends to separate uses, while New Urbanist development relies on time-tested principles to create walkable, mixed-use communities that accommodate the automobile without having to rely on it for mobility. Streets, lots, and open spaces must work together to create a successful New Urbanist development.

The SmartCode is a regulatory framework that communities can adopt to guide this type of development. The SmartCode includes standards for public spaces—streets and open space—as well as private lots. These standards are organized less by use, and more by the desired form of development.

Like most codes, it does not guarantee good design, but it enables an environment where even mediocre design can produce an alternative to conventional auto-dominated development. Each SmartCode development is comprised of multiple transect zones interconnected by a network of walkable streets and open spaces with the goal of forming a complete community.



The design elements of a successful SmartCode development illustrated on the following pages are based on this sample conceptual master plan for a Traditional Neighborhood Development Community Type. The Key Design Features are generally applicable to all Community Unit Types, though the certain features may vary. (image source: TPUDC, Common Ground Design)

Key Design Features

The following is a list of key features of SmartCode development supplemented with illustrations of a sample concept plan.

- *SmartCode development should be shaped by the physical features of the site*. Mass grading should be avoided. Mature vegetation and sensitive environmental features on the site should be protected.

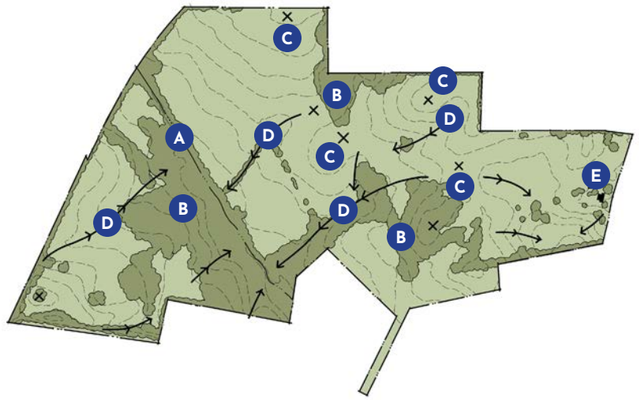
A Waterbodies

B Stands of mature trees

C High points or flat areas

D Natural drainage patterns

E Historic structures

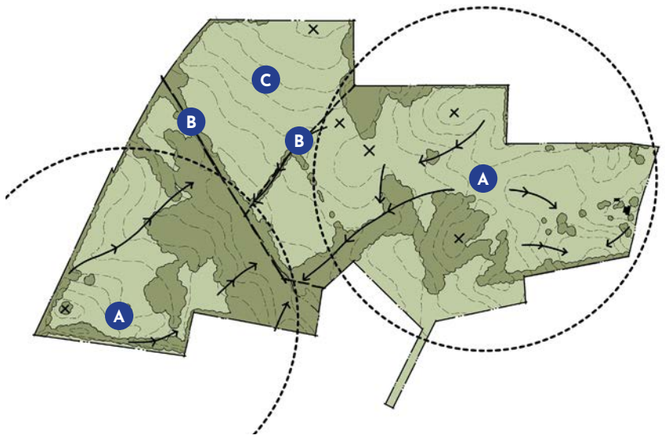


- *The size of neighborhoods ("Community Units") within a SmartCode development is based on a comfortable walk from edge to center*. A general rule of thumb for Community Unit size ("Pedestrian Shed") is a five-minute walk (about ¼ mile) for CLDs and TNDs and a ten-minute walk (about ½ mile) for RCDs.

A Pedestrian Shed

B Community Unit Boundary

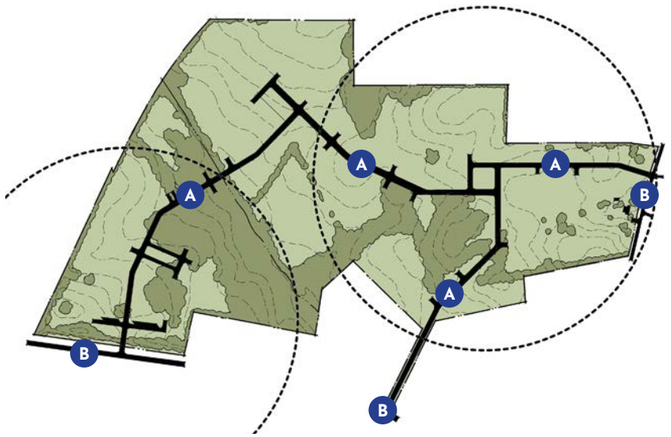
C Area outside of a Pedestrian Shed or potential third Pedestrian Shed



- *Major streets ("Thoroughfares") should connect the centers of individual neighborhoods and provide multiple connections to the regional transportation network*. Major Thoroughfares are designed to naturally calm traffic and accommodate multiple modes of transportation. Street alignments respond to the site and minimize straight, long sections.

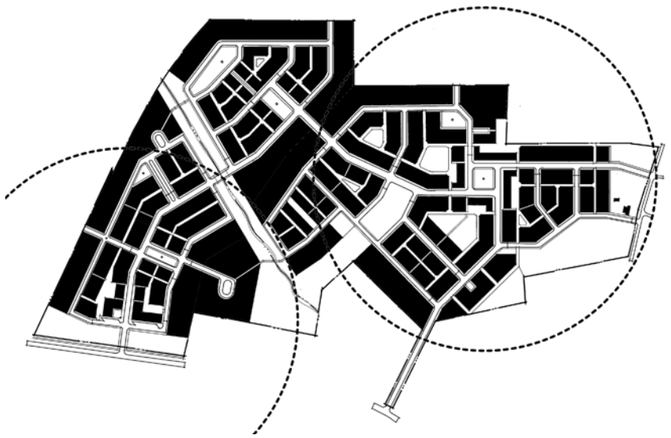
A Major Thoroughfare

B Regional Network



- *Each Community Unit within a SmartCode development is designed with a network of compact "Blocks" and minor Thoroughfares*. Blocks are generally bounded by Thoroughfares and, in some instances, by formal open space ("Civic Spaces"). Minor Thoroughfares are designed to respond to the natural features of the site and according to their intended context. Context is determined by the proposed lot types ("Transect Zone"), building type ("Building Disposition"), and use ("Building Function"). Long Blocks are broken up with pedestrian paths ("Passages"). Thoroughfares should connect to adjacent development when possible and anticipate connections to future development beyond the site.

Blocks



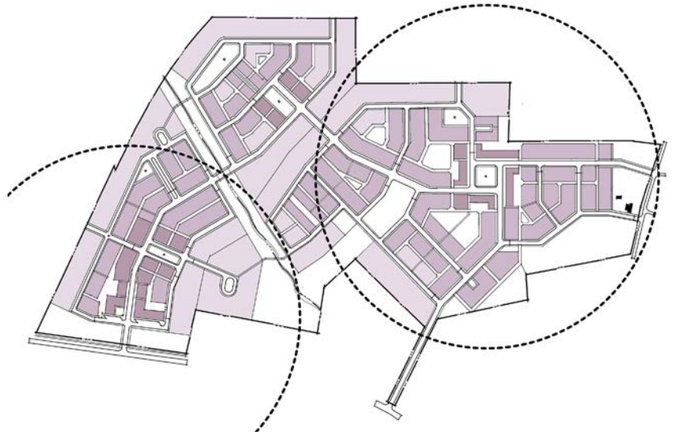
- *Each Community Unit within a SmartCode development includes multiple Transect Zones*. The Transect Zones are allocated according to percentages permitted by Community Unit Type. Transect Zones are generally more intense near centers and less intense at edges. Thoroughfares are generally fronted on both sides by the same zone.

T5 zone

T4 zone

T3 zone

T1 zone



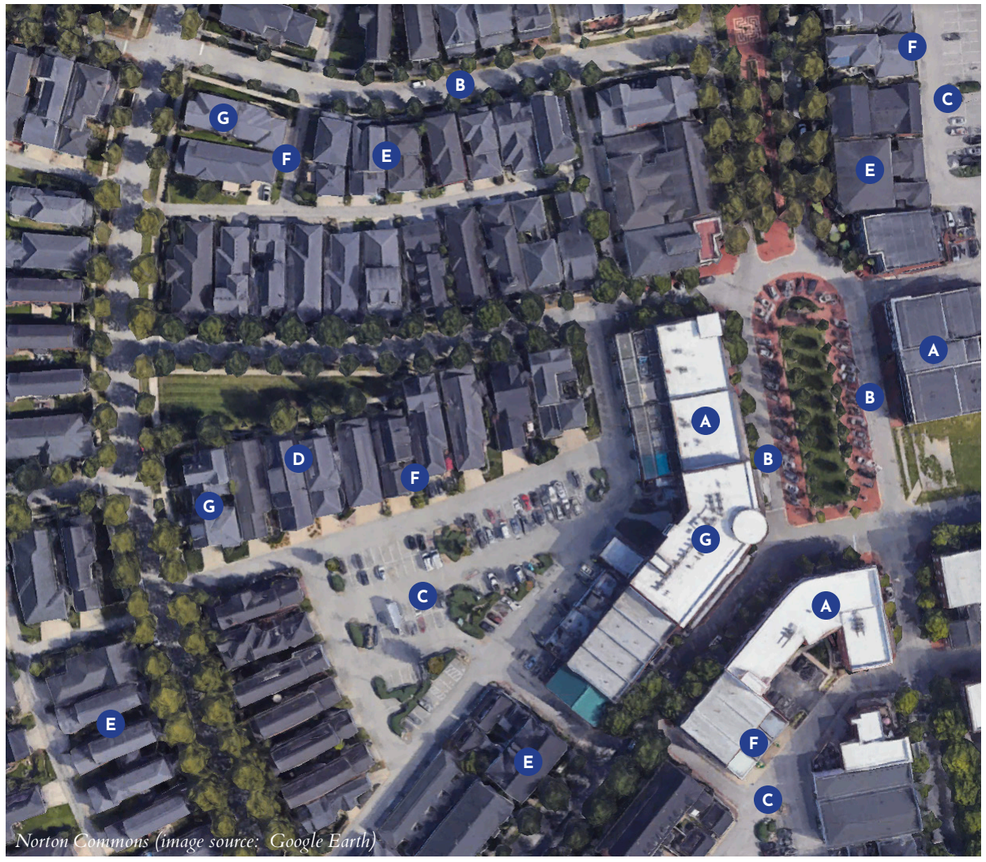
- *Usable open space ("Civic Space") is a key feature of SmartCode developments*. Civic Spaces and Buildings should be in prominent locations, at the axial terminus of a thoroughfare, and distributed throughout the Community Unit.

Civic Spaces within Urbanized Area

Natural areas (T1)



- *Buildings in SmartCode development are oriented to Thoroughfares and Civic Spaces and the visual impact of parking is minimized*. Building facades include doors, windows, and other architectural features facing Thoroughfares and Civic Spaces while maximizing privacy to rear and side yards. Parking is located in the interior of Blocks, along rear service lanes ("Alleys"), or otherwise recessed behind building facades that face a Thoroughfare or Civic Space.



Norton Commons (image source: Google Earth)

- **A** Mixed-use buildings front Thoroughfare and frame Civic Open Space
- **B** On-street parking
- **C** Parking lot within the interior of the block
- **D** Residential buildings front Civic Open Space
- **E** Residential buildings front Thoroughfare
- **F** Individual garages located to the rear of buildings
- **G** Buildings on corners architecturally address both frontages

A Word About Density and Architectural Character

As stated above, the SmartCode is less concerned about the density of development and more about the form of development. Conventional zoning relies on metrics such as density to guide the intensity of development. Nevertheless, the SmartCode addresses development intensity according to building type and context. Standards for minimum required residential density are included in the SmartCode. This leaves the total amount of residential density somewhat open-ended, which can present challenges when planning for growth and its impact. Pike Road should consider whether to establish a maximum development density for SmartCode communities, while maintaining incentives such as increased development intensity for exceptional design.

SmartCode avoids dictating architectural style; however, the architecture of individual buildings is important in creating community. A pedestrian-friendly environment requires buildings be designed with attention to building orientation, architectural massing and height, the number and rhythm of openings, building materials and details, and the provision of private outdoor space. The cost of higher architectural standards can be offset with allowances for greater intensity and variety in building types.

RECOMMENDATIONS

Do This Now

- **Adopt the Sector Map as the official SmartCode Regional Plan (requires Town Council approval with recommendation by the Planning Commission).**
- **Amend the SmartCode to codify the design principles in this section as additional guidance for the design of development.**
- **Clarify the administrative procedures for the approval of SmartCode development and amendments to approved Community Plans.**
- **Revisit the density requirements in the SmartCode while maintaining incentives for exceptional design.**
- **Amend the architectural standards in the SmartCode to provide additional guidance on the design of buildings and streetscapes within a development.**

Do This Within 5 Years

- **Reassess application of the Restricted Growth-Provisional (G-1P) Sector on the Sector Map.**

Do This Within 20 Years

- **Update the Sector Map as this Comprehensive Plan is updated (ideally every 5-7 years).**

THE PLAN

3. Mobility

p. D.81: Future Mobility Plan
p. D.82: Roadway Projects
p. D.82: Design
p. D.84: Future Mobility Plan Map
p. D.86: Roadway Projects Map
pp. D.88-D.96 Street Cross Sections
p. D.97 Streetscape
p. D.100: Recommendations

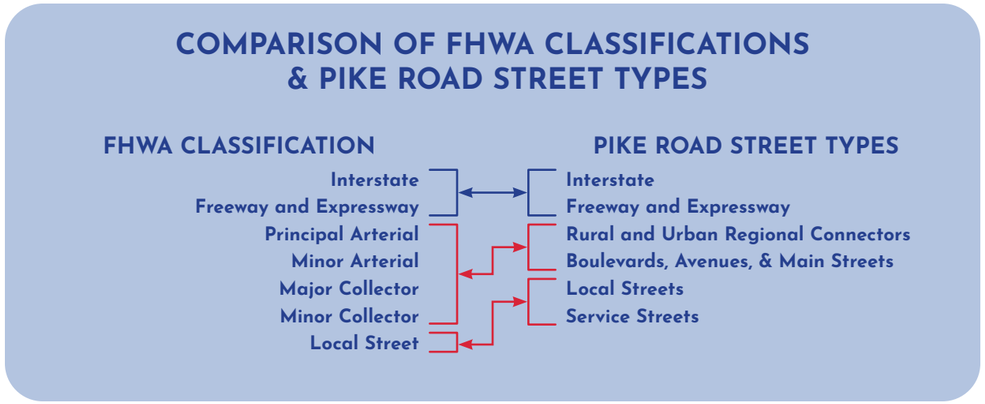
INTRODUCTION

The mobility element of this Plan is intended to provide guidance for the continued health of Pike Road's transportation network. This section discusses roadway mobility and accessibility needs, identifies improvements to enhance safety, and anticipates the impacts of future planned developments within the Town over a 20-year period. It is intended to serve as a guide for making decisions to address both short and long term transportation needs, while also supporting more generalized long-range community development goals.

FUTURE MOBILITY PLAN

The Federal Highway Administration's (FHWA) functional classification system is focused on how cars move through a particular area. Refer to the Roadway Functional Classification Map on pp. B.10 as to how the Town's roadways are currently classified. Using the FHWA classification system as its basis, The Town of Pike Road uses slightly different names in its Zoning Ordinance, Subdivision Regulations, and Design and Construction Manual for the purpose of further refining the design of street cross sections according to the design principles in this Plan. These street types are illustrated on the Future Mobility Plan map on p. D.84 of this section. Street types outlined within this section of the Plan, paired with the Future Land Use and Development Character Plan will increase the quantity and quality of streets, enhance the integration of land use and transportation decisions, and provide more "complete" streets for residents, property owners, and all types of travelers.

Pike Road's street types do not replace the FHWA functional classification system, but rather work as "overlays" to existing FHWA street classifications. This means that, while a street might be identified, for example, as a "collector" from a functional standpoint, it might be labeled a Regional Connector from the Town of Pike Road's standpoint. This will guide the planning and ultimate design of the street cross section. An important point is that it is possible for a street to be classified differently on different segments. Since most thoroughfares traverse more than one land use context, the street classifications will allow the ultimate design of the street to reflect those various contexts. The sidebar on the following page explains the correlation between FHWA classifications and Pike Road's street types.



ROADWAY PROJECTS

Communities across the nation, regardless of size, are experiencing an increase in congestion. There are various strategies to mitigate congestion that also promote greater community investment and sustainability. General roadway improvements such as widening, connectivity from new roadways, on-network multi-modal improvements such as complete streets, and off-network improvements such as greenways and trails are all strategies included in this Plan. Its purpose is to improve mobility for all people, enhance quality of life, and facilitate economic vitality as the Town continues to grow. Ultimately, the Plan results in a prioritized list of projects.

Roadway improvement needs were identified along Vaughn Road. Improvements could include roadway widening, geometric upgrades, intersection control improvements, and safety upgrades to mitigate capacity or other operational constraints. These projects are illustrated in the map on p. D.86 of this section.

New roadway alignments that promote added north-south and east-west connectivity through Pike Road are identified in the Preferred Plan. Additional connectivity will provide alternate options for traffic away from the main throughfares providing traffic operations improvements for residents and visitors.

A connected network using a greenway/trail system is identified in the preferred plan. This system is located throughout Pike Road. Refer to pp. D.108-D.111 for more information on the Pike Road Natural Trail System.

The purpose of these roadway improvements and new alignments is to provide a plan for the future to build an active, sustainable, and reliable transportation network.

DESIGN

Street Types

The illustrations beginning on p. D.88 of this Section depict cross sections for the various street types envisioned in Pike Road and the general design criteria for each. There could and likely will be multiple variations for each of these basic types and specific variations depending on context. These sections should be considered as the basis for an update to Pike Road's Design and Construction Standards (PRDCS). In addition to updating the PRDCS street and detail standards, the Town should review and update its policies and details for construction, repair, and replacement of the roadway infrastructure for both private development and any streets that will ultimately be the responsibility of the Town for upkeep and maintenance.

Major Street classifications include Regional Connectors, Avenues, and Main Streets. Minor Streets include both rural and urban sections as well as service streets. As stated earlier in this section, cross sections may vary along the streets depending on functional classification or the character of adjacent land.

Major Streets

Regional Connectors

Regional Connectors are designed to move larger numbers of vehicles (as through traffic) from one part of Town to another and to other lower-level streets and roads in the network. Examples include Vaughn, Pike, Marler, Wallahatchie, Meriwether, are historic farm-to-market roads that have evolved into Regional Connectors; however, as development occurs new streets within developments may serve to increase regional connectivity. Maintaining vehicular movement is a high priority on these Regional Connectors, but the character along these streets is important. There are a variety of land uses along these streets with residential and agriculture being primary and commercial concentrated at key intersections. The vision is to maintain rural character along the historic farm-to-market roads as much as possible through natural buffers and landscaping (refer to Frontage Types on pp. D.60-D.63 for additional guidance). In addition to moving vehicles, Regional Connectors also serve as primary routes for much of the regional Trail Network. There are two basic types of Regional Connectors: Rural and Urban.

Boulevards, Avenues, and Main Streets

Boulevards and avenues provide access from neighborhoods to commercial areas, between major destinations—often through neighborhoods. Main Streets are "destination streets". They provide access to and function as centers of civic, social, and commercial activity. Both types are typically constructed as part of a private development.

Minor Streets

Minor Streets provide access to residential, industrial, or commercial districts, as well as to mixed-use areas. Speeds and motor vehicle traffic volumes are low, providing a safe and comfortable environment for pedestrians and bicyclists. Minor Streets serve a wide variety of development contexts, therefore, specific cross-sections for a variety of different Minor Street types are possible. The basic types illustrated include Local Streets and Service streets.

FUTURE MOBILITY PLAN

The Major Street Types on this map are further described beginning on p. D.88 (along with other potential Street Types that do not appear here). By having a set of street types that better reflect and complement a variety of land use contexts, residents of the Town of Pike Road and visitors will find viable transportation choices as they travel through the Town. The Town's street classification system will, over time, result in a well-connected network of streets that function well for all users and that complement and preserve the communities and neighborhoods they connect. The following notes accompany this map.

Outer Loop

The Outer Loop is an important component of the network and the Town should continue working with State and Federal officials on funding and design.

Highway 231

Although State-controlled, the Town should work with officials to improve the appearance of Troy Hwy, particularly at the northern and southern gateways of the Planning Jurisdiction.

Future Roads

Future roads illustrated are conceptual and should be designed and built as part of new development as it occurs. The key point is that new connections are critical to the function of the overall mobility network.

Trail Network

The Pike Road Natural Trail is covered in greater detail Parks, Recreation, & Trails section beginning on p. D.108.

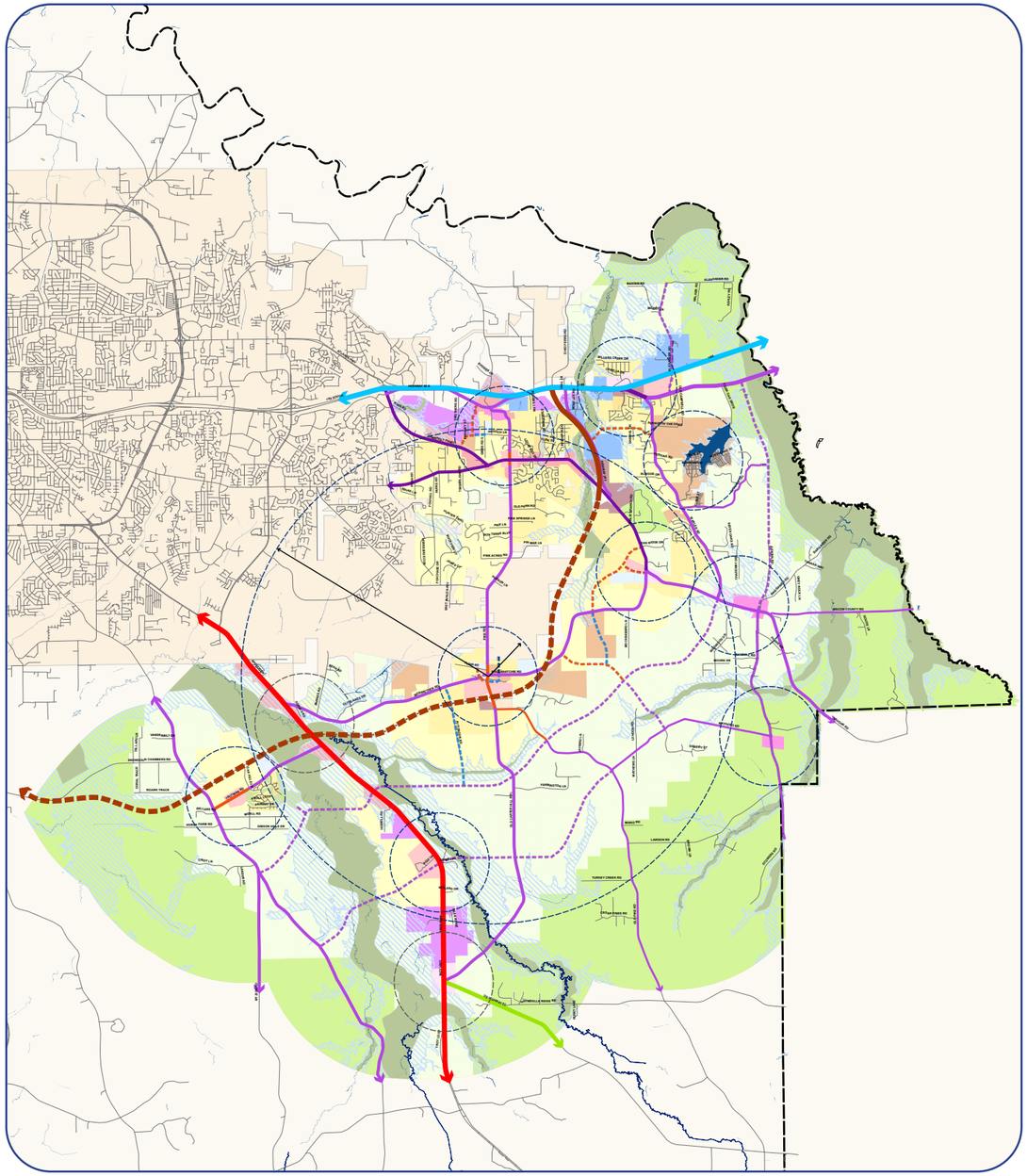
LEGEND

Centers
(1 mile radius)

STREET TYPES

- I-85 (Federal Interstate)
- Hwy 108/Outer Loop (State)
- Outer Loop Extension
- Hwy 231/Troy Hwy (State)
- Urban Regional Connector
- Rural Regional Connector
- Future Rural Regional Connector*
- Boulevard
- Future Boulevard
- Avenue
- Future Avenue*
- Minor Street
- Trail Network

*These future streets are conceptual, located in lower priority Growth Tiers (p. D.3), and not anticipated to be implemented unless and until development occurs in these areas.



TOWN OF PIKE ROAD
FUTURE MOBILITY PLAN

ROADWAY PROJECTS MAP

Roadways

R1: Ryan Rd. from Vaughn Rd. to Chantilly Pkwy. capacity improvements

R2: Vaughn Rd. from Ray Thorington Rd. to Ryan Rd. widening to 4 lanes divided with on network multimodal facilities

R3: Vaughn Rd. from Ryan Rd. to AL 110 enhancing connectivity of existing roadways with on network multimodal facilities

R4: Vaughn Rd. from AL 110 to Pike Rd. enhancing connectivity of existing roadways with on network multimodal facilities

R5: Vaughn Rd. from Pike Rd. to Belser Blvd. widening to 4 lanes divided with on network multimodal facilities

R6: Vaughn Rd. from Belser Blvd. to AL 108 widening to 4 lanes divided

N1: New road from Chantilly Pkwy. to Wares Ferry Rd.

N2: New road from Pike Rd. to Vaughn Rd.

N3: New road from Milly Creek Rd. to Marler Rd.

Intersection Improvements

I1: Pike Rd. and Vaughn Rd.

I2: Pike Rd. and AL 126

I3: US 231 and Meriwether Rd.

I4: Vaughn Rd. and Wallahatchie Rd.

I5: US 231 and Trotman Rd.

I6: Pike Rd. and Meriwether Rd./Wallahatchie Rd.

I7: Vaughn Rd. and Marler Rd.

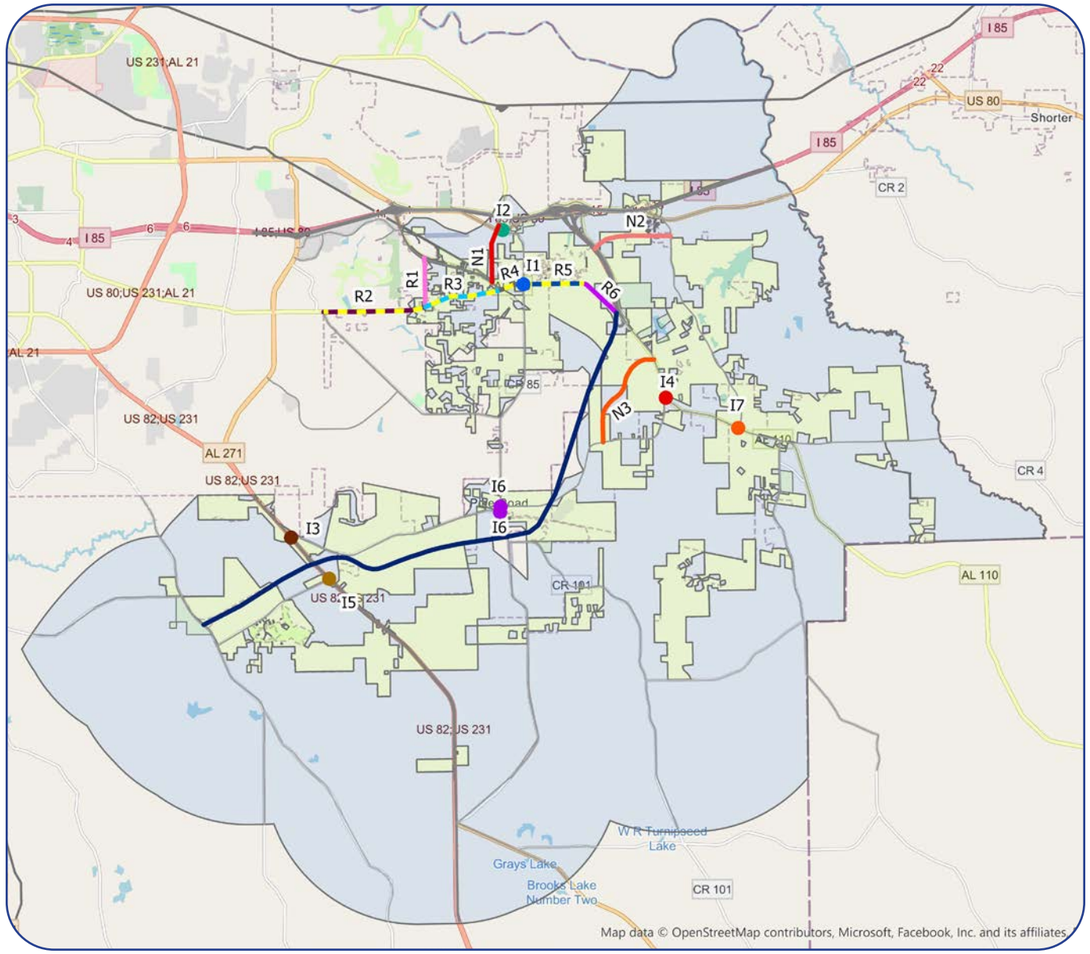
LEGEND

Pike Road Town Limits

Pike Road Planning Jurisdiction

PROJECTS

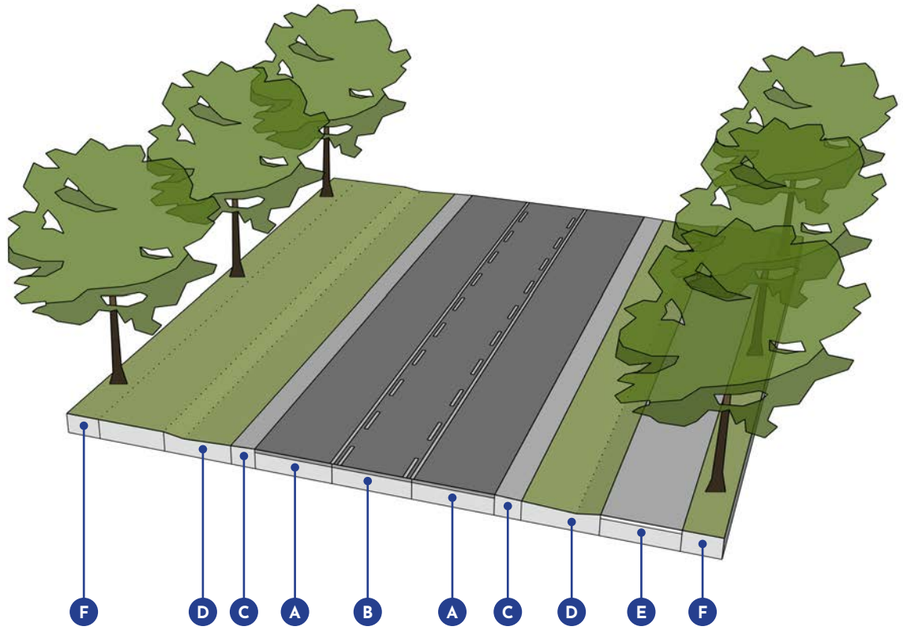
R1
R2
R3
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I5
I6
I7



TOWN OF PIKE ROAD
MOBILITY PROJECTS MAP

MAJOR • RURAL REGIONAL CONNECTOR

This Street Type has a character similar to current main roads including no curbs, gravel shoulders, and open swale drainage; however this section anticipates additional right-of-way necessary for the addition of a turn lane, the Pike Road Natural Trail network, and the planting of trees at the edges. Reservation or dedication of land along these existing roads should occur as part of development proposals to ensure adequate right-of-way for these future improvements.



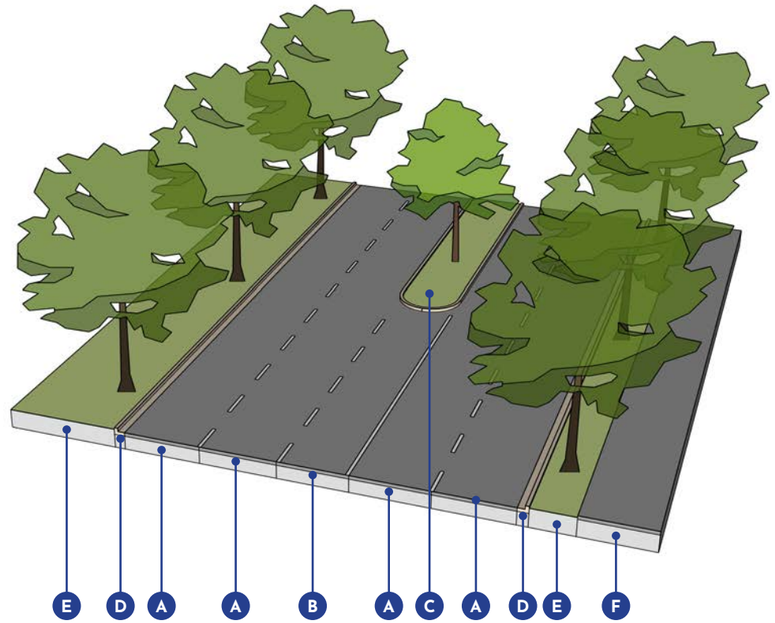
Cross Section Criteria

- **A Travel Lane:** 10 ft.-12 ft.
- **B Turn Lane:** 10 ft.-12 ft.
- **C Shoulder:** 3 ft.-4 ft.
- **D Open Swale:** 10 ft.
- **E Shared Use Path:** 8 ft.-10 ft. (gravel)
- **F Corridor Tree Planting Strip:** 5 ft. min.

Right-of-Way:	90 ft. min.
Number of Lanes:	2
Median/Turn Lane:	Turn Lane based on volume (median desirable)
Parking:	No
Shoulders:	Yes
Pedestrian Facilities:	Shared Use Path
Bicycle Facilities:	Shared Use Path
Drainage:	Open swale
Streetscape:	Corridor Tree Allee

MAJOR • URBAN REGIONAL CONNECTOR

As development continues, it may be necessary for the Town to upgrade **Rural Regional Connectors** to an **Urban Regional Connector** type section that includes up to four travel lanes with curb and gutter and ideally a planted median. This type of street improvement could also include an upgrade of the trail to a shared use side path and new landscaping closer to the travelway to narrow the perceived width of the roadway and slow traffic.



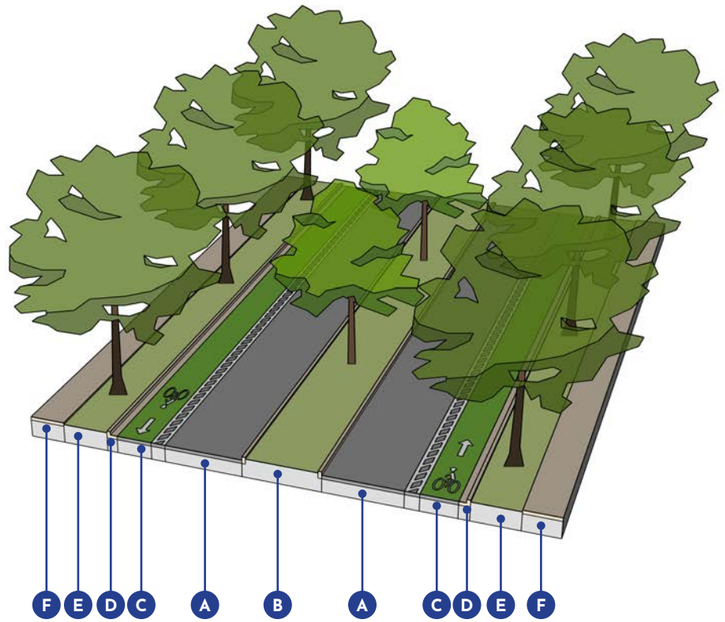
Cross Section Criteria

- **A Travel Lane:** 10 ft.-12 ft.
- **B Turn Lane:** 10 ft.-12 ft.
- **C Median:** 10 ft.-12 ft.
- **D Curb and Gutter:** 2 ft.
- **E Corridor Tree Planting Strip:** 5 ft. min.
- **F Shared Use Path:** 10 ft. (asphalt)

Right-of-Way:	90 ft. min.
Number of Lanes:	4
Median/Turn Lane:	Median (turn lane where appropriate)
Parking:	No
Shoulders:	No
Pedestrian Facilities:	Shared Use Path
Bicycle Facilities:	Shared Use Path
Drainage:	Curb and Gutter
Streetscape:	Corridor Tree Allee; lighting as appropriate

MAJOR • BOULEVARD

This Street Type is similar to the **Urban Regional Connector** because it has a planted median, but it is a more urban section. The **Boulevard** is a cross section that anticipates only one lane of travel in each direction and buffered bicycle lanes. This section should be considered for Major Streets within new development intended to connect neighborhoods and other Major Streets.



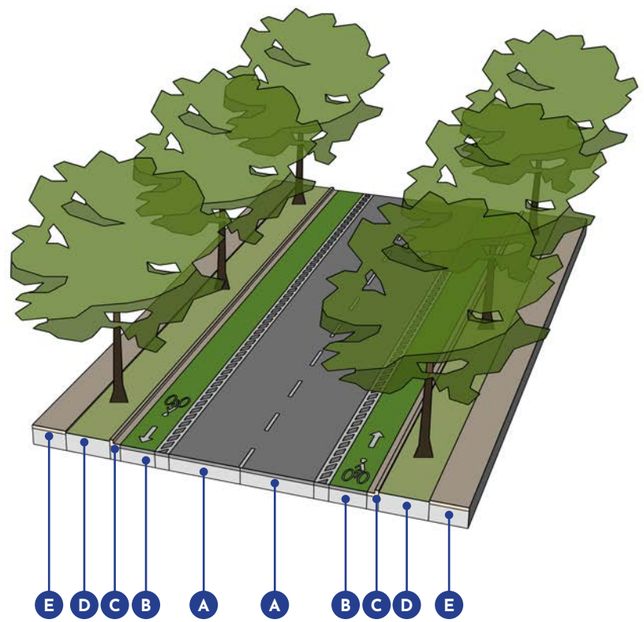
Cross Section Design Criteria

- **A Travel Lane:** 10 ft.-12 ft.
- **B Median:** 10 ft. (turn lane at intersections)
- **C Bicycle Lane:** 5 ft. + buffer
- **D Curb and Gutter:** 1.5 ft. min.
- **E Sidewalk:** 5 ft. min.
- **F Planting Strip:** 6 ft. min.

Right-of-Way:	72 ft. min.
Number of Lanes:	2
Median/Turn Lane:	Median (turn lane at intersections)
Parking:	No
Shoulders:	Yes
Pedestrian Facilities:	Sidewalks
Bicycle Facilities:	Bicycle Lanes
Drainage:	Curb and Gutter
Streetscape:	Tree Allee; lighting as appropriate

MAJOR • AVENUE

The **Avenue** section, like the **Boulevard**, is intended for Major Streets within new development to connect neighborhoods and other Major Streets. The difference is no median is anticipated. This is an appropriate section for segments of the roadway with multiple driveways along the frontage, shorter connector segments, or where space or natural features do not permit the wider Boulevard section.



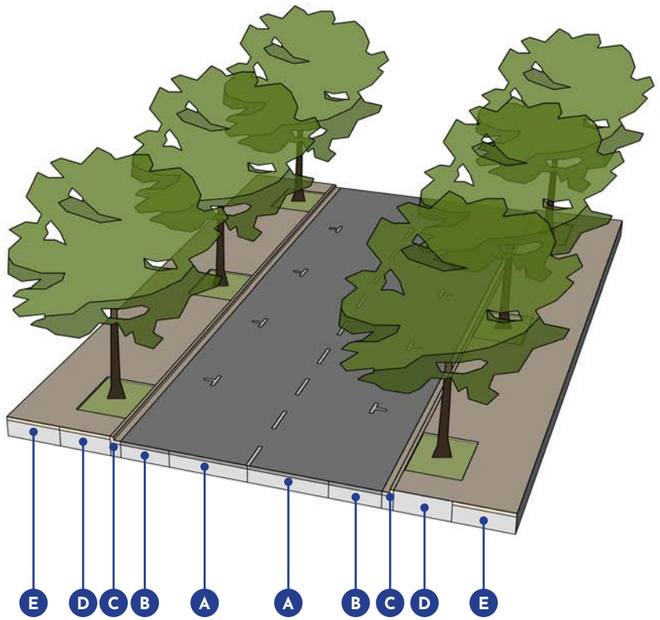
Cross Section Design Criteria

- **A Travel Lane:** 10 ft.-11 ft.
- **B Bicycle Lane:** 5 ft. + buffer
- **C Curb and Gutter:** 1.5 ft. min.
- **D Planting Strip:** 6 ft. min.
- **E Sidewalk:** 5 ft. min.

Right-of-Way:	60 ft. min.
Number of Lanes:	2
Median/Turn Lane:	No
Parking:	No
Shoulders:	No
Pedestrian Facilities:	Sidewalks
Bicycle Facilities:	Bicycle Lanes
Drainage:	Curb and Gutter
Streetscape:	Tree Allee; lighting as appropriate

MAJOR • MAIN STREET

Main Streets are fronted with a mixture of uses and are comfortable for pedestrians. on-street parking, narrow lanes, wide sidewalks, and street trees close to street are common. With slower traffic bicycles share the road with vehicles. These streets are currently rare in the Town of Pike Road, but they will become more prevalent as identified "Town Centers" develop.



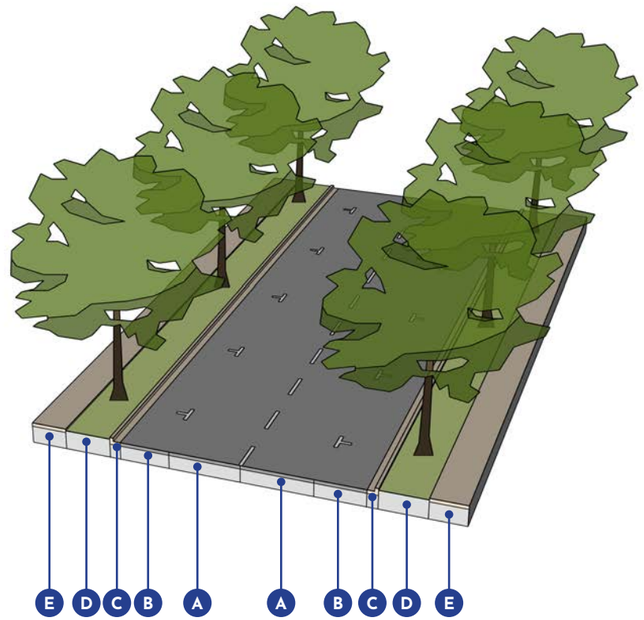
Cross Section Design Criteria

- **A Travel Lane:** 11 ft.
- **B Parallel Parking:** 8 ft. (incl. gutter)
- **C Curb and Gutter:** 1.5 ft. min.
- **D Planters w/ Sidewalk between:** 7.5 ft.
- **E Sidewalk:** 8 ft.

Right-of-Way:	70 ft. min.
Number of Lanes:	2
Median/Turn Lane:	Turn Lane at intersections
Parking:	Yes
Shoulders:	No
Pedestrian Facilities:	Sidewalks
Bicycle Facilities:	Sharrow
Drainage:	Curb and Gutter
Streetscape:	Tree Allee; lighting and furnishings as appropriate

MINOR • LOCAL STREET WITH ATTACHED HOUSING

This Street Type is intended for segments of the roadway within new development that serves higher intensity housing types. Such housing benefits from dedicated on-street parking for guests as well as residents. Sidewalks and a continuous allee of trees on both sides of the street are important to create a safe and comfortable pedestrian environment.



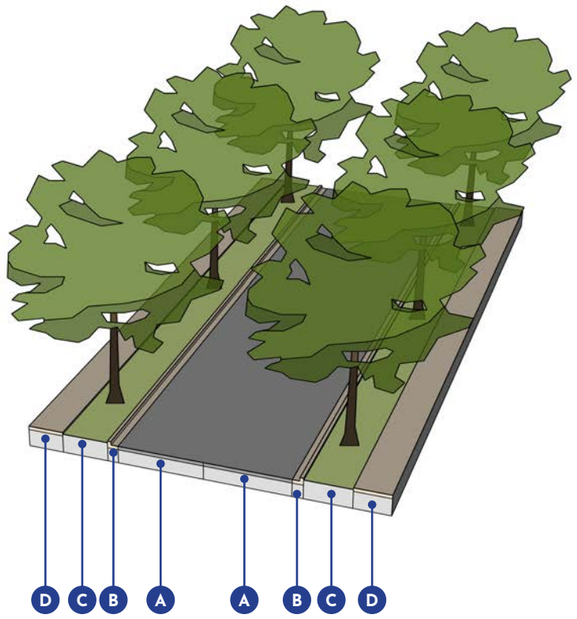
Cross Section Design Criteria

- **A Travel Lane:** 10 ft.
- **B Parallel Parking:** 8 ft. (incl. gutter)
- **C Curb and Gutter:** 1.5 ft. min.
- **D Planting Strip:** 6 ft. min.
- **E Sidewalk:** 5 ft.

Right-of-Way:	60 ft. min.
Number of Lanes:	2
Median/Turn Lane:	No
Parking:	Yes
Shoulders:	No
Pedestrian Facilities:	Sidewalks
Bicycle Facilities:	No
Drainage:	Curb and Gutter
Streetscape:	Tree Allee; lighting as appropriate

MINOR • LOCAL STREET WITH DETACHED HOUSING

This Street Type is intended for segments of the roadway within new development that serves lower intensity housing types. On-street parking is informal and/or relegated to one-side only to keep the travelway as narrow as possible. Sidewalks are present on both sides of the street; however, there may be exceptions for very low intensity housing or short segments of non-through streets.



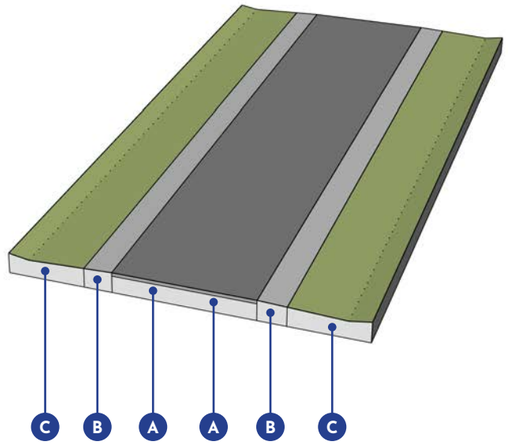
Cross Section Design Criteria

- **A Travel Lane:** 12 ft.
- **B Curb and Gutter:** 1.5 ft. min.
- **C Planting Strip:** 6 ft. min.
- **D Sidewalk:** 5 ft.

Right-of-Way:	50 ft. min.
Number of Lanes:	2
Median/Turn Lane:	No
Parking:	Informal on One-Side Only (signed)
Shoulders:	No
Pedestrian Facilities:	Sidewalks (one side only in certain circumstances)
Bicycle Facilities:	No
Drainage:	Curb and Gutter
Streetscape:	Tree Allee; lighting as appropriate

MINOR • RURAL ROAD

This Street Type is intended for segments of roadway within new development that serves very low intensity residential or agricultural uses. A **Rural Road** includes a narrow travelway, shoulders, open swale, and no sidewalks. There is no formal streetscaping with existing natural landscaping at the edge of the right-of-way or new landscaping in informal clusters.



Cross Section Design Criteria

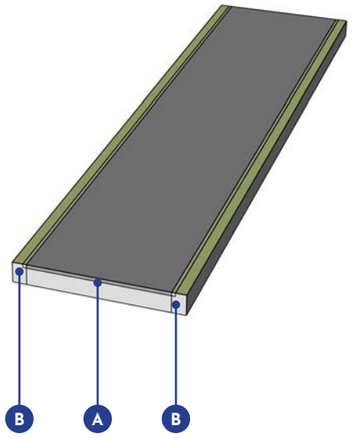
- **A Travel Lane:** 10 ft.
- **B Shoulder:** 3 ft. min.
- **C Open Swale:** 11 ft.

Right-of-Way:	50 ft. min.
Number of Lanes:	2
Median/Turn Lane:	No
Parking:	No
Shoulders:	Yes
Pedestrian Facilities:	No
Bicycle Facilities:	No
Drainage:	Open Swale
Streetscape:	Natural or Informal

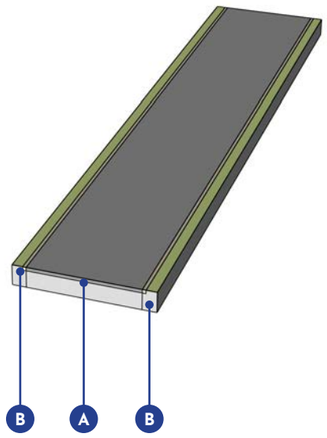
MINOR • SERVICE ALLEY AND SERVICE LANE

There are two basic types of Service street: **Alleys** and **Lanes**. When included in new developments, both are located to the rear of lots and provide access to rear parking or garages. **Alleys** serve higher intensity residential and mixed-use development that generate higher volumes of traffic. **Lanes** serve lower intensity residential development. When possible, service streets are an ideal location for utilities that would otherwise clutter the fronting street.

SERVICE ALLEY



SERVICE LANE



Cross Section Design Criteria

- **A Travel Lane:** 20 ft. Alley/16 ft. Lane
- **B Shoulder:** 2 ft. min.

Right-of-Way:	24 ft. min. Alley/ 20 ft. min. Lane
Number of Lanes:	2
Median/Turn Lane:	No
Parking:	No
Shoulders:	Yes
Pedestrian Facilities:	No
Bicycle Facilities:	No
Drainage:	Center
Streetscape:	No

Streetscape

Beyond the dimensions of each Street Type are other important elements to making a street safe, comfortable, and inviting. The following describes the elements that should be considered as the Town updates its design standards for Major and Minor Streets.

Major Streets

Corridor Tree Allees. Pike Road's historic farm-to-market roads are and will continue to be major thoroughfares within the Town. These key roads connect the various communities that make up Pike Road across its vast geography. The Town should consider establishing Corridor committees for each of these roads so that citizens can work together to establish a particular corridor's unifying character. Establishing a standard species and spacing of trees along each corridor (generally no more than 60 ft.) is just one of several ideas to enhance the landscape and create a distinctive character. For roadways not under the control of the Town of Pike Road it is important for the Town to be flexible and continue working with partner agencies to achieve Pike Road's vision.

Tree Allees. Regularly spaced street trees (generally no more than 40 ft. o.c.) in planting strips (planters for Main Streets) are critically important in creating a comfortable, safe, and inviting pedestrian environment. As the Town updates its design standards, care must be taken to provide adequate width for street trees to grow in Pike Road's soils.

Utilities. For Pike Road's Rural Connector streets, overhead utilities are acceptable but should be consolidated to minimize visual clutter. Adequate right-of-way will be necessary to avoid conflicts between tree canopies and utilities. On Boulevards, Avenues, and Main Streets, utilities should be located below ground to maximize tree canopy.

Lighting. Rural Connectors may have fewer and taller light fixtures intended to primarily illuminate the roadway, but with a simple, uniform design. Boulevards, Avenues, and Main Streets may have a narrower spacing between fixtures, but should also be in lower in height with a focus on illuminating the pedestrian environment.

Furnishings. Street furnishings should generally be reserved for Avenues and Main Streets and include benches, trash receptacles, and bicycle parking facilities at appropriate locations with greater pedestrian activity.





Top: Street trees and natural landscaping can enhance rural character. Above: Street trees on Main Streets have smaller planting areas to maximize pedestrian space.

Minor Streets

Tree Allees. Regularly spaced street trees (generally no more than 40 ft. o.c.) in planting strips are critically important in creating a comfortable, safe, and inviting pedestrian environment. As the Town updates its design standards, care must be taken to provide adequate width for street trees to grow in Pike Road's soils.

Utilities. With the exception of rural sections utilities should be located below ground to maximize tree canopy within the right-of-way.

Lighting. The spacing of lighting on minor streets should be greater than on Major Streets to minimize light pollution. Fixtures should be pedestrian scaled.

Furnishings. There are typically fewer and less frequent furnishings on Minor Streets.

Frontage

While not technically part of the street design, development frontage along streets is very important to the overall design and their ultimate feel. Regional Connectors feature deeper setbacks and landscaped buffers while Boulevards, Avenues, and Main Streets feature buildings closer to the right-of-way. Refer to Frontage Types on pp. D.60-D.63 for more information and guidance.

Wayfinding

Wayfinding signage is important because it helps citizens and visitors navigate locations within a community safely, efficiently, and confidently. Strategically placed wayfinding signage also reinforces a Town's character and helps to tie a community together with a consistent character. This is particularly important in Pike Road given its vast geographic footprint. The Town should complete a Wayfinding Master Plan, including concepts for the content, size, location, and design of the signage, as well as a clear phasing strategy. It is important for the plan process to include robust public input.





Above: Street furnishings are typically located in areas of high pedestrian activity. Right: Street lighting on Minor Streets is pedestrian-scaled and less frequent than on Major Streets.

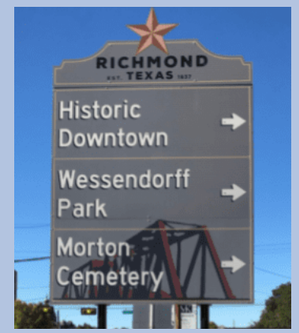
WAYFINDING FOR SMALL TOWNS



Early in its development as an incorporated municipality, Pike Road's leaders understood the importance of developing a brand that could be incorporated into its old and new neighborhoods. This brand helped to unify different parts of a town made up of many historic rural communities. As the Town continues to grow, that original brand can be enhanced and expanded to serve not just as a identification marker, but an entire system of signage that directs and unifies an evolving community. Comprehensive wayfinding can be challenging for small towns with limited budgets, but a Wayfinding Master Plan can not only set the overall vision, but also guide its incremental implementation. A Master Plan will consider budget, signage type, content, proper placement and positioning, design (including materials and lighting), scale and distance legibility, accessibility, and inclusivity. Some examples of wayfinding signage from some smaller communities are highlighted below.







Clockwise from above left: Anamosa, Iowa developed a wayfinding system that matched its existing branding and color scheme (Source: Latitude Signage); With a limited budget, Eagle Mountain, Utah focused on strategic locations for its new wayfinding signage while maintaining its small town feel (Source: City of Eagle Mountain); Richmond, Texas added simple wayfinding signage for key destinations in its town of 13,000 (Source: National Sign Plazas); Phoenixville, Pennsylvania added visually dynamic signage in its new Bike Park (Source: Virtual Farm Creative)



RECOMMENDATIONS

Do This Now

- Review and update the Pike Road Design and Construction Standards for roadways, including specific details and policies, to reflect the intent for future roadways in this Plan.
- Create citizen-based Corridor Committees for key transportation corridors to assist in identifying improvements to develop a distinctive aesthetic character along the corridors and advocate for implementation.
- Update the capital improvements and maintenance plan to prioritize and implement the recommendations in this Plan.
- Review and update right-of-way reservation/dedication policies for new developments so that roadway improvements can be implemented.
- Continue working with State and Local officials to complete improvements to Vaughn Road between Pike Road and the Outer Loop.
- Continue working with State and Federal officials on the completion of the Outer Loop.

Do This Within 5 Years

- Complete a Bicycle, Pedestrian, and Trails Master Plan with details for the design of different facilities and accessory features.
- Complete a Wayfinding and Trailhead Signage Master Plan for the entire Town
- Develop and utilize GIS systems to manage infrastructure assets.

Do This Within 20 Years

- As development occurs, invest in the creation of new roadways and improvement of existing roadways to assist in the growth and expansion of Pike Road and create a complete, interconnected, multi-modal transportation network.
- Update the Future Mobility Plan on a periodic basis (ideally every 5-7 years)

THE PLAN

4. Parks, Recreation, & Trails

p. D.103: Open Space Hierarchy System
p. D.106: Parks & Recreation Concept Plan
pp. D.108-D.111: Pike Road Natural Trail and Trails Concept Plan
p. D.112: Acquiring Open Space
p. D.112: Recommendations

INTRODUCTION

As new development occurs, particularly in towns growing as fast as Pike Road, it is difficult to provide for the creation of parks and the long-term protection of natural open spaces. As the Town of Pike Road continues to grow, it is particularly important to do so in a way that a "system" of connected open spaces is created before opportunities for connections are lost due to growth.

VALUE OF OPEN SPACE AND PARKS

Open space is an integral component of a desirable community. A thoughtfully designed open space system for the Town of Pike Road can improve the quality of life of residents and enhance the overall appeal of the community. More specifically, potential benefits of an open space system include:

Recreation/Quality of Life

A system of open spaces provides opportunities for passive and active recreation, with a secondary benefit of improving physical and mental health. Pike Road's open space system plays an important role in offering residents recreational and quality of life opportunities, and it should therefore be developed to include a variety of opportunities for people of all ages - young children, youth, adults, and seniors.

Transportation

The open space system can enhance the transportation network by providing opportunities for non-motorized transportation, with a secondary benefit of reduced carbon emissions.

Economic

Providing housing and businesses in close proximity to passive use parks and aesthetic open space areas can enhance property values and tax revenues.

Aesthetic

Preserving open space throughout the community will help maintain the appeal and natural beauty of Pike Road.

Environment

Open space can contribute to ecological diversification and habitat protection and creation. Open space and the vegetation within can be an effective tool for stormwater management. Slowing and reducing stormwater runoff vol-

ume can improve flood control and improve water quality. Plants can help mitigate carbon dioxide emissions through photosynthesis and absorb harmful pollutants.

Social

A system of formal and informal open spaces brings people of different walks of life together. Open space fosters interaction and provides opportunities for community gatherings.

Educational

Parks and natural areas can help educate children on ecosystems and natural processes and can enhance creativity and serenity.

PIKE ROAD'S CURRENT FACILITIES

The Town of Pike Road continues to add facilities to its parks and recreation system. A brief summary of existing parks and facilities follows:

Rolling Hills Park

The park at Rolling Hills was constructed in 2009 and was the Town of Pike Road's first park. The park is adjacent to the Rolling Hills Subdivision and Cottonwood Golf Course. The Neighborhood Park is approximately 9.63 acres. It has a pavilion, playground equipment and walking trail. The park was built through grant funds.

Agriculture, Recreation, and Performing Arts Park

In 2016, the Trotman family donated 80 acres of their family farm to the Town of Pike Road. This site is a planned to be a recreation complex to serve the residents of the Town and Pike Road Schools. The phased plan will contain a stadium, multiple athletic fields, amphitheater, ag center, equestrian and livestock arena among other multi-use areas. The first phase which started construction in Spring 2017 will include baseball and softball fields and a football/ soccer field. The project is being constructed in a partnership with Montgomery County and may provide shared facilities for both the Town and County.

Founders Station and Veterans Memorial Park

Founder's Station provides valuable recreational areas for the Town. The softball field is regularly used throughout the spring and summer both by Pike Road School teams and individuals. The current playground was expanded in 2025 to add an inclusive playground for children with special mobility and cognitive needs. The trail head for the natural trail system is also located in this area. This trailhead will connect the Meriwether Road Trail and the Wallahatchie Road Trail soon to be extended. The mural wall located at the western edge of the property provides both historical and cultural education about the Town of Pike Road. The wall shows a timeline from the earliest settlers of the Pike Road area up to present day. The project was completed in 2016 by artist Marilyn Heard with support from citizens and students from Pike Road Schools. The Founder's Station site is also home to the Town of Pike Road's Veterans Memorial. The monument includes a gazebo and walkway with memorial bricks. This site hosts the Town's annual Veterans Day celebration among other events. The monument was constructed in 2012.

Racquet Complex

Completed in 2025, the Pike Road Racquet Complex is a 9-court municipal tennis complex located on land donated by Cottonwood Golf Club. It features lighted, hard-surface courts and multiple pickleball courts. It also includes a covered pavilion with picnic area.

First Responders and Active Military Park and Trailhead (Planned)

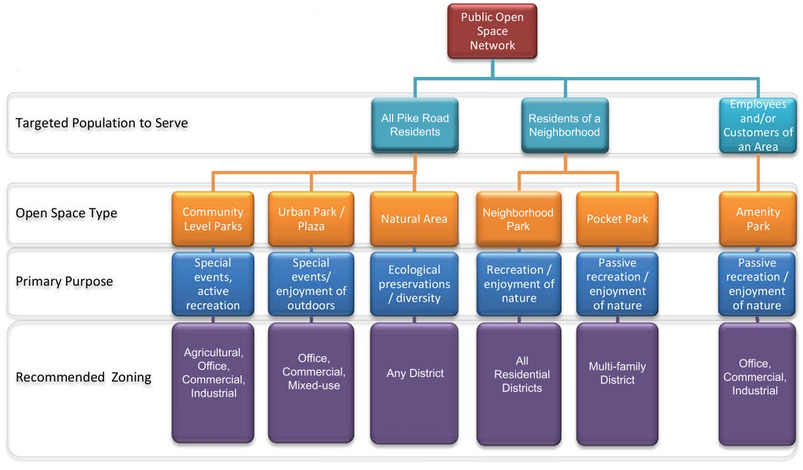
Currently funded and in the planning stage, a memorial to first responders and active military will be located at the intersection of Mockingbird Lane and Wallahatchie Road near the proposed Pike Road Fire Department training facility site. The park will honor first responders and serve as a trailhead for the Wallahatchie Road Trail.

OPEN SPACE SYSTEM HIERARCHY

Much like the Future Land Use and Character Plan's concept for reinforcing the existing "nodal" pattern of development, the Parks, Recreation, and Trails Concept Plan seeks to outline a strategy to establish a continuum of large to small open spaces based upon the locations of planned development nodes. Each space has its own purpose and identity, serving a specified social planning group. The proposed variety of open spaces for each service area is listed in the table below, along with their primary purpose and the recommended zoning district that would be appropriate for each open space type.

Each open space type is described in the pages following the table below. It is recommended that the service levels for all open space types be confirmed as part of the completion of a more detailed Parks, Recreation, and Trails Master Plan, which is a key recommendation of the Comprehensive Plan.

Open Space System Hierarchy Table



Community-Serving

Community Level Parks

Community parks are destination parks for all residents of Pike Road. These parks serve multiple neighborhoods, and should be located on the edges of neighborhoods, easily accessible by motorized and non-motorized travel. Design is informal. These parks should be designed to accommodate larger recreational facilities such as sports fields, occasionally with stands for viewing, as well as concessions. Multiple activities should be able to occur simultaneously within the site, with activities geared towards various age groups. They are areas for hosting special events, and that offer unique or enhanced opportunities for recreation and gathering. The Pike Road Agriculture, Recreation, and Performing Arts Park on Trotman Road is an example of a Community Level Park.



Urban Parks/Plazas

Urban Parks or Plazas are formally designed and framed by buildings on all sides. These spaces are public, outdoor gathering places, typically located at the intersection of important streets and suitable for hosting special events yet able to accommodate individuals (workers, visitors, etc.) enjoying the outdoors. Urban Parks/Plazas are envisioned at the centers of identified nodes on the Future Land Use and Character Plan.

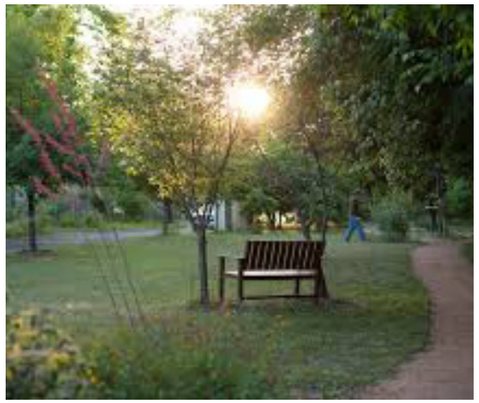


Natural Areas

Natural features such as wetlands, floodways and floodway fringes, contiguous areas with 20% slopes and greater, and areas with soils unsuitable for development should be preserved in a natural state. These Natural Areas are intended to promote biodiversity, ecological conservation and sustainability. The benefits of preserving these areas are outlined previously in the “Value of Open Space and Parks” section.







Area-Serving

Neighborhood Parks

Neighborhood Parks are informal spaces used for civic gatherings, structured recreation, and unstructured recreation for all age groups. These parks may incorporate recreation areas such as play fields, playgrounds, or indoor/outdoor gathering structures and other facilities to be utilized at the individual neighborhood level. A Neighborhood Park provides open space venues in close walking or biking proximity to residents within its general vicinity. The purpose of the park is to accommodate passive use and informal play for residents of all ages. Neighborhood Parks are often part of private developments and managed by the developer or homeowner’s association. While these parks are typically for use by residents and their guests, they are important spaces, particularly in developments where lots have smaller yards. In some instances, the Town may provide and maintain Neighborhood Parks. Rolling Hills Park is an example of a publicly owned and maintained Neighborhood Park. The Town should seek opportunities to provide Neighborhood Parks near neighborhoods that do not have this open space type, such as Mt. Meigs/Pike Road area.



Pocket Parks

Pocket parks are small parcels of open space that contain a limited number of recreational facilities (i.e. a play structure). As the Town continues to develop open space resources, it is recommended that pocket parks be limited to areas where yard space is perceived to be inadequate for residents to enjoy the outdoors.

Amenity Parks

Amenity parks provide passive use outdoor space for the enjoyment of people working in or visiting non-residential areas.

PARKS & RECREATION CONCEPT PLAN

While this document cannot create a detailed plan, it can provide the baseline for all future open space, parks, and recreation planning efforts. A key recommendation of this Comprehensive Plan is the creation of a Parks, Recreation, and Trails Master Plan that will build upon the foundation developed with this plan and during this planning process.

There are two primary components of the Parks, Recreation, and Trails Concept Plan: Open Space Target Areas and the Trail Network (the Trail Network is covered on pp. D.108–D.111).

Parks & Recreation Target Areas

The Parks & Target Areas represent general locations that should, as development occurs and this Plan is implemented, be considered as potential sites for both Community-Serving and Area-Serving. In general:

- Town Centers are generally the best locations for Community Level Parks that feature facilities intended for the entire community.
- Town Centers should include an Urban Park/Plaza as a central gathering space for residents of the Town Center and the greater community.
- New neighborhoods in SR-H, SR-M, and SR-L policy areas should incorporate Neighborhood Parks for residents as part of their development master plan.
- SmartCode developments are required to provide "civic open space" through a variety of park types outlined in the SmartCode.

LEGEND

Centers
(1 mile radius)

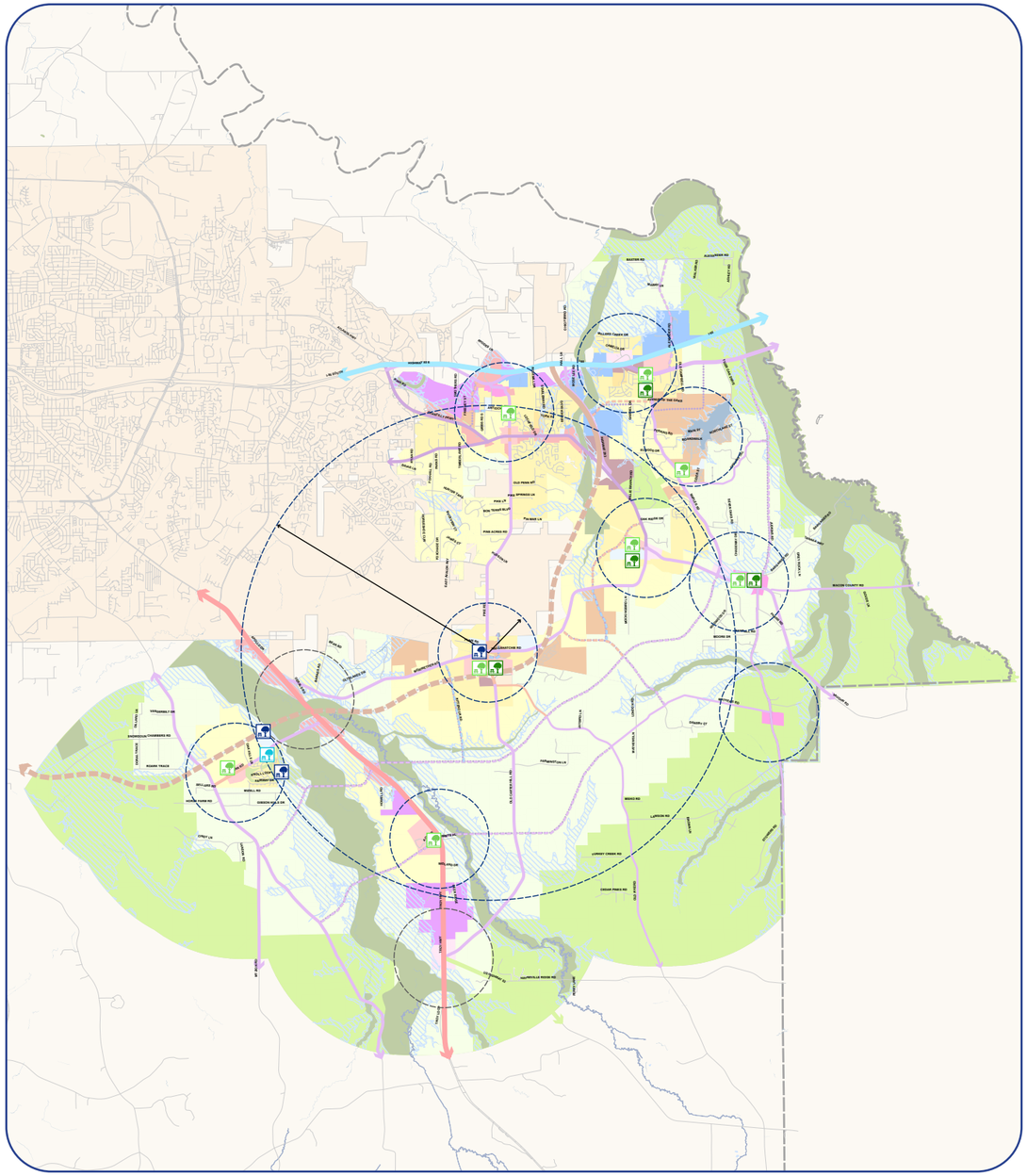
PARKS & RECREATION

Existing Community-Serving Parks

Existing Area-Serving Parks

Community-Serving Parks Target Area

Area-Serving Parks Target Area



TOWN OF PIKE ROAD

PARKS & RECREATION TARGET AREAS CONCEPT PLAN

PIKE ROAD NATURAL TRAIL

The Pike Road Natural Trail System is a protected roadside trail system that is planned to connect most of the Town. The trail is largely gravel and built for pedestrian, equestrian and other forms of non-motorized vehicles. Approximately 10 miles have been completed and new phases have been funded and are in the planning stage. Trailheads with quality-of-life amenities are planned along the trails with two completed. The system will connect various neighborhoods, parks and businesses to create a cohesive network. With the rise in low-speed motor vehicles (i.e. golf carts, etc.), the Town should study whether to accommodate such vehicles in the future and the appropriate design to do so.

Existing Trail System

Phase 1 of the Pike Road Natural Trail runs alongside Meriwether Road between Troy Highway (U.S. Highway 231) and Pike Road, with a trailhead at each end. Trailhead 1 of the Pike Road Natural Trail is located on the southern side of Meriwether Road, between Barnes Road and U.S. Highway 231. It includes parking, a covered picnic pavilion with charcoal grill, tables and lighting, and a restroom facility. The trailhead facility is ADA accessible. Trailhead 2 is located near Founders Station at the corner of Meriwether and Pike Roads. A restroom facility and pavilion are located near this location.

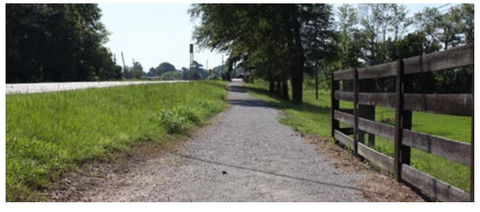
Phase 1 of the Marler Road Trail runs alongside Marler Road from Vaughn Road to the Orchards Development on Ofuski Trail. The trail continues as part of the neighborhood sidewalk system to Pike Road Elementary School along the Avenue of Learning.

Phases 1 and 2 of the Wallahatchie Road Trail runs alongside Wallahatchie Road from Vaughn Road just as Wallahatchie curves south before the proposed alignment of the Outer Loop. In 2024, as part of the Pike Road Onward initiative funding was dedicated to extending the Wallahatchie Road Trail into the Historic Town Center linking it with the trailhead near Founders Station and adding a new trailhead and park at the intersection of Mockingbird and Wallahatchie.



The Pike Road Natural Trail should continue to evolve into a recreational amenity that connects to all corners of the Town.

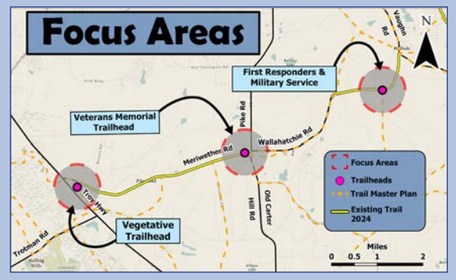


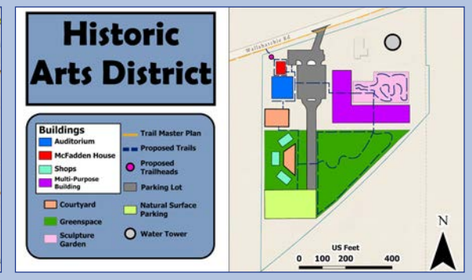


PIKE ROAD NATURAL TRAIL CONCEPTS DEVELOPED BY PIKE ROAD'S INNOVATIVE INTENSIVE INTERNSHIP

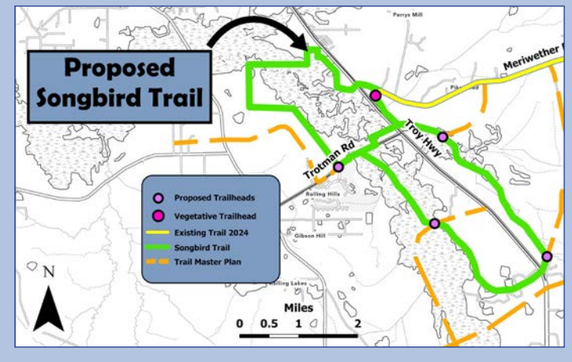
In 2023, the Town of Pike Road was selected as an inaugural member of the Innovate Alabama Network, a program which facilitates collaboration between communities, higher education institutions, and nonprofits that are fostering innovation in their own backyards. In support of that membership, Pike Road developed an internship program aimed at retaining Alabama's future workforce by empowering participants to actively contribute to our community's quality of life development.

In its first year, the internship consisted of four Alabama college students. The interns focused on the area between Hwy 231 and Vaughn Road along Meriwether and Wallahatchie. They developed concepts to better link these areas and build on the energy near the Historic Town Center from proposed development, street improvements, existing and new parks, emerging Arts District, and the new high school. Their internship concluded with a public presentation of their ideas.









Clockwise from top left: Work focused on three nodes: the Meriwether Trailhead, Founders Station, and the First Responders Park; Conceptual layout for an expanded Arts District; Concept to create the "Songbird Trail" within the Catoma Creek Natural Area; Illustration of proposed community garden at the Meriwether Trailhead.

TRAILS CONCEPT PLAN

The second component of the plan is the Trail Network. Within this network, there is a variety of trail facilities that are available:

Greenway Trails

These are multi-use paths that wind their way through parks, fields, conservation areas, floodplains, etc. and do not follow any existing or planned street (off-network). These accommodate multiple modes of travel, including pedestrians and bicyclists.

Shared Use Paths

These are paths that, in general, parallel an existing or future roadway, but are separated from that roadway, usually by a planted strip or some similar buffer. These could support a full array of transportation modes. While low-speed motor vehicles are currently prohibited on shared-use paths, the Town should study whether to accommodate such vehicles in the future.

Bicycle Lanes

These are on-street paths within delineated as 'bicycle only'. They are usually striped, but in some cases can be separated by a curb or median. Due to their proximity to an active (and often higher-speed) automotive right-of-way, these are limited to bicycles only. Bicycle Lanes will most often be located within private development along major streets connecting Town Centers and other neighborhoods.

Trailheads

Each trail that passes through or near a town center as identified on the Future Land Use and Character Plan should have a trailhead with appropriate uses.

Note: Opportunities exist to connect the Pike Road trail system to the River Region Trail System as it is developed.

LEGEND

Centers
(1 mile radius)

Existing Community Facilities

TRAIL FACILITIES

Greenway Trails

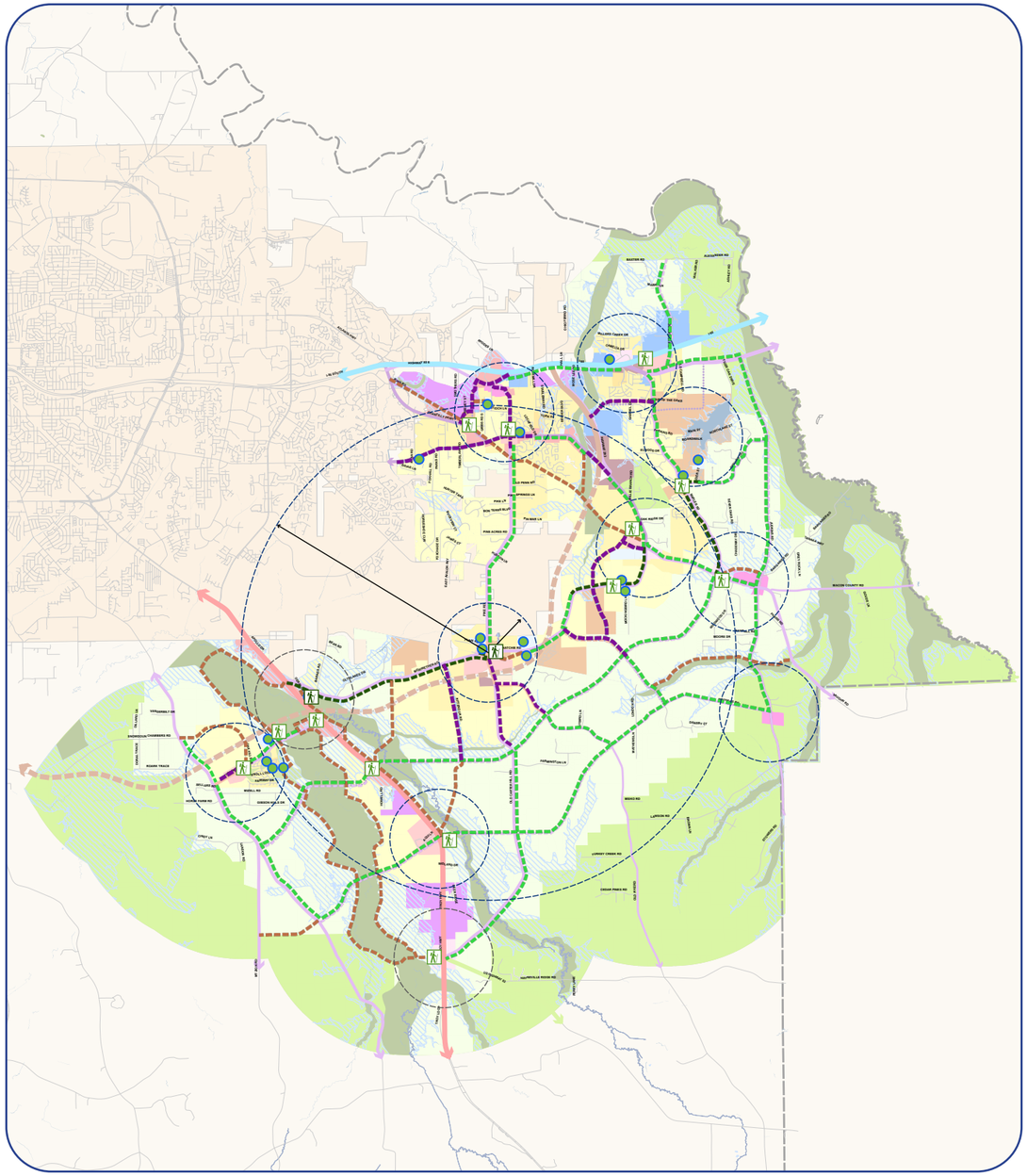
Existing Shared Use Paths

Proposed Shared Use Paths

Bicycle Lanes

Existing Trailheads

Proposed Trailheads



TOWN OF PIKE ROAD
TRAILS CONCEPT PLAN

ACQUIRING OPEN SPACES, PARKS, AND TRAILS

Regulatory tools already play an important role in open space conservation in the Town of Pike Road. These range from basic flood plain regulations that require development to meet certain criteria within the 100-year floodplain to more specific regulations that require developments to set aside a certain percentage of the site as open space. Developments falling within the "Pike Road Natural Trail Overlay Area" are also required to provide dedications for new trails. For the most part, set aside requirements result in neighborhood-scale open space that primarily benefits residents of a given subdivision. The Town should develop a comprehensive program with criteria and standards for the dedication of land to the town for parks and open spaces as new development occurs.

There is a large amount of agricultural and undeveloped land within the Town's Planning Jurisdiction. Preserving a portion of this land would honor Pike Road's agrarian roots. A legacy farmland preservation program could slow sprawling development, but also allow for demonstration farms that showcase and teach agricultural techniques and farm management practices. The Town should study the benefits of such programs and complete a study for how to implement it in Pike Road.

RECOMMENDATIONS

Do This Now

- Update reservation, dedication, and construction policies for trail network implementation
- Update design and construction standards for trails, trailheads, and trail facilities
- Complete a plan to promote demonstration farms throughout the community including the potential for acquisition of legacy farmland.

Do This Within 5 Years

- Complete a detailed Parks, Recreation, and Trails Plan including locations and programmatic information for specific facilities throughout the community
- Establish policies for public park dedication as part of development approval process

Do This Within 20 Years

- Update the Park, Recreation, & Trails Plan periodically (ideally every 5-7 years)

THE PLAN

5. Economic Development

INTRODUCTION

There are several existing commercial business nodes within Pike Road that are developing to serve the needs of the surrounding growing residential community. The portion of the Mt. Meigs/Merry and Pike Road Town Center node surrounding the intersection of Vaughn Road and Pike Road is clearly developing as a local Pike Road household-serving convenience node, populated by the Publix Supermarket and CVS Pharmacy at the Shops at Pike Road center, augmented nearby by a Dollar General Store, nail salons, franchise restaurants, and auto repair; with similar commercial activity under development in Merry Corners across the street on the southeast corner of that same intersection. Town Hall, along with the public library and the post office, are situated in this business corridor. As such, the node presently serves as the civic and business hub for the community of Pike Road.

Business development to the north between Route 126 and I-85 is characterized more by industrial and service businesses including self-storage, construction supply and landscaping companies, a car wash, and automotive services, along with some underutilized properties. Similarly, sparse business development along U.S. Route 231 includes some industrial properties (e.g., TK, LLC), traveler motels, automotive service, and filling stations; along with a farm produce market and restaurant. The following high-level observations and preliminary recommendations are targeted to long-term economic development in Pike Road, with a focus on several nodes or corridors which are naturally competitive or strategically well-situated for business development, above and beyond the current Mt. Meigs/Merry commercial node. It should be noted, however, that these recommendations are based primarily on observation and not on thorough economic or market analysis to assess or forecast the potential for or viability of business and other development in Pike Road.

U.S. ROUTE 231 CORRIDOR

Highway 231 (Troy Highway) is a major gateway into Pike Road and Montgomery. The road carried an average daily traffic count of 18,700 in 2023, according to ALDOT. This traffic affords some exposure for commercial uses but the 4-lane divided highway also provides excellent transportation accessibility for tourists traveling to Florida Panhandle beaches as well as for trucking and industrial uses. Such access would be further enhanced with the completion of the Montgomery Outer Loop, connecting U.S. 231 to Interstate 85 (located less than two hours from Atlanta's Hartsfield-Jackson International Airport). The outer loop would provide greater access and exposure for business opportunities and, in particular,

could provide support to institutional and business uses that could be concentrated near I-85

The Montgomery (northern) segment of U.S. 231 has a plethora of down-market uses and provides a relatively poor-quality gateway into Pike Road. A vacant shopping mall, used car lots, pawn shops & payday loan stores, dollar stores and automobile repair and other industrial service businesses populate the Montgomery portion of the road just north of Pike Road. Based on these observations, several concepts or recommendations are emerging for this corridor that can help boost the town's economic development efforts.

- **Aesthetic Improvements**. There is a need to draw a clear distinction between this downgraded use and a more welcoming environment in Pike Road, such as through:
  - » Gateway, landscaping and other aesthetic treatments
  - » Regulatory restrictions (as is possible within Town limits and the Town's Planning Jurisdiction) on uses such as pawn shops & payday loan stores, used car sales, and certain industrial service businesses (e.g., metals recycling, car repair, etc.) unless they meet certain building design and material standards.
- **Quality Industrial Development**. As noted above, U.S. 231 has several competitive advantages as an industrial location. The corridor provides good road access, which will be enhanced with more direct access to I-85. The Town is in the process of planning an industrial park in the corridor, and TK LLC (a metal manufacturing and fabrication company at 10613 Troy Highway) has put down roots in the corridor and is expanding. To enhance the corridor's prospects for industrial development, several emerging recommendations include:
  - » Create a land inventory and collaborative agreements with property owners to encourage industrial development in a planned approach at key locations.
  - » Proactively market and promote these sites and the planned park in concert with property owners.
  - » Ensure that the planned park has a sustainable management structure to help promote and market sites, master plan expansion and development, secure tenant agreements and sales, and manage the public infrastructure in a way the retains competitiveness into the future.
  - » As noted above, certain industrial and commercial services should be restricted within the corridor and especially within the designated industrial parks or nodes to help enhance the attractiveness of the corridor for high-grade industrial and business uses.
  - » Encourage certain high-grade commercial uses at selected nodes to serve employees and commuters within the industrial areas as well as surrounding residents. Such uses might include filling stations (several of which already exist), pharmacies, convenience food stores, and restaurants, again located at a select few locations and not developed in a way that promotes a continuation of the commercial sprawl experienced to the north in Montgomery.
- **Tourism Capture to Support Destination Markets**. The Highway 231 Corridor has long served a tourism function, particularly oriented to destination beach travelers. The highway is still populated by a handful of small roadside motels and filling stations



Sweet Creek Farm Market at the intersection of Hwy 231 and Meriwether Road is a destination for Pike Road residents and travelers on the highway. It embraces the agricultural heritage of the region while offering unique and local produce and food. As part of a northern gateway to the Town, it sets a good precedent for complimentary development around this intersection and the opportunity to draw visitors farther into the Town.

that serve that market. Sweet Creek Farm Market is strategically located at Meriwether Road and is busy year round with beach travelers as well as destination visitors who have become regular customers over many years (according to interviews with staff). There is a need to enhance the aesthetic value of the corridor (as noted above) and to capture more tourism spending to help support restaurant and retail development within Pike Road.

The potential retail market base is comprised not only of rooftops within the immediate Pike Road trade area but also of destination consumers including tourists. Thus, to support the kinds of retail and restaurants being demanded by local residents, an effort to build the destination market base will help generate sales to support those locally-desired uses. Approaches for this effort can build on the traffic generated by U.S. Route 231, as follows:

- » Establish a "heritage" destination node at the "Historic Town Center (HTC)," which has been designated for the intersection of Meriwether Road and Pike Road. This destination is described later in this document.
- » Enhance Meriwether Road as a key tourism gateway into Pike Road off of U.S. 231, through signage, aesthetic improvements, and controls on development along the segment between U.S. 231 and the HTC. Portions of this corridor already present an attractive entrance into town and are nicely developed with high-quality residential uses or still remaining in farm use. A buffer should be created between the road and any large-scale residential or other development planned or proposed on properties fronting Meriwether Road.
- » Pro-actively work with property owners and plan for development on the

southeast corner of U.S. 231 and Meriwether that complements and reinforces the community's heritage identity. Such development might include a lodging venue/café that could serve not only tourists but also business travelers, along with a visitor/CVB office or kiosk that could provide information about Pike Road. This venue might be sited in a park setting and/or connected to a series of trails (see below).

» Create a series of walking/biking/hiking trails along this area's waterways and that take advantage of what are otherwise wetland constraints on development. These trails can become an amenity for residents, workers, and visitors alike.

» Enable protections for the wetlands and trail areas that surround U.S. 231 on both sides within Pike Road. Again, such areas can become amenities for residents, workers, and tourists that are promoted as a resource offered by Pike Road as part of its economic development marketing efforts.









Counter-clockwise from top left: Programs such as ALDOT's roadside wildflower program can improve the aesthetics of highway corridors in a sustainable manner (Source: ALDOT); The Alabama Robotics Technology Park in Tanner, Alabama is focused on training to create the next generation of highly skilled technicians for Alabama's industrial workforce (Source: AIDT); The Richard Martin Trail, a rail-to-trail project in northern Alabama, features sections of trail through and adjacent to wetland areas (Source: Traillink, Eric Cherry); The Audubon Biedler Forest features 1.75 mile boardwalk trail through swamp land with one thousand year old trees (Source: Audubon Society, Richard Covey).

HISTORIC TOWN CENTER

An historic town center (HTC) node has been identified for the intersection of Pike Road and Meriwether Road at Wallahatchie & Hudson roads in the center of town. This HTC would develop over time as a place with historic roots to the agricultural heritage of Pike Road and with an identity that helps to brand the town for marketing and economic development. Walkable town centers where the community can come together to meet and celebrate have amenity value that is now one of the essential ingredients for economic development marketing and business recruitment.

At present, there is not a significant amount of activity at this node beyond certain public uses. Founder's Station (including municipal building, Veteran's Memorial Park, trailhead, ballfield, and proposed expanded playground with inclusive components). The area is also the location of Pike Road Intermediate School (Old Pike Road School), the new High School under construction, and the Pike Road Arts Village. There are several historic buildings in the area and still an agricultural influence that pervades the context of the place despite the presence of suburban residential development creeping ever closer. Several conceptual recommendations are provided below for this HTC node to become more of a true center for the community, an essential part of its brand and identity.

- **Historic Assets & Iconic Businesses.** Critical to the development of this node as a marketable town center is the preservation and restoration of historic and vintage buildings, augmented by public spaces and features that help to celebrate, memorialize, and leverage the community's heritage. An historic brick building at the intersection of Meriwether and Pike Road should be one point of inspiration for new development. If the building is beyond repair, its materials could be salvaged. Businesses like The Feed Lot and Pike Road Founders Station help strengthen the character of the node by drawing focus to the town's agricultural heritage.
- **Public Spaces.** The existing Veterans Memorial provides a good start on the creation of a public space where the community can be drawn together for meeting, memorializing, and celebrating. The plan for this area should give thought to long-range concepts of public spaces and venues, such as a community center or event center (see below) that could draw people for community events, live performances, and corporate meetings in a setting that also offers a walkable mixed-use environment.
- **Event Venue, Boutique Lodging.** As noted above, an event venue could be a possible anchor this HTC concept. By incorporating boutique lodging along with dining facilities (such as a country style dining hall) into a mixed-use event venue, then there is the potential for creating more of a destination attraction, especially if the event venue is programmed for audiences. This mixed-use venue would need to be tested in the market but, if found to be viable, then the venue could also generate opportunities for spin-off business activity within this node.
- **Mixed Housing Development.** The viability of this center can be enhanced with an intense mix of residential building types to fill a variety of housing needs, in particular housing for young professionals and perhaps retirees looking to downsize. This could be in the form of flats above commercial, townhouses, and other appropriate higher intensity types. If there is a market to support it, then such housing in and sur-

rounding this node would be appropriate to help support its development as a commercial and mixed-use center while maintaining the rural character and identity of the community.

- **Specialty Retail & Dining**. The presence of an anchor venue as described above could help reinforce the node as the center of a walkable district which would attract boutique retail shopping and restaurants. Ultimately, building up the market to include diverse elements including residents of new residential developments in the area and of Pike Road, highway tourists, regional destination visitors, and business/corporate events and weddings could help support the development of some specialty retail and restaurants at this location over time. The town center would need to be marketed and branded as a destination location that includes these various elements (event venue & destination dining, boutique lodging, public celebration space, agri-businesses, etc.) as a starting point for recruiting retail and restaurants. While it would be challenging for any one individual restaurant or retail business to be viable at this location at present, the deliberate programming and clustering of restaurants and activities around anchor uses can help to establish the node as a destination.







Town centers should include a mixture of retail, restaurant, office, residential, amenities, and other uses in a interconnected, walkable environment. Pike Road's Historic Town Center has the opportunity to become a vibrant destination for residents and visitors while honoring the agrarian heritage of the community. One example of a successful mixed-use center is Berry Farms in Franklin, Tennessee. This new community includes a range of uses from a low, walkable village center to larger uses such as a grocery; a range of housing types from single-family to apartments above shops; hotels; offices; and multiple civic amenities and open spaces. Some of these features could be one of many inspirations for Pike Road's Historic Town Center. (Sources: Boyle Investments and Kyser Vogrin Design)

I-85 & OUTER LOOP-INSTITUTION-ANCHORED NODE

Interstate 85 provides another important gateway to and from Pike Road, carrying 42,000 to 49,000 average annual daily traffic (AADT) counts through the Pike Road area. This corridor therefore affords the town significant access as well as exposure in support of highway commercial uses and branding. As noted earlier, the interchange formed by I-85 and the Montgomery Outer Loop is situated less than two hours from Hartsfield-Jackson International Airport, while also being located near Eastchase and within a short commute of downtown Montgomery and State Government offices. The I-85 corridor is characterized by a mix of uses including industrial, commercial, and residential at various locations. The interchange at Montgomery Outer Loop (AL Route 108) and south along the Loop provides opportunities for creating a business gateway into Pike Road. The Outer Loop, Highway 126 and larger properties near Vaughn Road provide opportunities for more intensive and concentrated economic development activity in the town.

- **Medical Institutions and Office Space**. While the office market has not been tested for this study, it can be assumed that office demand is generally weak at the east end of the Montgomery market but that there will be gradually increasing demand over time for services including hospitals and other medical services to support the growing Pike Road community and areas to the east. As hospitals in the region consolidate, new opportunities should be identified for expansion to serve the growing Pike Road population and areas to the south-east. The Town can play a proactive role in generating data and information on the growing service base, and on recruiting a medical provider to this highly accessible I-85/Outer Loop node—perhaps within the McDade Town Center near the geographic center of Pike Road and the current terminus of the Outer Loop. Depending on their scale of investment and use of contractors, institutions like hospitals can generate spin-off demand for medical office space as well as other services such as insurance providers, laundries and cleaning, catering, hospitality, bill processing, and others.
- **Institutional Research & Product Development**. There is also an opportunity that has been identified to create collaborations among colleges and land grant universities in the Montgomery area and in southeast Alabama in order to share resources and build on shared strengths such as in agricultural sciences. Among the primary research universities in the region are Auburn University (with a branch campus in Montgomery), Alabama State University, Troy University, and Tuskegee University. Additionally, Montgomery serves as the State Capital, and the federal government has a significant presence in Montgomery at Maxwell Air Force Base and Air University. So, State and federal funding is somewhat concentrated in the area as are opportunities for R&D spin-off.

Such collaborations along with state and/or federal grant support, could theoretically be used to establish research or technology-based centers. Such centers can leverage private sector investment through commercial applications of university-driven R&D output. A high-level review was conducted of college and university research in the region and several strengths identified as follows:

- **Auburn University**: Auburn has targeted research in "Big Four" strategic areas: healthcare, intelligent solutions, security, and sustainability. Within this framework, the university's key strengths include Radio Frequency Identification Technology (RFID), Health & Healthcare research (focused on health disparities, chronic & infectious diseases, metabolic & neurological diseases, and precision medicine), History, Artificial Intelligence/Machine Learning, Cybersecurity, and Environmental Health.
- **Tuskegee University**: One of the premier HBCU's in the country with a powerful history, Tuskegee has focused research on Aerospace and other Engineering, Biomedicine & Bioethics, Oral Health, Veterinary Medicine, and on specific products like Nanostructured Thermoplastic Films.
- **Alabama State University**: Alabama State has research strengths in Nano-Biotechnology (including a National Science Foundation program for undergraduates and specific programs oriented to alternative energy and disease prevention), Engineering, East Asian Business & Culture, Education, and Race Relations.
- **Troy University**: Troy University has doctoral programs in Sports Management and Global Leadership that have led to active research activity. Specific research projects led by university faculty have focused on Chemistry and Materials Sciences (especially in the properties of plastics and use in recycling), as well as in Biology and Environmental Sciences.

Overall, common themes associated with research strengths at these four universities include Health & Medicine, Engineering, and Environmental Sustainability. The concept of recruiting a medical institution to the I-85/Outer Loop Node could be coupled with the establishment of a collaborative medical/health, AI technology, or environmental health center (which could also address agricultural sustainability) within this same node or area, creating synergistic opportunities for both basic research as well as spin off product development among private sector entities through practical application and testing of new products and technologies. It is recommended that the Town examine the potential for an R&D center or park as an anchor for this institutional node through more detailed analysis, particularly if a collaboration is desired between the four universities.

RECOMMENDATIONS

Do This Now

- Complete a land inventory and environmental assessment of the US231 Corridor to identify industrial development opportunities and potential nodes.
- Continue to engage with property owners in the US231 Corridor regarding opportunities for high-quality industrial development; and assess level of participation in broad definition and marketing effort.
- Engage with property owners of heritage farmland and historic structures surrounding the Historic Town Center node to incorporate their properties into a conservation and heritage development effort.
- Facilitate discussions with medical professionals and hospital operators in the broader region (including national chains) regarding opportunities for medical center development along the I-85/ Outer Loop corridors.
- Facilitate discussions with the regional universities on R&D spin-off opportunities.

Do This Within 5 Years

- Create a management entity/structure for industrial marketing, development, and infrastructure within the US231 Corridor
- Continue to implement the trail system to enhance amenity value for existing and potential residents as well as becoming a destination recreational use for visitors.
- Create aesthetic improvements and facilitate property owner engagement in visitor gateways, such as at US231 and Meriwether Road.
- Engage in funding or leveraging funding for preservation efforts that would add value to the Historic Town Center context.
- Recruit sensitive development partners and equity property owners in the Historic Town Center node to pursue infill development according to design standards that help to strengthen the potential of the node as a heritage mixed use destination.
- Recruit boutique lodging and event venue to the Historic Town Center, if supportable in the market.
- Facilitate discussions with property owners, universities, and master planning efforts around the I-85 / Outer Loop area regarding development of institutional / technology office and mixed-use node.

Do This Within 20 Years

- Develop an institutional node and Medical/Health/Tech development park or activity cluster around the I-85 / Outer Loop area.
- Recruit retail, restaurant and other commercial uses to the Historic Town Center node, leveraged perhaps through retail operating, capital financing, and other incentives as appropriate.
- Market and promote the Historic Town Center as part of the "brand" of Pike Road and as a walkable hub for recreation, heritage, and beach tourism.

6. Community Services

INTRODUCTION

From its inception, the Town of Pike Road has added community facilities as needed in a gradual approach. Early administrative offices were in a residential structure while town meetings were held in a church. As the Town grew and employees were added, the Town expanded to fit the needs of its citizens and spaces programs required. These community facilities include a range of both civic structures and green infrastructure in the form of parks, activity venues, and natural trails.

PUBLIC-PRIVATE PARTNERSHIPS

In early discussions between town leaders and citizens, the decision was made to not try to compete with existing utilities, infrastructure or programs already in place to serve the Town, but to instead use the Town's resources to improve the provision of services to its citizens. This led the Town to work with private utility providers to focus growth and development areas that either had adequate services or in those areas that were planned for expansion. In areas where necessary infrastructure was not available, the Town worked with developers to locate service providers that could support the desired growth. As the Town continues to grow, ensuring that growth is coordinated with its private partners continues to be a priority.

CIVIC BUILDINGS

Town Hall

The current Town Hall building is a multi-tenant building located near the intersection of Vaughn Road and Pike Road. This area is what many people think of when they think of Pike Road. The building is approximately 35,000 square feet. Prior to its use as the Town Hall it was occupied by Fine Foods Market, an upscale grocer. The Town Hall portion of the building contains a variety of office and meeting spaces that are occupied on a regular basis. The offices for the Administrative, Building and Planning departments are all located here. The space also includes the Town Council Chambers and training room. The training room contains most of the maps and graphics that tell the story of the creation of the Town of Pike Road at the same time displaying the plans for its future. The upstairs above the office area is a large open area regularly used for public meetings, art events, performances, community outreach and homeowner's meetings.

The space is utilized not only by the Town but also several public and private tenants. One of the most active uses in the site is a satellite office of the Montgomery County Library. This location is an example of the Town working with its partners to use existing services instead of duplicating them. The Town provides both

space and funding to support the library. Its constant stream of members and events show the rewards of this investment.

The remainder of the building is occupied by restaurants (fast food and casual sit-down), services, and retail. These restaurants ensure the complex is occupied seven days a week from early morning until late at night. This not only provides a steady stream of revenue for the Town, but an active center that provides services for the Town's citizens.

Founders Station

Founders Station is in the true heart of Old Pike Road in the Pike Road Historic District. The overall site for Founders Station is approximately 7.9 acres and contains a multi-purpose building, a softball field, community garden, fire station, trail head, and an inclusive playground. The building was constructed in 2009 and contains approximately 2,100 square feet. It currently provides office space for the Town of Pike Road's Community Development department. The meeting space located in the rear of the building is regularly used for educational, cultural and civic events. It is currently home to the Pike Road Lions Club. The front area contains several historic photos and exhibits and is envisioned to become a museum the Town.

Pike Road Arts District

The Pike Road Arts Council is one of several volunteer-led committees created through Pike Road's ENHANCE initiative. The Arts Council engages citizens of the Town of Pike Road who have unique gifts in the fine arts and encourages the utilization of those gifts to bring a greater overall appreciation of the arts to the community. The Arts Council organizes and presents an assortment of arts-related events throughout the year, engaging local artists of all disciplines, from traditional painters to storytellers, crafters, and beyond.

In 2019, the Council opened the Pike Road Arts Center at 944 Wallahatchie Road under the water tower. The center is home to the Water House Gallery, studio space, and a variety of arts-related activities. In 2024, the Town began the creation of an Arts District around the Arts Center as part of its Pike Road Onward initiative. The historic McFadden house was relocated to the site and is currently being refurbished. Planning is underway to construct a community auditorium/theater space and a multi-purpose arts and recreation facility also. Pike Road's Trail System will be extended to the Arts District as a destination. It it important for the Town to continue to invest in the visual and performing arts and expand the Arts District into a cultural and community destination for Pike Road residents and beyond.

EDUCATION

Early after the Town of was incorporated in 1997, the citizens of the Town of Pike Road expressed a desire to create a local school system to serve the children of the town. In 2005, Education was placed as a "pillar," or central tenet, of the Town's work. From that point onward, the Town began to prepare to create its own system. This included the creation of citizen committees and groups to work on this process. In 2010, the Town Council voted to create the Pike Road School System after confirmation of population requirements being met. The citizens of Pike Road reaffirmed this decision in 2011 by approving a 16-mil property tax to fund the school system. In August 2015, the first students in grades K-8 began school in the new Pike Road School.

The Pike Road School system has a focus on innovation and digital technology. The system works to inspire students to learn and create. This includes a community engagement program that brings professionals and students together to interact. The Pike Road School System is also supplemented by a variety of private school systems that provide alternative learning environments based on religious or other principles.

Elementary School

The Pike Road School is located at 500 Avenue of the Learning. The school was completed in 2015 and opened in August of that year. The school is located on 40 acres donated to the Town of Pike Road from The Waters. The school currently serves grades K-9 with 10th grade classes beginning in fall of 2017. The school is 101,605 square feet with 45 classrooms. The building also contains a completion gymnasium, cafeteria and media room. Due to the overwhelming popularity of the school system in its first year, the Town added a 7,140 square foot modular building with 11 classrooms in January 2016. This brought the total student capacity to 1,500 students at this location.

Intermediate School (Pike Road Historic School)

In November 2015, the Town of Pike Road purchased the Pike Road Historic School located near Founders Station. The Historic Pike Road School was Montgomery County's first school to consolidate rural, one-room schoolhouses into grades one through twelve. It opened in November 1918 and operated until May 1970. After renovation, the Pike Road Historic School reopened as a middle school serving grades 7-10. Since 2020, the school serves as an intermediate school for grades 4-6.

High School (Historic Georgia Washington School)

In July 2018, Pike Road Schools purchased the Georgia Washington Junior High School for their high school campus. The school was named after Georgia Washington, an emancipated slave who opened the "Village School" in the Mt. Meigs community in 1893. The Village School building was in 1894 and was renamed in honor Ms. Washington after her death in 1952. In 1974, Montgomery County Schools converted Georgia Washington School into a middle school. After renovations, Pike Road High School at the Georgia Washington Campus opened in 2018.

Next Steps

In 2024, Pike Road Schools broke ground on a new 70-acre high school campus on Wallahatchie Road near the Historic Town Center and Founders Station. The new high school will include more than 200,000 square feet and serve 1200 students in grades 9 through 12. As part of its Pike Road Onward initiative, the Town Council invested funds in PRS athletics at the new campus. When complete, the new high school will relieve pressure on the intermediate school and Georgia Washington campus, which will become Pike Road Middle School. As the Town continues to grow, it will be important to coordinate with Pike Road Schools on the impact of proposed development on school system capacity and ensure adequate resources are available for Pike Road Schools to expand their system and services.

UTILITIES AND INFRASTRUCTURE

Working with existing utility and service providers allows the Town to reduce both human resources and capital necessary to operate the Town. This in turn allows the Town to focus its resources on education and quality of life services that residents requested. The Town has used both incentives and regulations to help ensure that private service and utility providers have the resources they need and operate in a manner that benefits the Town of Pike Road's residents and business community. As the Town continues to grow, it will be important to monitor these services and work with its partners on expansion and upgrades.

Water

Potable water is one of the most important utilities regarding the continued growth and development of the Town of Pike Road. Although some residents use individual wells, most of the potable water for the Town of Pike Road is supplied by the Montgomery Water Works and Sewer Board. MWWSB is the primary supplier for Montgomery County. In the early 2000's it merged with the East Montgomery Water Board which was the provider for most of the Town of Pike Road. MWWSB has multiple sources for potable water. Approximately 60 percent of the water for the system comes from C.T. Perry Water Purification Plant located on the Tallapoosa River. The remainder of the water comes from the Day Street Pump Station, the Hanan Water Treatment Plan and other well fields.

Water is available in some form or fashion to most of the Town, especially those areas likely to see development in the near future. In some areas of Town, water pressure may be a limiting factor. The Town should continue to work with MWWSB to expand and improve water service and limit development approval in locations where service cannot adequately meet demand.

Sanitary Sewer

Much like clean potable water, sanitary sewer is one of the most important factors in the growth and development of Pike Road. In many areas of the town, sanitary sewer is the limiting factor in new growth and development. The Town of Pike Road is currently served by the Montgomery Water Works and Sewer Board (MWWSB) and Adenus. New providers may enter the Town of Pike Road, as there is ample opportunity for expansion. The current structure for expansion is based on the user covering the cost for the expansion of service. As part of the Council's 2024 Pike Road Onward initiative, many interconnected projects have been funded, including an expansion of sewer service.

MWWSB is a traditional sanitary sewer provider utilizing a sewer system that is sent to a wastewater treatment facility to be treated and discharged into the natural water system. This system is largely a gravity system that it supplemented by several pump stations to deal with terrain. This system is limited to some of the more developed areas of the Town, specifically the Chantilly Parkway, Vaughn Road, and US 80 corridors. The system is being expanded to the Historic Town Center as part of the new High School campus.

The Adenus system is a decentralized wastewater system. It is based on an effluent collection system. Each individual home or business has a collection tank similar to a septic tank, though usually smaller. As waste settles in the tank, the effluent is pumped through a pressurized system to a secondary treatment facility. After treatment, the effluent is either released on drip irrigation fields or into a water source through a point source permit. Solids are held in the individual settling tank and are processed by microorganisms. The Adenus system was originally designed to handle wastewater from The Waters development on Marler Road. The utility has increased capacity to accommodate additional developments and continues to expand. The system is currently located on the Marler Road corridor with the treatment and release facility located off of US 80 near Line Creek. Because the technology does not transport solids, the pipes are smaller in size and generally much less expensive than a traditional sanitary sewer.

The remainder of the Town is largely reliant on individual septic systems. These septic systems are approved and inspected by the Montgomery County Health Department. These areas are limited in the intensity to which they can develop, especially in nonresidential configurations.

As the Town continues to grow, solutions to providing sewer will be a challenge. Each system has limitations in terms of expansion. Traditional sewer is limited in coverage and expansion is costly. A limiting factor to the decentralized system is the need for either a discharge point for treated water or drip fields. The Town should continue to work with current providers and potential new providers to serve the need for future economic development, particularly along Highway 231.

Sanitation

The Town of Pike Road currently uses AmWaste to serve their citizens sanitation needs. AmWaste provides weekly garbage collection and yard waste pickup. The Town operates under Montgomery County's solid waste plan.

In 2024, the Pike Road Recycling Depot reopened at 450 Pike Road. The center accepts plastics #1 and #2, paper, aluminum, and cardboard. The center is open 24 hours from 8 AM on Tuesdays to 5 PM on Thursdays.

Power

The Town of Pike Road is served by two electric utilities, Alabama Power and Dixie Electric. Each utility has a separate service territory. Alabama Power is the larger of the two utilities and provides power to the western and northern portions of the Town of Pike Road. Dixie Electric serves both the eastern and extreme southern areas of the Town. Some industrial and very large electricity users have flexibility in choosing providers.

As the Town continues to grow, additional electrical demand will be necessary. Additionally, redundancy in service will be necessary to reduce outages. Both utilities continue to look for substations locations and build capacity. The Town should continue to coordinate development with the power providers. As the Town begins to look at larger economic development projects, especially those in industrial or research areas, the ability of the utilities to provide adequate service will increase. Additionally, both providers also work to recruit new employment bases and power users.

Natural Gas

Much like the power utilities, the Town of Pike Road is served by two natural gas providers: Southeast Gas and Spire Energy. Both utilities provide heating, cooling and cooking energy for residential developments. Natural gas is also used in commercial, institutional and industrial

applications. Much like power utilities, these service providers also work with municipalities to attract economic development opportunities.

Communications

Telecommunications play an increasing role in our modern lives today. The residents of the Town of Pike Road have actively embraced new technologies and expect these services like they would water, power or any other utility. Pike Road School's reliance and emphasis on digital media and technologies only further increase the need for robust and modern communications infrastructure. Included in this infrastructure are broadband, traditional landline telephone services, cellular based telephone services and cable/satellite television. The coverage of many of these services is not provided uniformly across the entire town. These services require large investments by their providers in both infrastructure and capacity. Historic areas of town were developed in a rural, large-lot pattern. These areas typically do not provide the potential density required by carriers to build new towers or run fiber cable. Newer areas of the town, developed in more dense nodes, however, often have multiple providers for each service. This creates potential issues in equity of services across different areas of the town. The Town should continue to work with its partner providers such as AT&T, Charter, WOW, Troy Cable, and others to expand services—particularly broadband.

To increase communication access, especially broadband internet, to these more rural and less dense areas, the Town should examine opportunities to work with providers to increase options. This could include working with the United States Department of Agriculture and their grant assistance programs to reduce costs for existing providers. Additionally, as franchise agreements are renewed by providers, the Town should look at the requirements for service and density requirements to ensure effective coverage for all residents. Finally, the town should work with providers to look at evolving technologies such as cellular or satellite providers.

LAW ENFORCEMENT

The Town of Pike Road closely works with the Montgomery County Sheriff's Department to provide police and public safety protection to the Town and its residents. The Sheriff's Office has excellent coverage, great response time and a successful track record. The MCSO also provides training for citizens and assists in establishing neighborhood watch programs. The Town provides funding to the Sheriff's Department to defray some of the costs of this service. As the Town continues to grow, it will need to conduct a feasibility study and strategic plan to determine the resources necessary to establish its own law enforcement agency to police its vast jurisdiction, including necessary police and administrative personnel, equipment, detention facilities, and municipal court.

FIRE AND EMERGENCY RESPONSE

The Town of Pike Road receives emergency and fire protection from three well-prepared and fully-equipped volunteer fire departments—Pike Road, Rolling Hills Lakes, and Waugh/Mt. Meigs. These volunteer departments have separate geographic territories and various stations spread throughout. These three volunteer fire departments are well-trained and equipped with the most current tools and technology. Each department maintains a competitive ISO safety rating, reducing residents' insurance costs. The Town of Pike Road provides 5 mills of property tax to support fire and rescue efforts in our community. This provides the volunteer departments with control over their funding and reduces the reliance on the Town's appropriation. The station locations are as follows:

Pike Road Volunteer Fire Department

- Station 1 - 3427 Wallahatchie Road
- Station 2 - 334 Bridlebrook Boulevard
- Station 3 - 2695 Flowers Road
- Station 4 - 1496 Hayneville Ridge Road
- Station 5 - 13 Okfuski Trail
- Station 6 - 4920 Pike Road

Rolling Hills Volunteer Fire Department

6120 Trotman Road

Waugh Volunteer Fire Department

20 Line Creek Road

While the volunteer fire departments often act as first responders, they are supported by Haynes Ambulance services. This organization provides emergency response and transport to the area. This includes both ground transport and life flight air transportation.

Pike Road Volunteer Fire Department is in the planning stages of constructing a new station and training facility on Wallahatchie Rd, which will a trailhead and memorial to first responders and active military.

RECOMMENDATIONS

Do This Now

- **Ensure that all civic buildings and public facilities are ADA accessible.**
- **Continue to support Pike Road Schools and their mission.**
- **Provide programs for students to engage with citizens in collaborative activities that promote learning, community engagement, and the legacy of Pike Road.**
- **Continue working on collaboration with colleges and universities to provide cooperative education opportunities.**
- **Promote the future development of sewer infrastructure throughout critical development corridors within the Town.**
- **Continue working with utility providers to provide access to water, gas, and electricity for future development within the Town.**
- **Expand broadband capabilities.**
- **Continue to support the local volunteer fire departments and Sheriff's Department to maintain adequate fire safety and police protection for the community.**

Do This Within 5 Years

- **Develop criteria for community facility site dedications and establish requirements/incentives for sites to be dedicated to the Town as properties develop**
- **Continue law enforcement strategic planning efforts for public safety.**
- **Expand current recycling program.**

Do This Within 20 Years

- **Periodically update the Community Services plan (ideally every 5-7 years)**

E.

IMPLEMENTATION



Implementation Matrix

The implementation of the of Pike Road 2045 Comprehensive Plan requires a collaborative effort across the public and private sectors. The Town will need to work diligently to implement the vision of the Plan through:

- Revisions and updates to policies and ordinances;
- Individual decisions and actions by the Council, the Mayor, Planning Commission, Town staff, and other appointed boards; and
- Direct investments and operating budgets.

The private sector will contribute through investment in site development and compliance with adopted policies and ordinances. Other agencies in the community, particularly the various institutions and non-profit organizations, are also encouraged to join the implementation process by tailoring their future plans and investments with the vision within this document.

Only through the collective efforts of the community can we realize the full potential of the Town of Pike Road and continue to see the Town's vision come to fruition. The table on the following pages lists all the recommendations from Section D, including timeframes and responsible parties. Some of the recommendations are currently underway. The timeframes for recommendations are **short term (ongoing or start now), medium term (within 5 years), and long term (within 20 years)**. The table should be used as a checklist to measure progress.

Recommendation	Timeframe	Responsible Party
1. Future Land Use & Character (pp. D.1-D.66)		
Adopt the Comprehensive Plan as the Town's official land use policy and use it to guide municipal decisions on development proposals.	Short Term	Planning Commission Council (Endorsement)
Update the Town's Zoning Ordinance to improve usability and enable consistency with the Comprehensive Plan.	Short Term	Planning staff Planning Commission Council
Update the Subdivision Regulations and Design and Construction Standards to compliment land use and development character policies.	Short Term	Planning Staff Planning Commission
Consider consolidating all Development Regulations into a single unified ordinance.	Short Term	Planning Commission Council
Develop detailed area plans for Pike Road's town centers.	Medium Term	Planning staff
Refine adequate infrastructure and amenities assessment to guide development review.	Medium Term	Planning & Engineering staff Planning Commission Council
Review the land use policy periodically (ideally every 5-7 years).	Long Term	Planning staff Planning Commission

Recommendation	Timeframe	Responsible Party
2. SmartCode Regional Plan (pp. D.67-D.80)		
Adopt the Sector Map as the official SmartCode Regional Plan (requires Town Council approval with recommendation by the Planning Commission).	Short Term	Planning Commission Council
Amend the SmartCode to codify the design principles in this section as additional guidance for the design of development.	Short Term	Planning staff Planning Commission Council
Clarify the administrative procedures for the approval of SmartCode development and amendments to approved Community Plans.	Short Term	Planning staff
Revisit the density requirements in the SmartCode while maintaining incentives for exceptional design.	Short Term	Planning staff
Amend the architectural standards in the SmartCode to provide additional guidance on the design of buildings and streetscapes within a development.	Short Term	Planning staff Planning Commission Council
Reassess application of the Restricted Growth-Provisional (G-1P) Sector on the Sector Map.	Medium Term	Planning staff

Recommendation	Timeframe	Responsible Party
2. SmartCode Regional Plan (continued)		
Update the Sector Map as this Comprehensive Plan is updated (ideally every 5-7 years).	Long Term	Planning staff Planning Commission Council
3. Mobility (pp. D.81-D.100)		
Review and update the Pike Road Design and Construction Standards for roadways, including specific details and policies, to reflect the intent for future roadways in this Plan.	Short Term	Engineering & Planning staff Council
Create citizen-based Corridor Committees for key transportation corridors to assist in identifying improvements to develop a distinctive aesthetic character along the corridors and advocate for implementation.	Short Term	Mayor Planning staff
Update the capital improvements and maintenance plan to prioritize and implement the recommendations in this Plan.	Short Term	Council

Recommendation	Timeframe	Responsible Party
3. Mobility (continued)		
Review and update right-of-way reservation/ dedication policies for new developments so that roadway improvements can be implemented.	Short Term	Planning & Engineering staff Council
Continue working with State and Local officials to complete improvements to Vaughn Road between Pike Road and the Outer Loop.	Short Term	Mayor Engineering, Economic Development, & Planning staff Council
Continue working with State and Federal officials on the completion of the Outer Loop.	Short Term	Mayor Engineering, Economic Development, & Planning staff Council
Complete a Bicycle, Pedestrian, and Trails Master Plan with details for the design of different facilities and accessory features.	Medium Term	Engineering & Planning staff Planning Commission Council
Complete a Wayfinding and Trailhead Signage Master Plan for the entire Town	Medium Term	Engineering, Economic Development, & Planning staff Council
Develop and utilize GIS systems to manage infrastructure assets.	Medium Term	Engineering, Economic Development, & Planning staff

Recommendation	Timeframe	Responsible Party
3. Mobility (continued)		
As development occurs, invest in the creation of new roadways and improvement of existing roadways to assist in the growth and expansion of Pike Road and create a complete, interconnected, multi-modal transportation network.	Long Term	Planning & Engineering staff Planning Commission Council
Update the Future Mobility Plan on a periodic basis (ideally every 5-7 years)	Long Term	Engineering & Planning staff Planning Commission
4. Parks, Recreation, & Trails (pp. D.101-D.112)		
Update reservation, dedication, and construction policies for trail network implementation	Short Term	Planning & Engineering staff Council
Update design and construction standards for trails, trailheads, and trail facilities	Short Term	Planning & Engineering staff Council
Complete a plan to promote demonstration farms throughout the community including the potential for acquisition of legacy farmland.	Short Term	Economic Development, Community Development, & Planning staff Council

Recommendation	Timeframe	Responsible Party
4. Parks, Recreation, & Trails (continued)		
Complete a detailed Parks, Recreation, and Trails Plan including locations and programmatic information for specific facilities throughout the community	Medium Term	Planning staff
Establish policies for public park dedication as part of development approval process	Medium Term	Planning staff Council
Update the Park, Recreation, & Trails Plan periodically (ideally every 5-7 years)	Long Term	Planning staff
5. Economic Development (pp. D.113-D.122)		
Complete a land inventory and environmental assessment of the US231 Corridor to identify industrial development opportunities and potential nodes.	Short Term	Planning & Economic Development staff
Continue to engage with property owners in the US231 Corridor regarding opportunities for high-quality industrial development; and assess level of participation in broad definition and marketing effort.	Short Term	Mayor Economic Development, Community Development, & Planning staff

Recommendation	Timeframe	Responsible Party
5. Economic Development (continued)		
Engage with property owners of heritage farmland and historic structures surrounding the Historic Town Center node to incorporate their properties into a conservation and heritage development effort.	Short Term	Mayor Economic Development, Community Development, & Planning staff
Facilitate discussions with medical professionals and hospital operators in the broader region (including national chains) regarding opportunities for medical center development along the I-85/Outer Loop corridors.	Short Term	Mayor Economic Development, Community Development, & Planning staff
Facilitate discussions with the regional universities on R&D spin-off opportunities.	Short Term	Mayor Economic Development, Community Development, & Planning staff
Create a management entity/structure for industrial marketing, development, and infrastructure within the US231 Corridor.	Medium Term	Economic Development, Community Development, & Planning staff Council
Continue to implement the trail system to enhance amenity value for existing and potential residents as well as becoming a destination recreational use for visitors.	Medium Term	Engineering & Planning staff Council

Recommendation	Timeframe	Responsible Party
5. Economic Development (continued)		
Create aesthetic improvements and facilitate property owner engagement in visitor gateways, such as at US231 and Meriwether Road.	Medium Term	Planning, Engineering, & Economic Development staff
Engage in funding or leveraging funding for preservation efforts that would add value to the Historic Town Center context.	Medium Term	Economic Development staff Council
Recruit sensitive development partners and equity property owners in the Historic Town Center node to pursue infill development according to design standards that help to strengthen the potential of the node as a heritage mixed use destination.	Medium Term	Economic Development staff
Recruit boutique lodging and event venue to the Historic Town Center, if supportable in the market.	Medium Term	Economic Development & Planning staff

Recommendation	Timeframe	Responsible Party
5. Economic Development (continued)		
Facilitate discussions with property owners, universities, and master planning efforts around the I-85 / Outer Loop area regarding development of institutional / technology office and mixed-use node.	Medium Term	Mayor Economic Development & Planning staff
Develop an institutional node and Medical/Health/ Tech development park or activity cluster around the I-85 / Outer Loop area.	Long Term	Economic Development & Planning staff Council
Recruit retail, restaurant and other commercial uses to the Historic Town Center node, leveraged perhaps through retail operating, capital financing, and other incentives as appropriate.	Long Term	Economic Development & Planning staff Council
Market and promote the Historic Town Center as part of the "brand" of Pike Road and as a walkable hub for recreation, heritage, and beach tourism	Long Term	Economic Development & Community Development staff
6. Community Services (D.123-D.129)		
Ensure that all civic buildings and public facilities are ADA accessible.	Short Term	Building staff

Recommendation	Timeframe	Responsible Party
6. Community Services (continued)		
Continue to support Pike Road Schools and their mission.	Short Term	Council
Provide programs for students to engage with citizens in collaborative activities that promote learning, community engagement, and the legacy of Pike Road.	Short Term	Community Development Pike Road Schools Council
Continue working on collaboration with colleges and universities to provide cooperative education opportunities.	Short Term	Mayor Community Development
Promote the future development of sewer infrastructure throughout critical development corridors within the Town.	Short Term	Mayor Engineering, Planning, & Economic Development staff
Continue working with utility providers to provide access to water, gas, and electricity for future development within the Town.	Short Term	Mayor Engineering, Planning, & Economic Development staff
Expand broadband capabilities.	Short Term	Mayor Economic Development & Engineering staff

Recommendation	Timeframe	Responsible Party
6. Community Services (continued)		
Continue to support the local volunteer fire departments and Sheriff's Department to maintain adequate fire safety and police protection for the community.	Short Term	Council
Develop criteria for community facility site dedications and establish requirements/incentives for sites to be dedicated to the Town as properties develop	Medium Term	Planning & Engineering staff Pike Road Schools
Continue law enforcement strategic planning efforts for public safety.	Medium Term	Mayor Community Development
Expand current recycling program.	Medium Term	Engineering, Community Development, & Planning staff
Periodically update the Community Services plan (ideally every 5-7 years)	Long Term	Planning & Engineering staff Planning Commission

Town of
Pike Road
Welcome Home