



# PLAN CHATTANOOGA

*shaping quality places together*






Draft  
05/08/26

## 6

# BRAINERD / MIDTOWN AREA PLAN



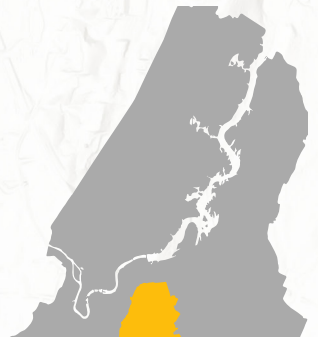
**CONTEXT**

-  Water
-  Parks and Preserves
-  Rail



GEORGIA

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# AREA OVERVIEW

Area 6 covers about 25 square miles extending east of Missionary Ridge to Highway 153. It includes the Chattanooga community of Brainerd, Eastdale, Woodmoore, Shepherd, Brainerd Hills, as well as Chattanooga Metropolitan Airport, the City of East Ridge, City of Ridgeside, and Eastgate Town Center.

## Brainerd Mission

As white settlers began to spread throughout the United States in the early 1800s, so did missions. The largest of its kind, the Brainerd Mission, was established along South Chickamauga Creek in March of 1817 by the American Board of Commissioners for Foreign Missions (ABCFM). The purpose of the mission was to “bring Evangelical Christianity to American Indians”. Named after missionary David Brainerd, the Brainerd Mission was created specifically to teach the Cherokee Eurocentric ideas and practices. The children were taught English; the boys were taught farming and mechanical skills, and the girls learned spinning, knitting, and sewing practices. Full-Cherokee, part-Cherokee, white, and black children were all taught at the mission.

In 1820, a shift in educational practices occurred. The mission began focusing more on agricultural and labor intensive skills rather than educational practices. The Cherokee spent the next few years fighting against the mission’s growth because of these practices, but more pressing matters arose when talk of Native American removal reached the area. Neither the Cherokee Nation nor the ABCFM wanted the forced removal, so they worked together to combat the issue. In the mid-1830s, Native Americans from surrounding areas attempted to seek refuge from removal, causing the Brainerd Mission to reach its highest number of members.

The forced removal of the Native Americans reached Brainerd in May of 1838, and with them all but two missionaries left. The Brainerd Mission had its last service in August of that year.

## Shepherd

Like much of Chattanooga, Shepherd has a unique history stretching back prior to European colonization. While there is a rich Native American history of the Chickamauga Cherokee and earlier tribes, the area is most well known for its rich African-American history.

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*Area 6 includes the City of East Ridge and City of Ridgeside, which are independent municipalities from the City of Chattanooga. The City of Chattanooga does not regulate development or implement capital improvements in these jurisdictions.*



*Brainerd Mission, established 1817.*

Source: Tennessee Encyclopedia

The community's namesake, Judge Lewis Shepherd—son of Col. Shepherd—inherited the vast amount of land including the Altamede plantation and areas now considered Shepherd. The residential area began on what is now Shepherd Road at the intersection of Shallowford Road. From there the community expanded as the number of laborers on the farm increased. Lots were eventually sold to workers on the Shepherd farm and to newcomers.

The Shepherd Community has a well-established religious following with an extensive history. Established in 1885, the Pilgrim Rock Baptist Church remains active today. The present-day Shepherd Community Center was once the site of the Chickamauga School, which was in operation from 1871-1987.

A large portion of the Shepherd Community—the areas east of Highway 153—were annexed by the City of Chattanooga in 1968. The areas to the west of Highway 153 were annexed in 1971. The residential streets of the Shepherd Community are named after historically Black U.S. Colleges and Universities to inspire future generations to obtain a higher education and maintain connections to the greater regional African American Community.

## **20th Century Development**

The Brainerd Hills Neighborhood began in the late 1930s. It developed as an inner-ring 1940s era suburb. Several prominent Chattanoogaans and mayors resided here. There was once a horse racing track located in the Brainerd Hills area. A bridle trail was also located along South Chickamauga Creek. The Brainerd Hills Club was organized in 1942 for the purpose of promoting the general welfare of the community. This founding group later became known as the Brainerd Hills Neighborhood Association. The terminus of Brainerd Road as it meets East Brainerd Road features a predominance of older homes and a shopping center that reflects typical early suburban development patterns.

The broader Brainerd / Midtown area took shape through a series of infrastructure milestones—the 1928 Bachman Tubes linking the city eastward, the I-24 ridge cut that reorganized regional movement in the 1960s, and Camp Jordan Park's arrival in 1980 as an anchor for recreation—while the 1973 St. Patrick's Day Flood served as a sobering reminder of the area's relationship with its creek corridors.

## **Chattanooga Metropolitan Airport**

In 1928, the first scheduled airline flight in the state of Tennessee occurred at Marr Field, located off of present day Amnicola Highway. During this time, air transportation was beginning to take flight, and cities were the major hotspots. Chattanooga, in particular, was a stopover on the Contract Air mail route between Atlanta and Chicago. In 1930, a new Chattanooga Airport opened in the Brainerd area, with an unpaved runway. The airport became known as Lovell Field, named after Chattanooga's chamber of commerce aeronautics committee chairman John Lovell.

In 1936, the runways were expanded and paved, and the original terminal building was constructed. During World War II, the airport was used as a military training facility. In the 1950s, the growth of airline travel led to a transfer of airport operations to the City of Chattanooga, and in 1955 the original terminal was expanded, and a restaurant and office spaces were added.

Ownership was transferred in 1985 to the Chattanooga Metropolitan Airport Authority (CMAA), and the airport officially became known as the Chattanooga Metropolitan Airport. The current passenger terminal opened in 1992, and in 2011 a solar farm was installed. By 2017, the solar farm provided approximately 90% of the airport's electricity. In early 2024, the airport completed a terminal expansion that added three gates and other amenities.

## Eastgate Town Center

In 1962, Eastgate Center, the first shopping center in the area, opened. Originally, Eastgate was an open-air shopping center, but following a damaging fire in 1971 it was reconfigured, fully enclosed, and given a new name: "Eastgate Mall." More recently, with the general decline of bricks and mortar retail, Eastgate Mall changed to primarily office space and today is known as the Eastgate Town Center.

## Past Plans

### SUNSETTING PAST PLANS

Each time a new area plan is adopted, it replaces the older neighborhood plans that cover the same geographic area. In some cases, the boundaries of the older neighborhood plans do not exactly align with the boundaries of the new area plan. In those instances, only the portions of the old neighborhood plan that lie within the new area plan boundaries are considered sunsetted.

Those "sunsetted" plans include:

- » Shepherd Community Study, 2022
- » Brainerd...a vision for Today, 2009
- » Shepherd Community Land Use Plan, 2007
- » North Brainerd Area Plan, 2004
- » Brainerd Hills Neighborhood Plan, 2002
- » Eastdale Plan, 1998

The goals, policies, and recommendations found in these older plans were reviewed during the Plan Chattanooga process.

The following plans and studies are relatively recent and contain useful analysis and recommendations to supplement Plan Chattanooga.

## Shepherd Community Study, 2022

This Plan focused on updating recommendations from the Shepherd Community Land Use Plan from 2007. The process involved the analysis of existing condition including demographics, housing, zoning, and land use data. Additionally, public outreach events were held at Neighborhood Association meetings for public feedback. The Plan recommended the replacement of dead trees, addition of historical marker to the community, creation of a multi-modal overpass for the separation of bicyclists and pedestrians from motorists, repairing streets, creating new hiking and walking trails, and new park and open spaces.

## CHA Airport District Master Plan Study, 2020

The purpose of the Plan was to provide a comprehensive guide for future development of properties located within the Chattanooga Airport District and to provide recommendations for market strategy, land use, and urban design. Additionally, the plan aimed to identify opportunities for new housing and new businesses and jobs to further promote the region. Public engagement was involved stakeholder meetings and meetings with the general public. The Plan recommended the improved walkability and bike infrastructure in key locations around the airport, improved bus amenities such as bus shelters, signage, and seating, and dedicated airport express bus service. It also provided redevelopment concepts for three locations in the area. Those concepts are shown in the Focus Areas section of this chapter.

## Future Plans

Future studies or more detailed redevelopment plans, may be needed for specific sites. As each of those more specific plans are completed, they may also be adopted by the Chattanooga City Council and become an amendment to this overarching area plan chapter.

# PROFILE OF AREA CONDITIONS

## Demographics

2021 Estimates\*

**Population**

**30,783**

City of Chattanooga

**17%**

of the city's population

**Households with one or more people under age 18**

**24.5%**

**24%**

**Single person households**

**41.2%**

**40%**

**Median age**

**40.9**

**36.7**

**Population over age 25 with a Bachelor's degree or higher**

**25.4%**

**32%**

**Median household income**

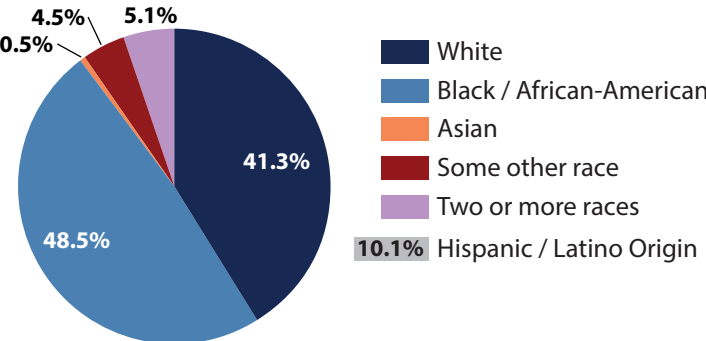
**\$45,874**

**\$50,437**

**The Brainerd and East Ridge area is a majority Black or African-American area.**

There is also a significant Latino population in the area (10%).



**ETHNICITY/RACE IN AREA 6**

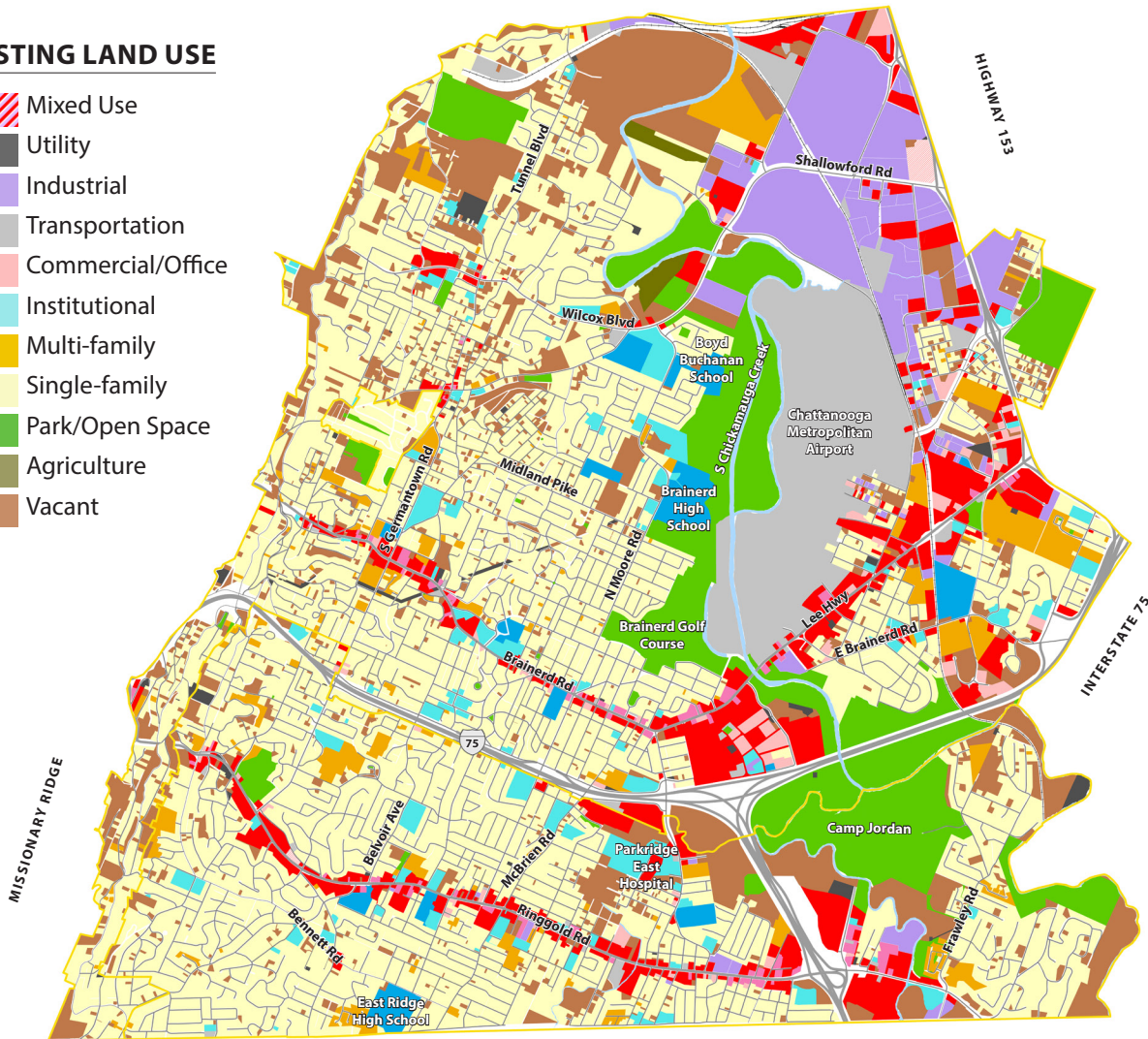


Source: 2021 American Community Survey (ACS) 5-Year Estimates by Census Blocks

# Existing conditions and development trends

## EXISTING LAND USE

-  Mixed Use
-  Utility
-  Industrial
-  Transportation
-  Commercial/Office
-  Institutional
-  Multi-family
-  Single-family
-  Park/Open Space
-  Agriculture
-  Vacant



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Source: Chattanooga-Hamilton County RPA



*Area 6 is home to Chattanooga's airport.*

Source: Visit Chattanooga



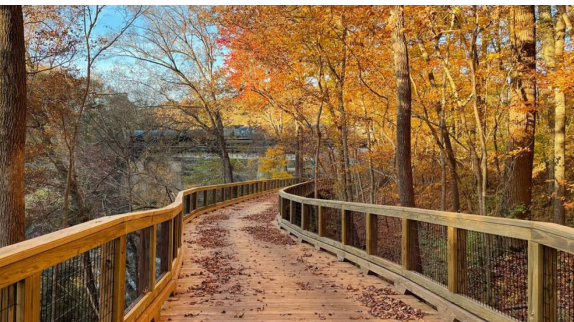
*Brainerd Road is the primary commercial corridor in Brainerd area.*

Source: Google Earth

**Brainerd Road had some of the highest concentrations of crashes where people have been killed or seriously injured on Chattanooga Streets.**

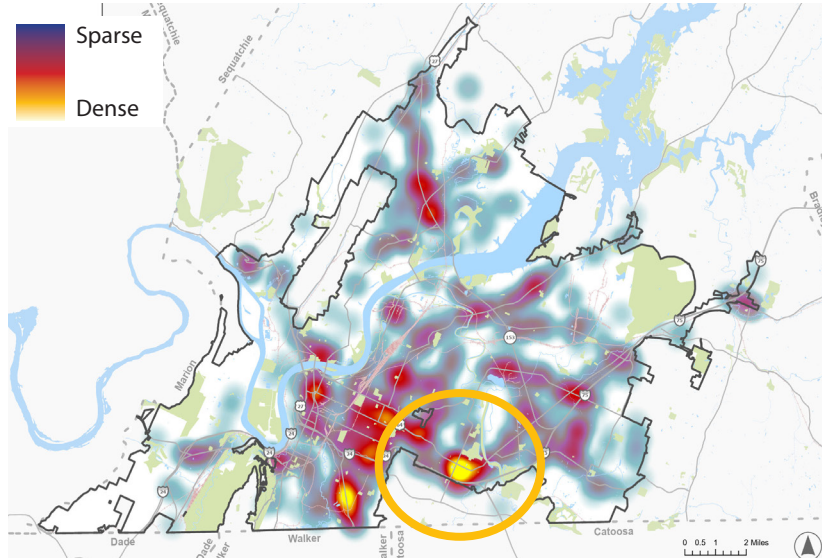
**Most residents who live in Brainerd / Midtown do not have much walking accessibility to amenities like grocery stores and schools.** Residents who live along Brainerd Road are more likely to live within walking distance to high-frequency transit, parks and trailheads, and grocery stores. High-frequency bus lines operate along Brainerd Road.

**There are few parks in the Brainerd area, but it is bisected by an extensive greenway along South Chickamauga Creek.**



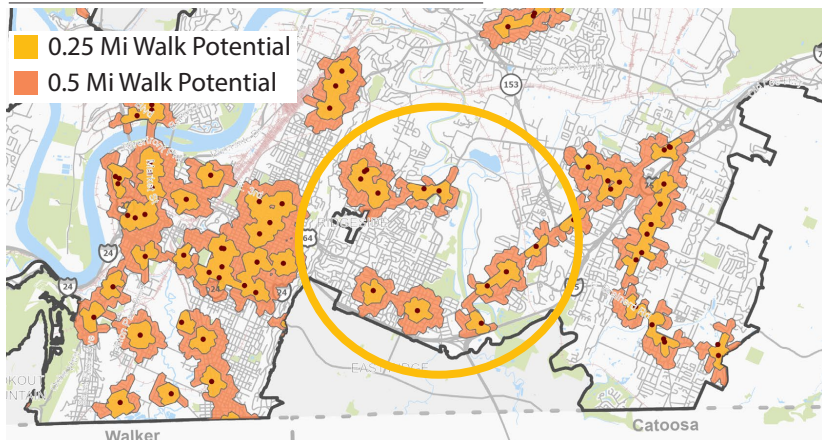
*South Chickamauga Greenway.  
Source: NOOGAtoday*

### KILLED AND SERIOUS INJURY CRASHES ON CHATTANOOGA STREETS (2018-2022)



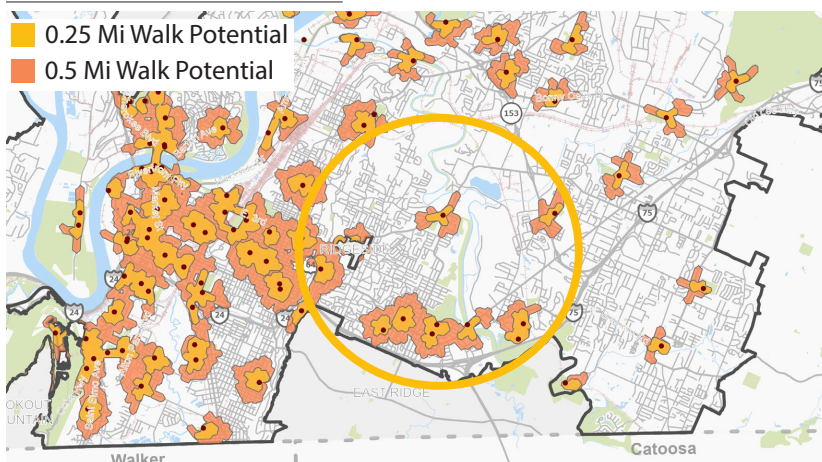
Data does not include interstate crashes. Source: Chattanooga-Hamilton County RPA

### GROCERY STORE WALK POTENTIAL



Source: Chattanooga-Hamilton County RPA

### PARKS WALK POTENTIAL



Source: Chattanooga-Hamilton County RPA

# COMMUNITY INPUT

As described in the Introduction to Plan Chattanooga, there were multiple rounds of community input with different opportunities for public participation. In each round, participants provided input related to their area of the city. The following summary highlights themes from all input related to Area 6: Brainerd and East Ridge.

## Topics most mentioned in Area 6

When asked to prioritize topics of importance, Area 6 participants most often mentioned:

(In order of most frequently mentioned)

- » **Housing:** Concern about affordability, homeless population, and condition of homes
- » **Transportation:** Concern about poor sidewalk connectivity and limited transit
- » **Parks and Greenways:** Concern about safety, condition, connectivity and overall lack of parks in the area
- » **Economy:** Concern about lack of economic development compared to other areas and large amount of retail which is declining
- » **Equity:** Divergent views on whether equity is being addressed and concern about neglect compared to other areas
- » **Land Use:** Concern about lack of walkable development and deteriorating properties

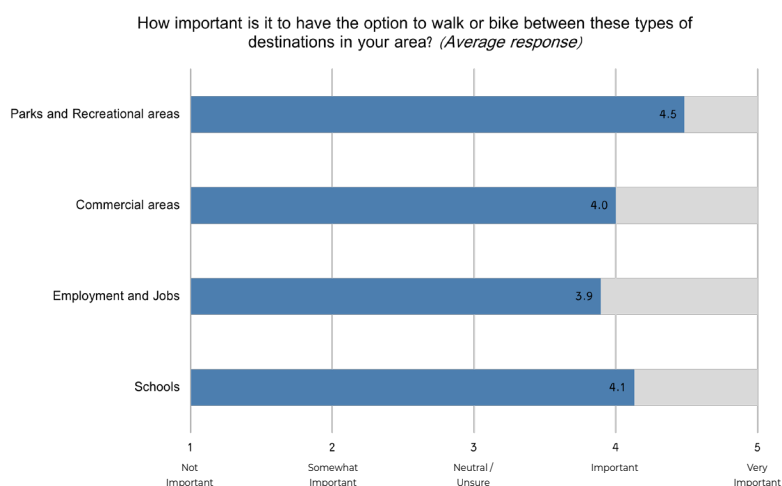
Full results from all survey questions are contained in the Appendix.

## Support for potential solutions

The Choices Survey asked participants about specific policies, features, or preferences related to Commercial Centers and Corridors, Housing, Transportation, and Parks and Natural Systems. Related to each of these topics, participants from Area 6 were likely to:

### Centers and Corridors

- » Strongly prefer walkable mixed-use and main street commercial development over drive-up strip centers and stand-alone stores
- » Indicate a willingness to support and walk to a small commercial area within their neighborhood
- » Say that appearance and quality of development is very important



Participants were likely to...

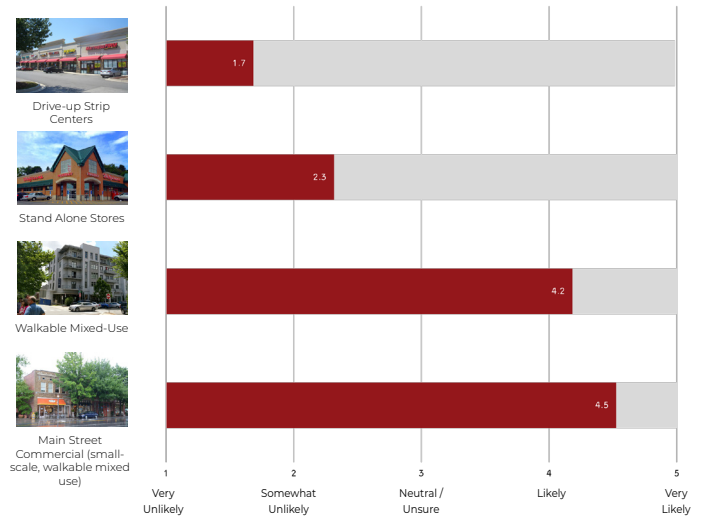
## Neighborhoods and Housing

- » Support a variety of housing types within a neighborhood
- » Support more medium or mixed-density housing next to a commercial center and other existing multi-family housing
- » Say that important neighborhood design features were:
  - » Design of the streetscape (including street trees, lighting, and sidewalks)
  - » Design quality of housing
  - » Parks, schools or other community uses in a neighborhood
  - » Pedestrian connection to nearby commercial areas
  - » Bike and trail connections to adjacent neighborhoods

## Transportation

- » Support the prioritization of funds for creating new sidewalks
- » Support a variety of approaches to addressing traffic congestion, some of which include:
  - » Adding sidewalks to make walking an option
  - » More mixed use, walkable development that could reduce vehicle trips
  - » New greenway connections between destinations
  - » Make transit service more comfortable and convenient
  - » Traffic signal and intersection changes
- » Support new multi-family housing clustered within or adjacent to commercial areas to make transportation choices such as walking, biking, and transit more feasible
- » Indicate high interest in having the option to walk or bike between schools, employment, commercial areas and recreational areas

How likely would you be to support the following types of commercial development as existing commercial corridors or centers are redeveloped? (Average response)



## Parks and Open Space

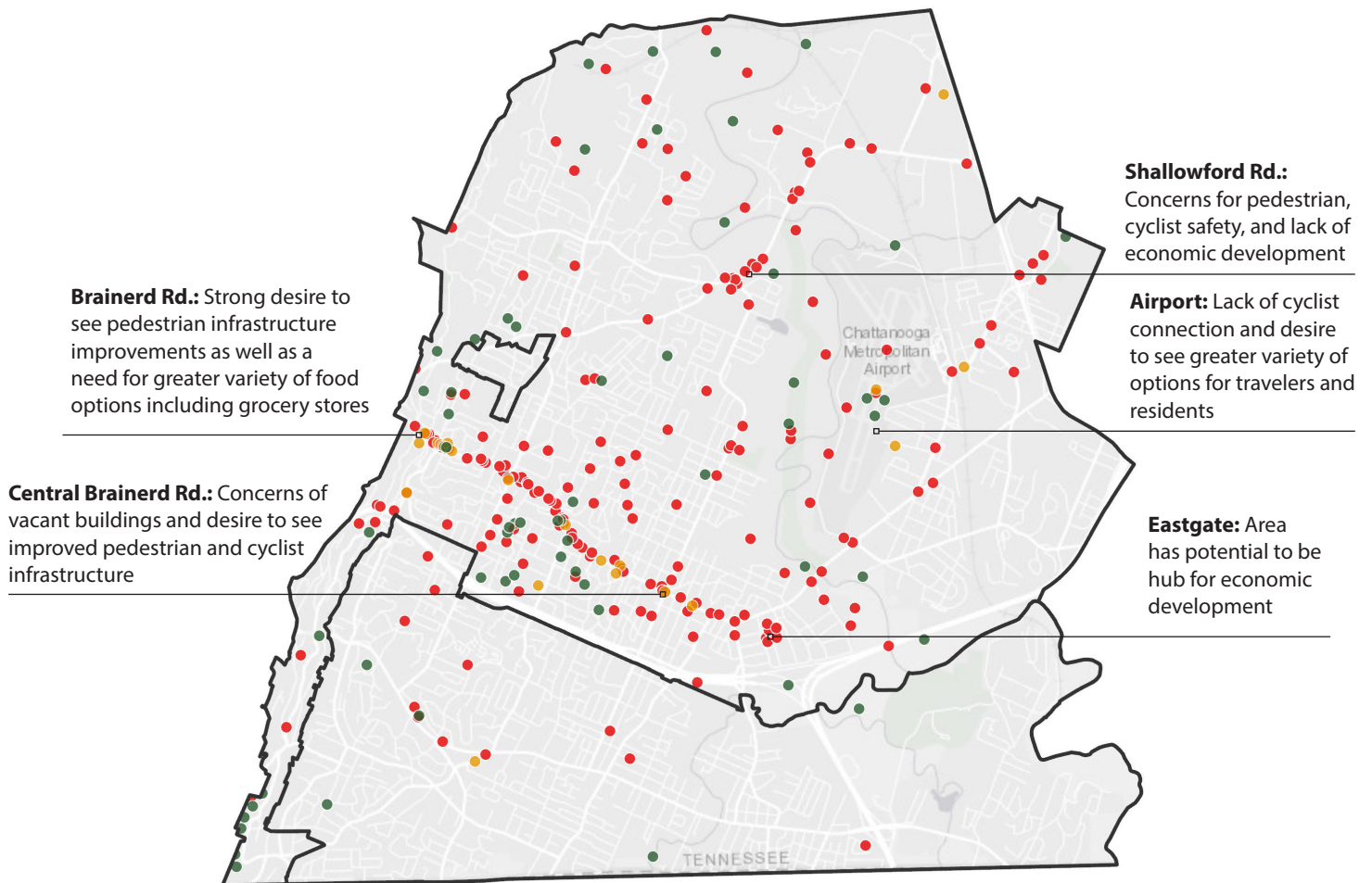
- » Support mid-sized neighborhood parks
- » Support greenways for pedestrians and cyclists, particularly connecting to neighborhoods and parks
- » Say that trees, natural features, trails, walking paths, and community garden plots in parks are important
- » Support policies that limit impacts of development on the area's natural systems, such as protecting the existing canopy, prohibit development or land disturbance in floodplains, and working with non-profit or community groups to purchase land for natural preservation

## Places to protect, grow, or change

Through mapping activities, participants identified specific locations to protect, grow, or change. Participants chose one of three categories to tag their comment on a map. The map below shows the location of each comment in Area 6 and identifies notable clusters of comments. Themes from these activities sorted into the four topics in the Choices Survey are listed on the following page.

These categories were defined as:

- Protect (don't change what's there)
- Grow (continue, strengthen, or copy what's there)
- Change (replace with something new and different)



## Themes from public comments about places to "protect, grow, or change"

### Centers and Corridors

- » Revitalize/redevelop Eastgate Town Center and Brainerd Road
- » Improve aesthetics and visual character of corridors like Brainerd Road.
- » Need more grocery stores (change abandoned commercial). Shallowford Rd given as an example.
- » Revitalize commercial development along Brainerd Road with more local and small businesses including restaurants that are walkable to neighborhoods.

*Full results from all survey questions are contained in the Appendix.*

### Neighborhoods and Housing

- » Improve condition of housing in neighborhood (examples north of Wilcox Boulevard such as in Eastdale are mentioned that need improvement)
- » Desire for sidewalks within neighborhoods (areas surrounding Moore Road and Brainerd Road intersection are given as an example that needs improvements)

### Transportation

- » Safety and walkability concerns along many corridors (need for more crosswalks and pedestrian-friendly features, and suggestions for road diets) to enhance safety. Brainerd Road and Vance Road viaduct referenced numerous times.
- » Improve safety along Brainerd Road for pedestrians and improve transit facilities like bus shelters.

### Parks and Open Space

- » Maintain and expand connections to the South Chickamauga Creek Greenway
- » Historical significance of Missionary Ridge as a battlefield site. There is a concern that development pressure could impact historical sites and a call to preserve viewsheds and undeveloped spaces to maintain historical context.

# CENTERS AND CORRIDORS

As described in the Citywide Framework chapter, all area plans in Hamilton County apply a “Centers and Corridors Approach.” Centers are compact and walkable places, with a network of connected streets and sidewalks, and multi-story buildings and shops that front directly onto the sidewalks. They come in different types and sizes. Corridors connect multiple neighborhoods and extend to other parts of the city or county. They often contain a mix of commercial, industrial, and residential uses. Some sections of these corridors are experiencing decline and have a high rate of commercial business turnover. These locations therefore provide an opportunity for new multi-family housing, which provides more housing options, supports more frequent transit service, and provides the population density to support retail businesses.

See the Centers and Corridors Map on the following page.

## PLACE TYPES

Place Types are used to help people visualize the various forms that development can take. They describe land use and the desired community character within each of the Area Plans at a more specific block or parcel level. General definitions of each place type are provided in the Citywide Framework chapter.

The Place Type maps depict the intended future condition for an area. In some cases the map reinforces what is in an area today. In other cases, the place type would encourage an area to change in the future. In either case, the place type map is a tool to guide future decisions about development and zoning. The Place Type map does not require or guarantee changes to the zoning of any property today.

See the Place Type Map following the Centers and Corridors Map.

*The centers in this area are identified generally at these intersections:*

### TOWN CENTERS

- » Eastgate

### VILLAGE CENTERS

- » S Germantown Rd and Brainerd Road
- » Lee Highway and Airport Road
- » Shallowford Road and Wilcox Boulevard
- » Tunnel Boulevard and Wilcox Boulevard
- » Shepherd Road between Fisk Avenue and Airport Connector Road

### NEIGHBORHOOD CENTERS

- » E Brainerd Road and Walker Road

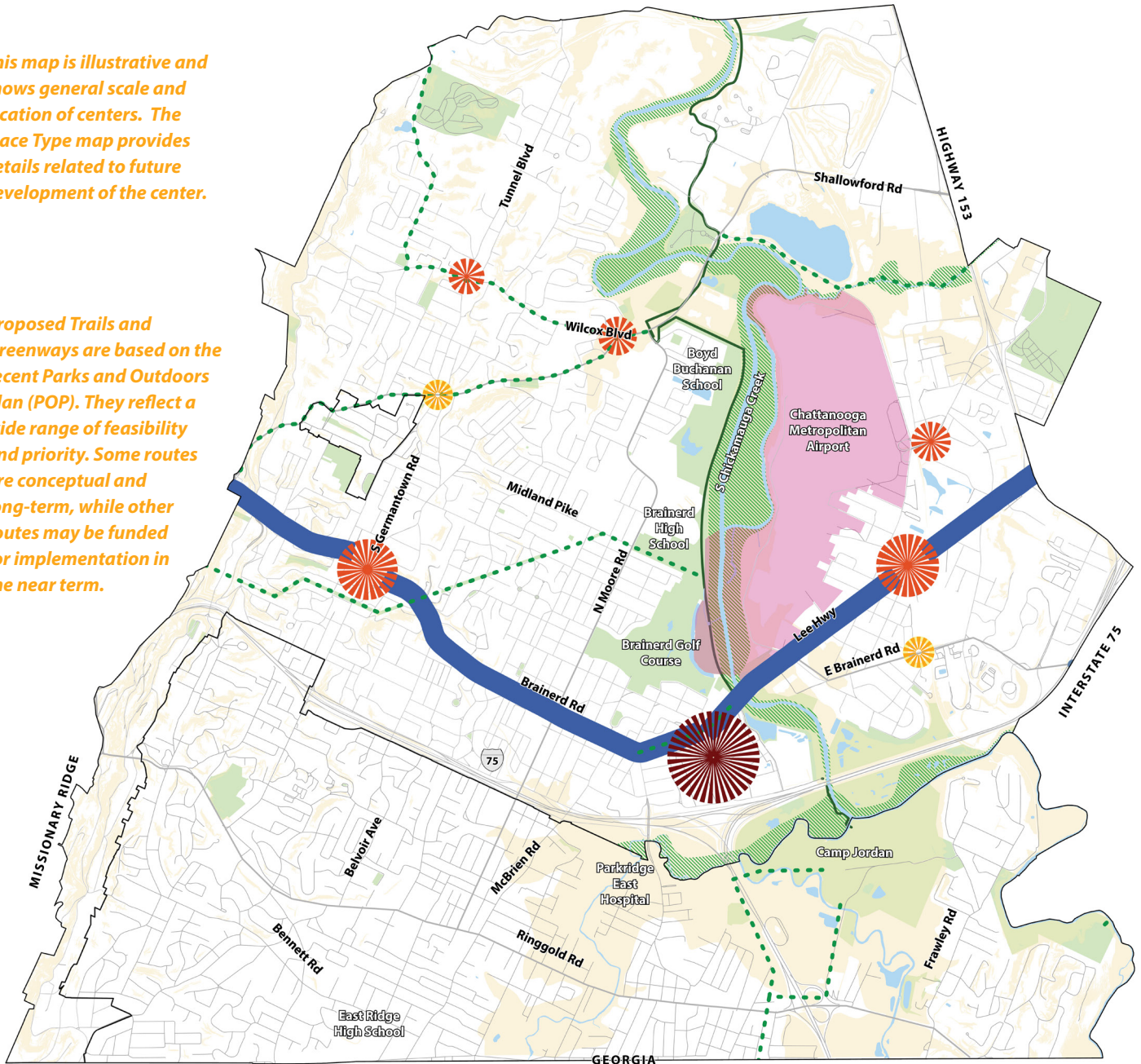
### NEIGHBORHOOD NODES

- » Tunnel Boulevard and Shallowford Road







*The Place Type Map is used to inform future changes to the city's Zoning Map or development standards. However it does not require or guarantee changes. The zoning code and map are city laws that regulate what can be built where.*





*This map is illustrative and shows general scale and location of centers. The Place Type map provides details related to future development of the center.*

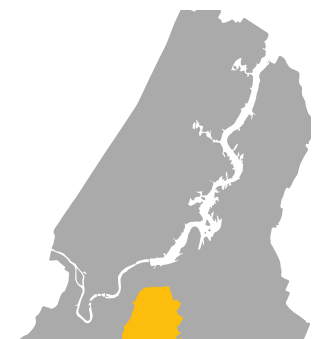
*Proposed Trails and Greenways are based on the recent Parks and Outdoors Plan (POP). They reflect a wide range of feasibility and priority. Some routes are conceptual and long-term, while other routes may be funded for implementation in the near term.*



**CENTERS AND CORRIDORS**

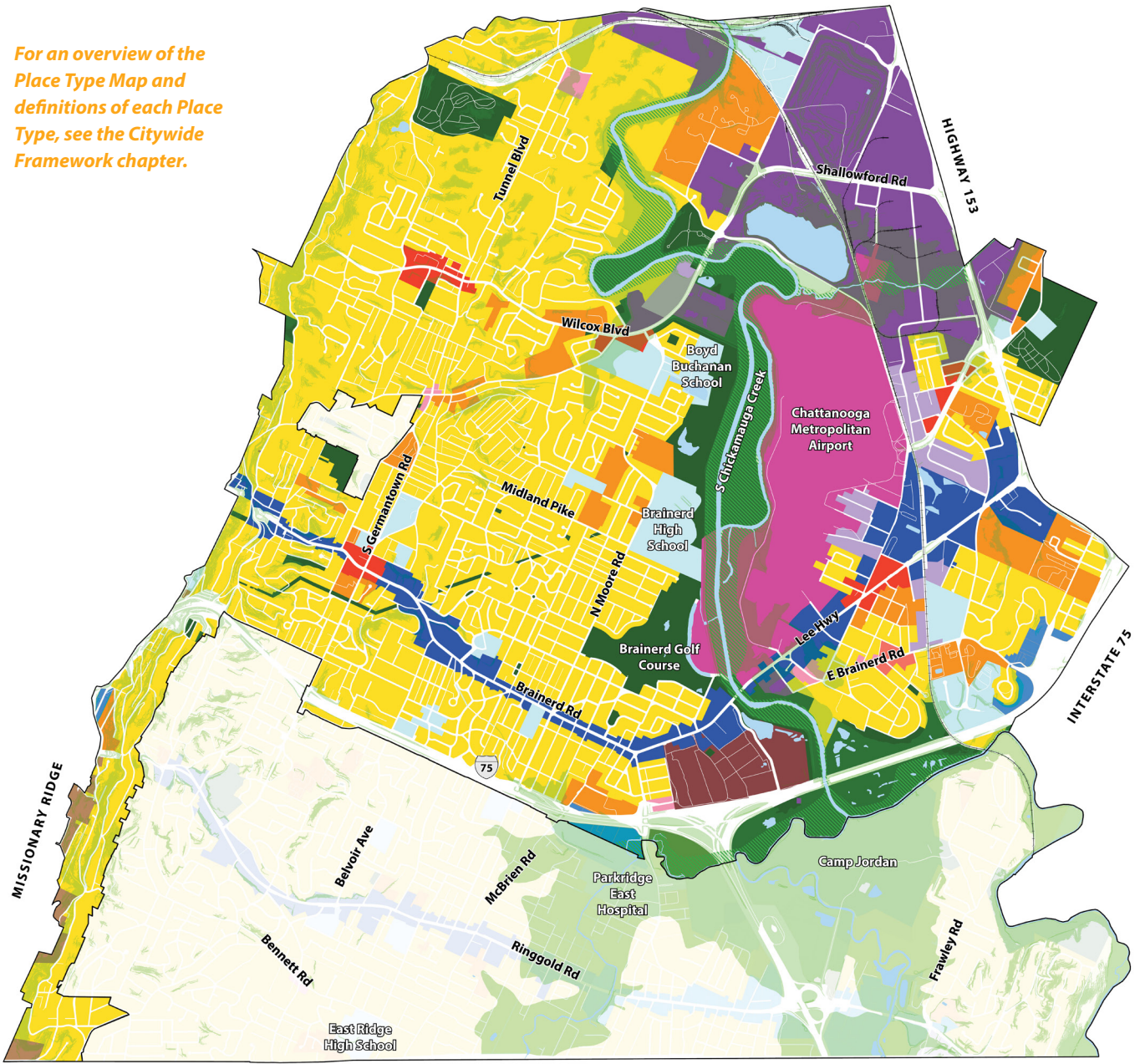
-  Town Center
-  Village Center
-  Neighborhood Node/Center
-  Mixed Use Corridor
-  Suburban Corridor
-  Chattanooga Metropolitan Airport

-  Existing Trails and Greenways
-  Proposed Trails and Greenways
-  Parks and Preserved Land
-  Environmental Constraints (steep slopes and 100-year floodplain)



# 6 BRAINERD / MIDTOWN AREA



















For an overview of the Place Type Map and definitions of each Place Type, see the Citywide Framework chapter.

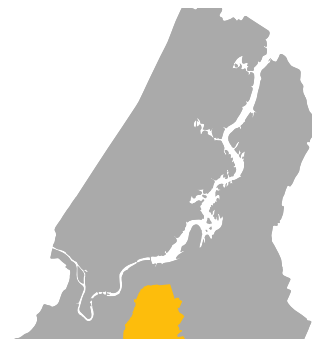


GEORGIA



## PLACE TYPES

- |  |  |
|--|--|
|  Countryside Residential (CR) |  Agriculture (AG)           |
|  Suburban Residential (SR)    |  Preserve (PR)              |
|  Mixed Residential (MR)       |  Resort and Recreation (RR) |
|  Suburban Corridor (SC)       |  Campus (CA)                |
|  Mixed-Use Corridor (MC)      |  Maker District (MD)        |
|  Neighborhood Node (NN)       |  Industrial (IN)            |
|  Neighborhood Center (NC)     |  Regional Facilities (RF)   |
|  Village Center (VC)          |  Natural Resources Overlay  |
|  Town Center (TC)             |  Floodway                   |
|  |  Rail                       |



# BIG IDEAS FOR PLACEMAKING

1. Evolve Brainerd Road, Lee Highway, and the area's other commercial corridors into walkable, urban places with a mix of uses, including multifamily housing that supports transit and provides more housing options.
2. Create walkable concentrated centers and neighborhood nodes at significant intersections that offer a mix of retail and services.
3. Enhance the existing residential development pattern of the area through new development, emphasizing new connections from neighborhoods to centers and corridors.
4. Implement the vision of the CHA Airport District Master Plan Study through redevelopment of the identified catalytic sites.
5. Facilitate housing renewal throughout neighborhoods developed in the 60s, 70s and 80s.

# SUPPORTING OBJECTIVES AND ACTIONS

## 1. Evolve Brainerd Road, Lee Highway, and the area's other commercial corridors into walkable, urban places with a mix of uses, including multifamily housing that supports transit and provides more housing options.

There is opportunity along Brainerd Road, Lee Highway, and other corridors in the area to transform car-oriented commercial development into a more dense and walkable pattern with multi-story buildings, and a stronger mix of residential, commercial, and office uses. As a gateway to the city and surrounding neighborhoods, these "mixed-use" corridors should be accessible by foot, bike, or transit, and provide a safer and more attractive experience for travelers through the area. Residential development along the corridors may consist of mixed-use, or apartment buildings along the corridor, with a mix of other housing types like townhomes that provide a gradual transition between the corridors and surrounding low density neighborhoods. Infill housing development on underutilized commercial land can help transition strip commercial development to a more compact development pattern at centers while limiting impact on existing neighborhoods.

### **6:1.1 Conduct corridor studies to understand Transit-Oriented development opportunities.**

Plan Chattanooga envisions an integrated transit and mobility system that serves all Chattanooga's residents, employees, business owners, and visitors.

In 2026, CARTA initiated a Brainerd Rd/Lee Highway TOD Capacity Study. The study will focus on identifying Transit-Oriented Development (TODs) opportunities along CARTA's #4 main line bus route that will concentrate housing, jobs and shopping areas within the Brainerd Rd, Lee Highway and Hamilton Place area as it grows. This study will review road networks, safety needs and zoning as well as neighborhood destinations, special districts, development patterns, mobility hub locations and ridership potential.

For other supporting actions see:

- » Citywide Objective 3. Encourage redevelopment of underutilized commercial land, particularly along corridors

## 2. Create walkable concentrated centers and neighborhood nodes at significant intersections that offer a mix of retail and services.

These centers are generally identified on the Centers and Corridors map. For recommendations about specific centers, see the focus areas section later in this chapter.

**6:2.1 Development Policy Area: East Brainerd Rd (from Brainerd Road/Lee Hwy to Old Birds Mill Road/Chickamauga Road).** East Brainerd Road at this location is two lanes. Development fronting this section of East Brainerd Road has transitioned over time from single-unit residential to a mix of residential and office development. Zoning conditions have been used to offset the impact of development in order to balance and accommodate the changing use with existing neighborhood uses.

The policy recommendation is to continue Councils' prior actions by maintaining a lower impact and intensity of uses along this section of the corridor, preserving a residential scale and appearance, and using conditions to address scale, signage, uses, and other potential negatives impacts on established residences.

For other supporting actions see:

- » Citywide Objective 2. Build walkable, compact, mixed-use centers at various scales throughout the city as the preferred form of commercial development
- » See Citywide Objective 12. Make walking and biking attractive and viable transportation options throughout the city.

## 3. Enhance the existing residential development pattern of the area through new development, emphasizing new connections from neighborhoods to centers and corridors.

Many of Area 6's neighborhoods are physically divided by highways and other significant thoroughfares and commercial areas are comprised of large-lot retailers. Redevelopment of these areas should emphasize human-scaled streets, blocks, lots and public spaces. Existing connections should be enhanced and new connections should be made to encourage people walking and biking from neighborhoods to centers and corridors.

For supporting actions see:

- » Citywide Objective 6. Create new neighborhoods with qualities of traditional neighborhoods like walkable blocks, a mix of housing, and connections to community facilities and services

## 4. Implement the vision of the CHA Airport District Master Plan Study.

**6:4.1 Create a unique gateway to the Airport District at Jubilee Crossing.** Jubilee Crossing is the western gateway to the Airport District, the first impression coming from Brainerd / Midtown, the interface with the Chickamauga Creek Greenway, and the front door for Wilson Air Center clients. Currently the only indication of this location's significance is a gateway entrance sign to the Airport. Jubilee Crossing comprises a number of parcels along Jubilee Drive and Lee Highway. Improve connection between South Chickamauga Creek Greenway and Airport

District to draw pedestrians, runners, and cyclists to the site, to mix with local employees and residents.

- » Create a western gateway to the district that is more visually appealing and attract further redevelopment and investment on surrounding parcels along Lee Highway.
- » Create a hotel opportunity adjacent to destination food-and-beverage and near private aviation clients at airport.
- » Provide airport-related business opportunities along access to FedEx facility.

**6:4.2 Make improvements to the Village Center at Chickamauga Triangle.** Chickamauga Triangle, generally at the intersection of Lee Boulevard and Airport Road is at the heart of the Airport District and the intersection of several neighborhoods. It has the potential to build on existing neighborhood-serving uses to become a true village center amenity for existing and new residents.

- » Improve the intersection to create safer space for cars, bus riders, pedestrians, and bicyclists. Improve streetscape along Lee Highway to support catalytic redevelopment.
- » Create gateway plaza/greenspace at realigned intersection to anchor neighborhood center and convey new character.
- » Facilitate transformative development opportunity by assembling land at northeast corner of intersection for walkable mixed-use development including housing for airport employees and others, new retail and dining options, and office space.

**6:4.3 Induce more compact growth at the Lovell Field Gateway.** Lovell Field Gateway, along Shepherd Road is the primary gateway to the Airport and the first and last impression of the city for flyers. It is critical for the growth of this study area and the city that the Lovell Field Gateway becomes a point of pride demonstrating hospitality, economic opportunity, and neighborhood integration.

- » Improve streetscape and install banner signage, public art and wayfinding, and lighting opportunities for CHA airport to indicate gateway.
- » Prioritize hotel opportunities adjacent to the airport to meet the needs of passengers and employees.
- » Support high-visibility office and supportive retail business opportunities along Shepherd Road.
- » Consider converting center turn lane into planted median with left turn pockets to enhance visual appeal of airport entry.

**6:4.4 Maintain intact residential neighborhoods within the Airport district.** Within the airport district are several intact residential communities such as the Shepherd Community and Pinegrove/Pinelawn areas. These areas are not expected to transition to other uses during the horizon of this plan. The Place Type map identifies these areas as residential while directing redevelopment and change to surrounding corridors and centers or 'Maker Districts'.

**6:4.5 Support a mix of airport-supporting light industrial uses in the Maker District.** The Maker District place type is intended to be a transitional area and a hybrid between industrial, commercial, and residential. In the airport district, the Maker District place type would include a variety of light industry, office, storage, and service businesses. Due to the adjacency of the Airport many of these businesses may be aviation related.

## **5. Facilitate housing renewal throughout neighborhoods developed in the 60s, 70s and 80s.**

A significant portion of this area was developed in the 60s, 70s, and 80s and is in need of significant investment.

**6:5.1 Create a set of homeowner assistance finance programs.** These programs should address the needs of area homeowners. They would include assistance to ensure seniors can age in place by providing funding for deferred maintenance, freezing of property taxes, and assistance with estate planning. A separate low interest loan program could support for housing improvements for lower income residents.

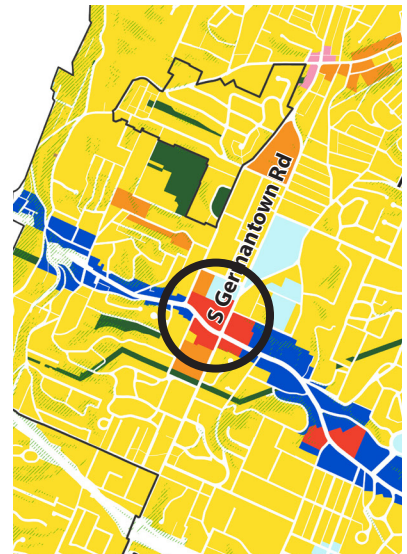
# FOCUS AREAS

The following development concept and supporting recommendations may be applicable to the redevelopment of other centers identified during the Plan Chattanooga process. This focus area concept is intended to guide city departments and other agencies as they prioritize various capital improvements and programs. Recommendations do not have a timeline for implementation and are not funded.

## Village Center at Brainerd Road and Germantown Road

The Brainerd and Germantown intersection provides an opportunity for a village node within the Brainerd neighborhood. New development of multifamily housing at the intersection, paired with duplex and triplex housing farther away from the intersection, provides a neighborhood base to support new commercial development. A new neighborhood park at the northeast corner of Brainerd/Germantown will provide much-needed green, public space at this intersection.

The vision of this concept design is to demonstrate one possible redevelopment scenario, where more dense housing is introduced to the intersection and neighborhood alongside shopping, dining, office space, and entertainment. Commercial is concentrated on the ground floor of multi-family housing at the intersection of Brainerd Road and Germantown Road, and duplexes and triplexes are more integrated into existing single-family neighborhoods. This concept demonstrates the potential for the future of the intersection for the purposes of demonstration, and does not represent plans for the future.



**Mixed income, medium density housing oriented towards shared public space.**

Source: Kirkpatrick Park Nashville  
Smith Gee Studio



**Mixed-use, mixed income community in an urban center in Austin, TX.**

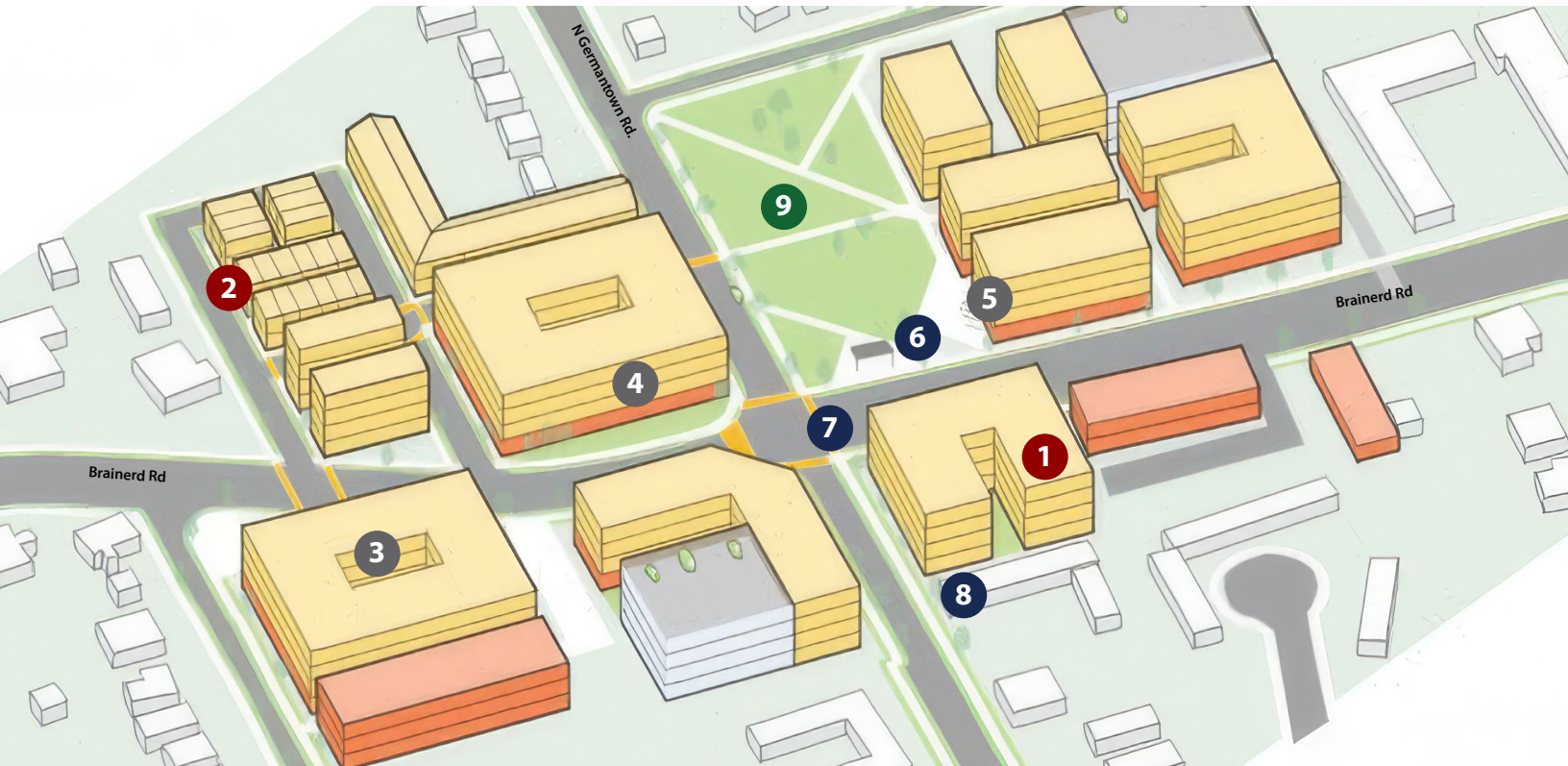
Source: Mueller Austin








**Bus shelters provide pedestrians comfort in the summer heat, and are opportunities for placemaking.**

Source: University of Kentucky

## Village Center at Brainerd Road and Germantown Road Design Concept



- 1 Diversify housing stock with mixed-use, multi-family buildings clustered at the Brainerd/Germantown intersection
- 2 Diversify housing stock with missing middle housing, including townhomes and small, owner-occupied duplex and triplex buildings.
- 3 Redevelop and combine parcels for multifamily development.
- 4 Focus on attracting neighborhood services in mixed-use redevelopment
- 5 Encourage walkable commercial ground floor uses, such as food and beverage and retail.
- 6 Provide comfort amenities at the Brainerd/Germantown bus stops, including shade structures and benches
- 7 Improve safety of crosswalks
- 8 Add street trees for beautification
- 9 New neighborhood park at northeast corner of Brainerd/Germantown. Food and beverage to use plaza space at park for outdoor dining.

-  Existing Structures
-  New Residential
-  Commercial or Office
-  Parks & Open Space
-  Parking Structures



**Existing view of the intersection of Brainerd Rd and Germantown Rd.**

Source: Google Earth, April 2024.

# Village Center at Brainerd Road and Germantown Road Recommendations

## HOUSING AND EQUITY

- 1 Diversify housing stock with mixed-use, multi-family buildings clustered at the Brainerd/Germantown intersection.** Clustering mixed-use, multi-family buildings at this key intersection revitalizes the area, provides varied housing options, and integrates commercial spaces, creating a dynamic, walkable community hub.
- 2 Diversify housing stock with missing middle housing, including townhomes and small, owner-occupied duplex and triplex buildings.** Introducing missing middle housing increases housing diversity and affordability, offering homeownership opportunities that cater to a range of family sizes and income levels, thus supporting the needs of both the aging community and those seeking starter homes.

## LAND USE AND ECONOMIC

- 3 Redevelop and combine parcels for multifamily development.** Combining parcels for multifamily development optimizes land use, increases housing density, and supports the creation of vibrant, interconnected residential communities that can sustain local businesses.
- 4 Focus on attracting neighborhood services in mixed-use redevelopment.** Attracting essential neighborhood services within mixed-use developments ensures that residents have convenient access to daily necessities, enhancing livability and reducing the need for long commutes.
- 5 Encourage walkable commercial ground floor uses, such as food and beverage and retail.** Promoting walkable commercial uses on the ground floor fosters a lively street environment, encourages foot traffic, supports local businesses, and enhances the overall appeal of the commercial corridor.

## TRANSPORTATION

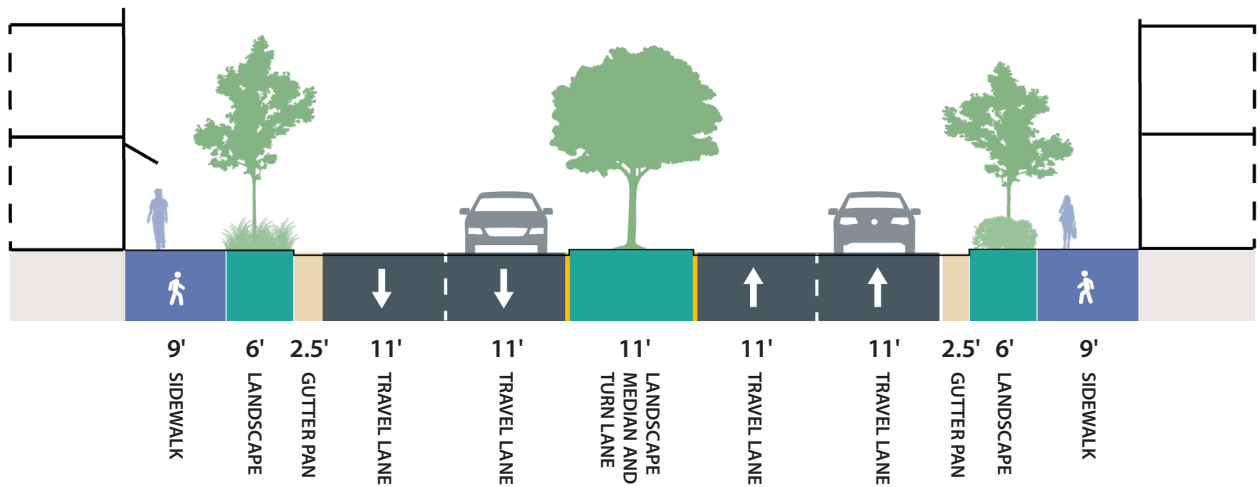
- 6 Provide comfort amenities at the Brainerd/Germantown bus stops, including shade structures and benches.** Adding comfort amenities at bus stops improves the transit experience, encourages public transportation use, and ensures a safer, more comfortable waiting environment for all users.
- 7 Improve safety of crosswalks.** Enhancing crosswalk safety protects pedestrians, promotes walkability, and ensures that residents of all ages can navigate the area safely.
- 8 Add street trees for beautification.** Planting street trees enhances the aesthetic appeal of the corridor, provides shade, improves air quality, and creates a more inviting environment for pedestrians and shoppers.

## PARKS AND OPEN SPACE

- 9 New neighborhood park at northeast corner of Brainerd/Germantown with food and beverage to use plaza space at park for outdoor dining.** Creating a new neighborhood park with plaza space for outdoor dining offers a communal gathering area, supports local businesses, encourages outdoor activities, and enhances the social and recreational fabric of the community.

## BRAINERD ROAD (US-64) UPDATES

These typical cross-sections illustrate how Brainerd Road could be redesigned to improve walkability and enhance the pedestrian experience. Prioritizing the construction of sidewalks along the length of the corridor is an important step in enhancing pedestrian safety. Both this and the addition of street trees can be accomplished with the existing right of way.



*Many sections of Brainerd Road do not have sidewalks or street trees.*

Source: Google Earth

## Airport District Master Plan

In 2020, the Chattanooga Airport Authority and the City of Chattanooga adopted a Master Plan Study for the area surrounding the Airport. The Study provided a comprehensive guide for future development of the properties located within the Chattanooga Airport District with recommendations relating to market strategy, land use and urban design. The plan also identified opportunities for new housing and a sustainable number of new businesses and jobs to capitalize on the region's key economic drivers and unique attributes. The vision for the Chattanooga Airport

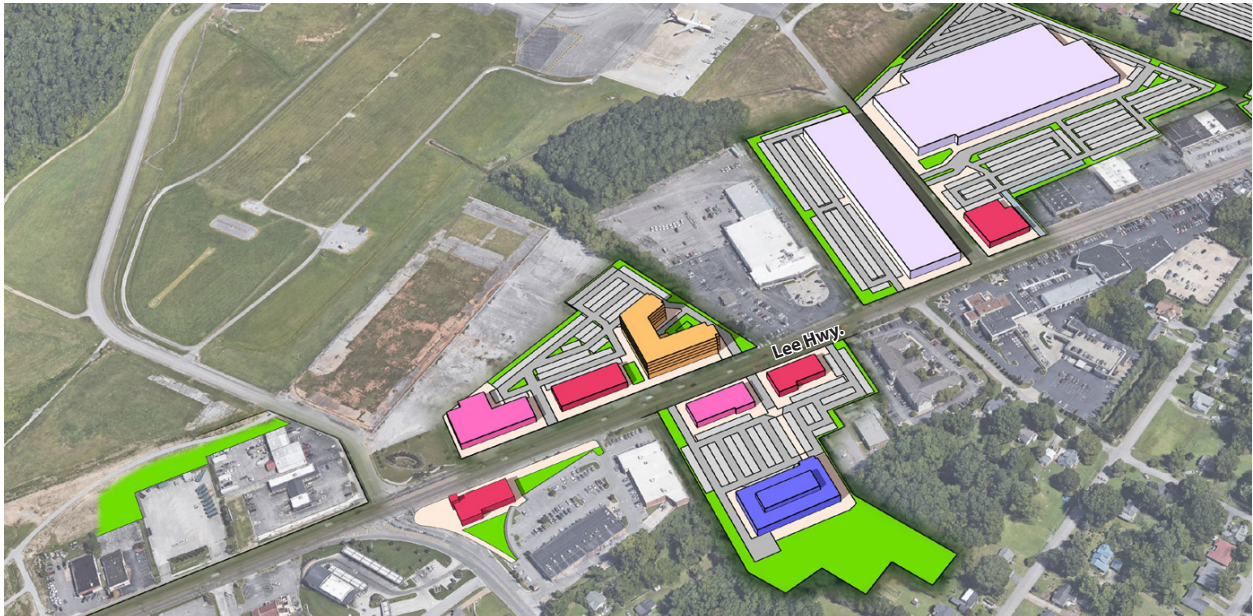
District Master plan is to create "A Gateway for Chattanooga and a Connected Community".

Three priority development areas (PDAs) were identified through analysis, stakeholder discussions, and public input. These PDAs are described in more detail in the following pages:

- » 1. Jubilee Crossing
- » 2. Chickamauga Triangle
- » 3. Lovell Field Gateway



## Airport District Master Plan: Jubilee Crossing



*Lee Highway at Jubilee Drive transforms into a distinctive gateway for the Airport District, with unique food and beverage offerings to serve visitors at the hotel and those coming from the greenway.*

Jubilee Crossing is the western gateway to the Airport District, the first impression coming from Brainerd / Midtown, the interface with the Chickamauga Creek Greenway, and the front door for Wilson Air Center clients. Currently the only indication of this location's significance is a gateway entrance sign to the Airport.

Redevelopment along Lee Highway will transform the appearance and function of this area. Several vacant or underused commercial sites are poised for new development once public investment in streetscapes, intersections, and green space takes the lead. The Airport owns several parcels that could host catalytic redevelopment. Underused land adjacent to the airside of FedEx facility creates an attractive opportunity to add jobs to the District.

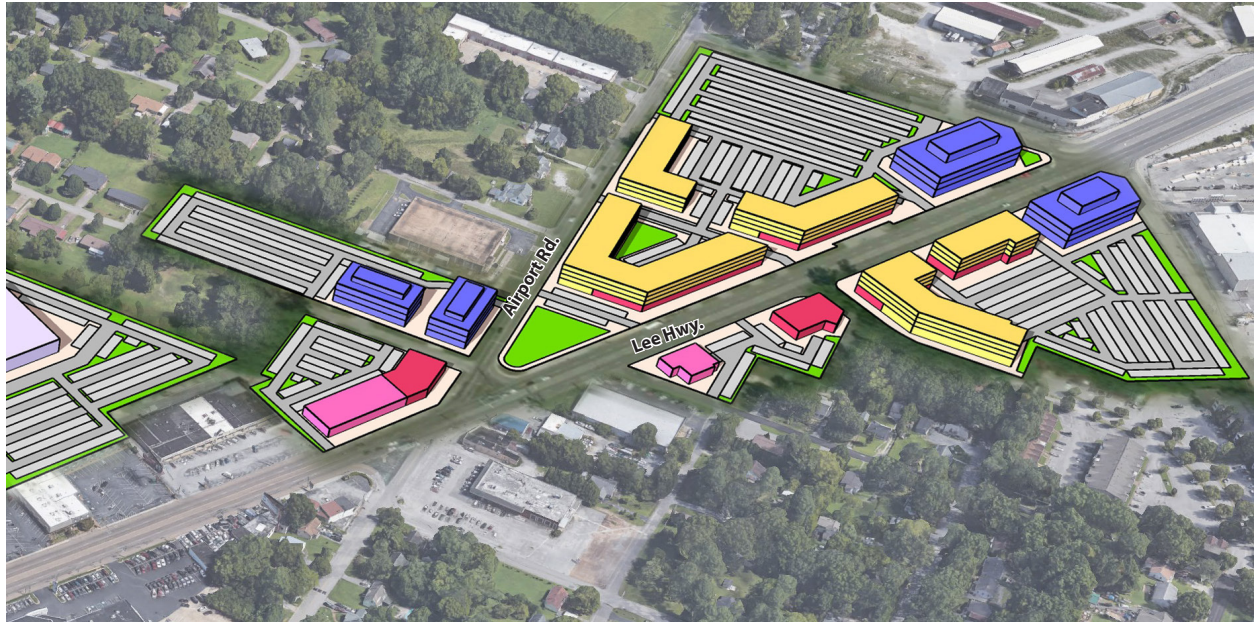
The Lee Highway/E. Brainerd Road intersection is a high-crash location. Geometry, signal, and pedestrian improvements should be made that reduce these crashes, provide safety improvements for those on foot and incentivize catalytic development in the area.



*View of potential hotel and multi-use path looking west toward S. Chickamauga Creek overpass*

The intersection improvement would tie into future streetscaping along the Jubilee Crossing Catalyst Site properties as they are redeveloped; many of which are already under Airport Authority ownership, making a continuous streetscape project easier to implement. The future catalyst site streetscape combined with approximately 1,400 linear feet of existing multi-use path, adjacent to Airways Park, would create a total of 2,500 linear feet of multi-use path along the Lee Highway corridor. This is a visually impactful location that helps set the tone for future development patterns within the Airport District.

## Airport District: Chickamauga Triangle



*Lee Highway at Airport Road evolves into a bustling village center with new housing choices, office space, and neighborhood-serving retail.*

Chickamauga Triangle is at the heart of the Airport District and the intersection of several neighborhoods. This intersection has the second highest crash rate in the Airport District. It has the potential to build on existing neighborhood-serving uses to become a true village center amenity for existing and new residents.

New development should embody the best walkable mixed-use design principles, with pedestrian-friendly ground floor uses and design, a complementary mix of uses including residential and office, and high-quality building materials.

Assembling development parcels will be a key challenge here. The prominent triangle block has small parcels and multiple owners. However, a large catalytic redevelopment project is necessary here to establish a critical mass of activity, rather than relying on small individual projects.

The intersection of Lee Highway with Airport Road and Chickamauga Road is very wide and challenging to navigate. It is recommended to be re-designed as two T intersections. The Chickamauga Road approach has sufficiently low volumes to operate as an unsignalized stop intersection. The Airport Road approach would operate with a simpler signal phasing with left turns to Chickamauga removed.



*Example retail development*



*Example mixed-use retail, restaurant, residential*



*Example office development*



*Example residential development*

# Airport District Master Plan: Lovell Field Gateway



*Shepherd Road becomes a true gateway experience for the airport, with a hotel and dining to support visitors and new office space demonstrating economic development.*

Lovell Field Gateway is the primary gateway to the Airport and the first and last impression of the city for flyers. Rental car maintenance facilities, vacant lots, and a wide expanse of road greet these people today without any indication that the Airport is next door. It is critical for the growth of this study area and the city that the Lovell Field Gateway become a point of pride demonstrating hospitality, economic opportunity, and neighborhood integration.

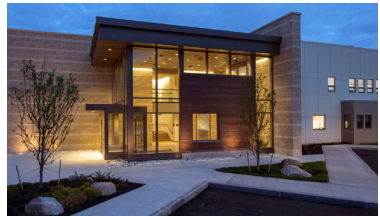
Shepherd Road is a key focus of the Airport Master Plan Study. The City recently upgraded the road including a multi-use path along the south side, street trees and bike lanes. Additionally the airport proposed consolidating rental car facilities, which would make land available for redevelopment. These two actions will catalyze private redevelopment that will contribute to the success of this important gateway.



*Example retail and restaurant development*



*Example hotel development*



*Example office development*

## Airport Road and Rosedale Drive

The communities in and around Airport Road both benefit from and are challenged by proximity to the Chattanooga Metropolitan Airport. As one of the main gateways to Chattanooga for visitors and residents alike, developing strategies to improve the corridor both functionally and to provide improved conditions for residents is desirable. The recommendations on the following pages build on the 2020 Airport District Plan and present strategies to incorporate new place types in the area while also improving transportation connections and aesthetics.

Much of the residential population lives in manufactured housing within the floodplain, presenting significant concerns regarding the health and safety of residents. In this concept, these areas are reimagined as affordable and attainable housing, including both multi-family buildings and townhouses, designed around open space that can incorporate low impact development and resiliency strategies to ensure the long term safety of residents. Commercial development centers on both neighborhood needs and development typologies that make sense for the proximity to the airport, including a hotel, parking facilities, and other small commercial, which can also provide additional job opportunities for residents. The road itself is improved with drainage, sidewalks, tree canopy, and lighting. The entire area must maintain high limits of 35 feet due to the airport's proximity.



**Example affordable housing development in Rockford, Illinois.**

Source: Rock River Current



**Example airport-adjacent hotel in Nashville, Tennessee.**

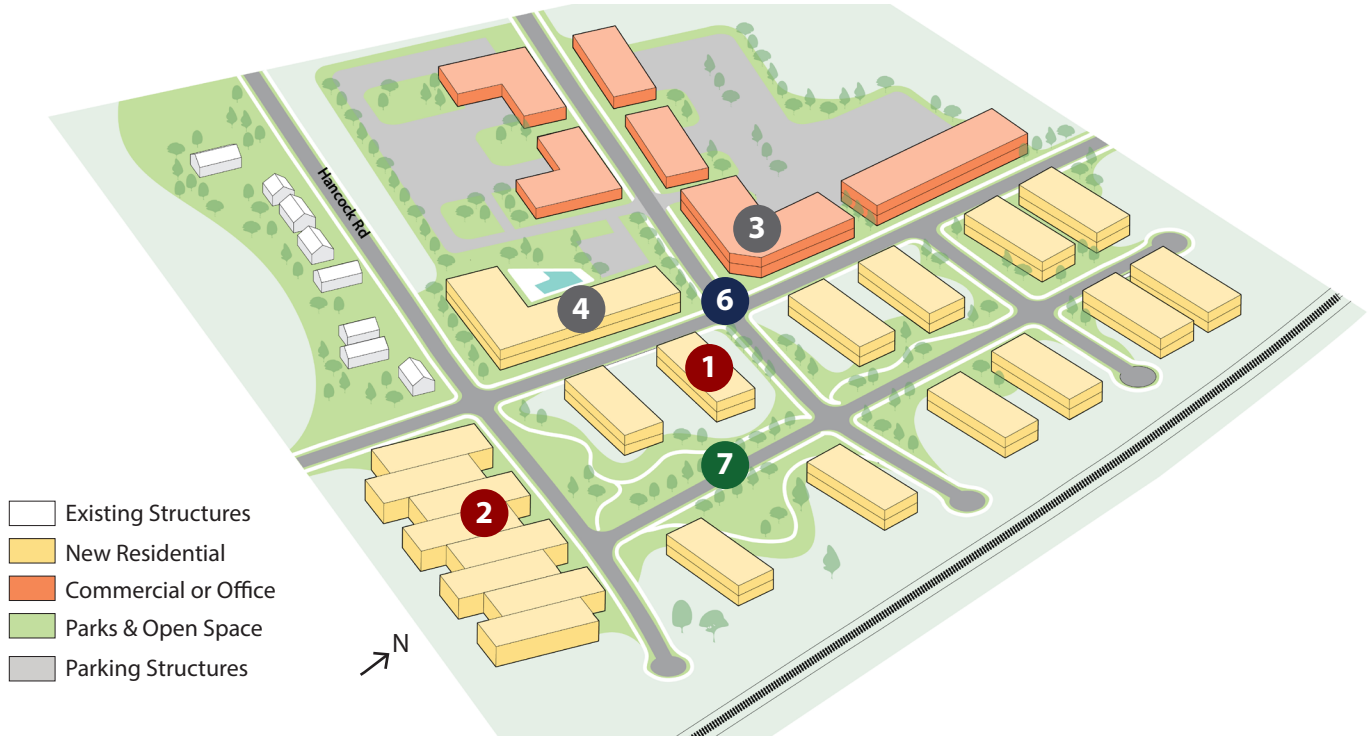
Source: Hilton



**Remote parking provides affordable airport parking options.**

Source: Park and Zoom

## Airport Road and Rosedale Drive Design Concept



- 1 Create more resilient affordable housing options within the floodplain.
- 2 Diversify housing stock with missing middle housing, including townhomes.
- 3 Focus on attracting airport and neighborhood serving commercial development.
- 4 Develop an airport hotel.
- 5 Incorporate airport parking.
- 6 Add sidewalks and lighting to Airport Road.
- 7 Create a centralized green space, with green infrastructure, within the floodplain.



*Existing view of the intersection of Airport Rd. and Rosedale Dr.*

Source: Google Earth, August 2024.



*Many sections of Airport Road do not have sidewalks or street trees.*

Source: Google Earth, August 2024.

# Airport Road and Rosedale Drive Recommendations

## HOUSING AND EQUITY

- 1 Create more resilient affordable housing options within the floodplain.** The dense concentration of manufactured housing within the floodplain presents significant dangers to residents. Creating new affordable housing options in buildings designed for resilience will protect property and resident well being.
- 2 Diversify housing stock with missing middle housing, including townhomes.** Adding missing middle housing types, such as townhomes, increases housing diversity and affordability, and provides ownership opportunities, catering to a range of income levels and family sizes.

## LAND USE AND ECONOMIC

- 3 Focus on attracting airport and neighborhood-serving commercial development.** Attracting airport and neighborhood services, such as grocery stores and restaurant facilities, which can support the daily needs of residents, reduces the necessity to travel long distances, while also taking advantage of the area’s proximity to the airport.
- 4 Develop an airport hotel.** Developing a hotel accommodates tourists and visitors enhancing economic vitality.

## TRANSPORTATION

- 5 Incorporate airport parking.** Incorporating park and ride facilities into commercial development provides customers to businesses and links the area to the airport.
- 6 Add sidewalks and lighting to Airport Road.** Upgrades to Airport road will improve livability and help sustain commercial development.

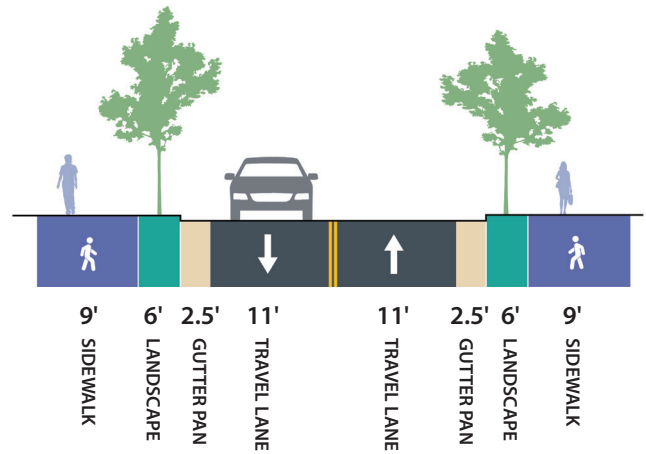
## PARKS AND OPEN SPACE

- 7 Create centralized green space, with green infrastructure within the floodplain.** Creating a centralized green space that can accommodate green infrastructure to absorb stormwater can be an important component of preventing flooding in residential properties.

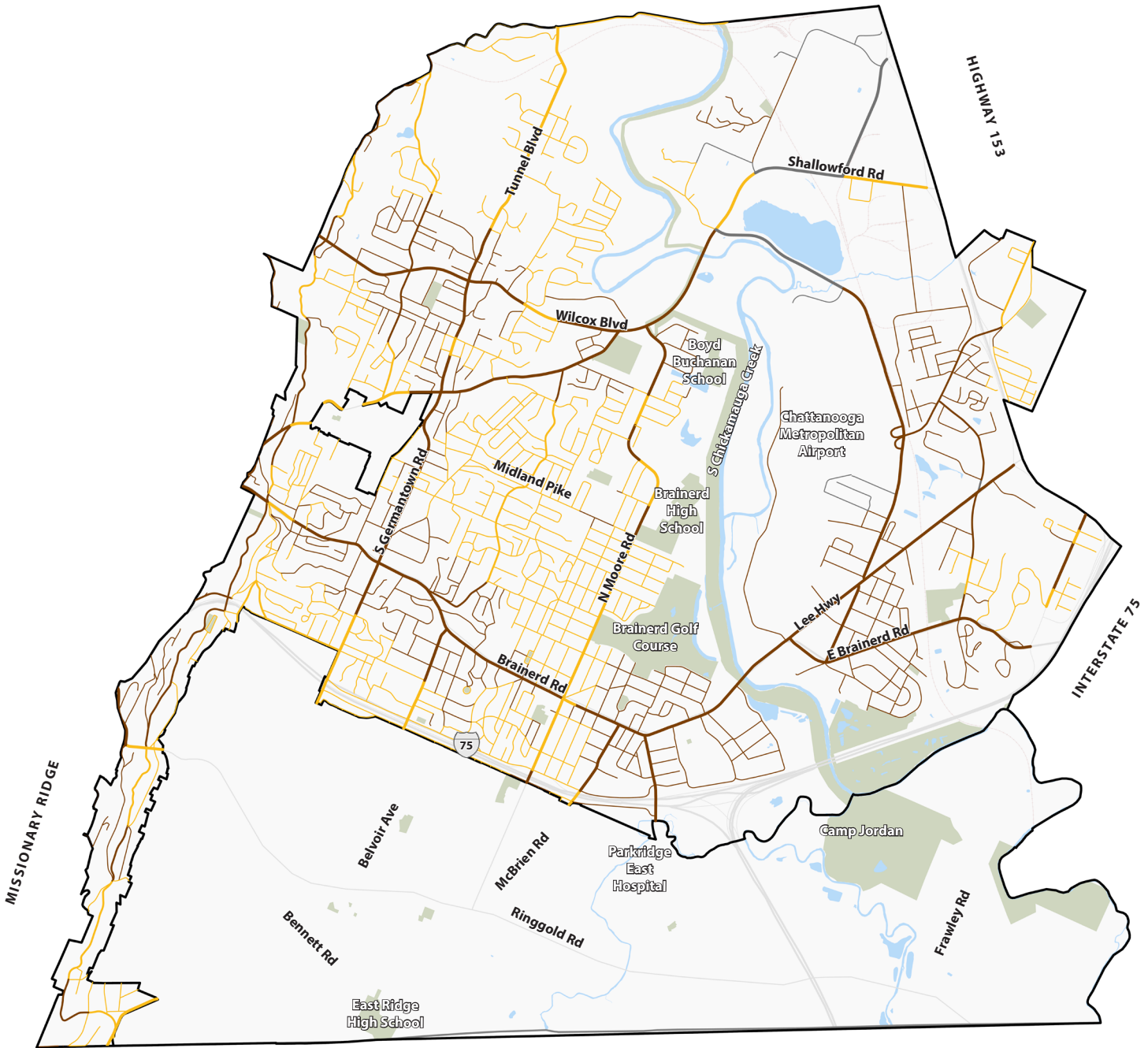
*Should an update to the Airport District Master Plan occur, the most updated plan should be referenced.*

## AIRPORT ROAD UPDATES

These typical cross-section illustrates how Airport Road could be redesigned to improve walkability and enhance the pedestrian experience. Prioritizing the construction of sidewalks along the length of the corridor is an important step in enhancing pedestrian safety. Both this and the addition of street trees can be accomplished with the existing right of way.



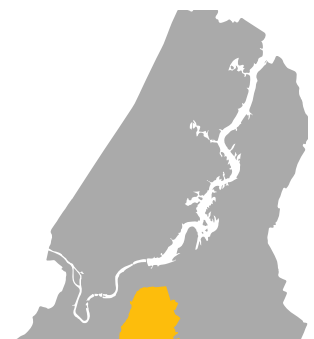
*Rendering of updates to Airport Road, looking south at the intersection of Airport Rd. and Hancock Rd.*



GEORGIA


**STREET TYPOLOGY**


- Suburban
  - Local
  - Collector
  - Arterial
- Industrial
  - Local
  - Collector
  - Arterial
- Urban Infill
  - Local
  - Collector
  - Arterial



# SUPPORTING TRANSPORTATION PROJECTS


The map on the following page identifies transportation projects for the area and the transportation concept areas described below. A description of each project follows the map.


 **Pedestrian Focus Area:** Pedestrian focus areas are areas that don't fit into a conventional transportation corridor: they are typically not linear, not long, have ambiguous boundaries, and are comprised of multiple street types. Instead, their defining characteristic is a heavy mix of destinations that carry foot traffic between them. Some of these are existing and large scale, such as the Aquarium area along Broad and Market downtown. Some of them are of smaller neighborhood intensity, perhaps only the size of a single intersection. And others do not yet exist but could become a pedestrian-focused placed with expected future development and the right investment in infrastructure.


 **Major Crossing/Intersection Enhancement:** These boxes can be project recommendations in their own right, or significant intersections or crossings contained within a broader recommendation. The boxes are not color-coded to be mode specific, so the map context and the recommendation text are the indicators of the type of improvement needed. These projects are derived from numerous considerations, from necessary safety improvements in areas that see a high rate of pedestrians and people on bikes involved in serious crashes, to infrastructure challenges like connecting a bike path over a river, moving freight over railroads, or getting people around heavily trafficked roads.


**Mobility Hubs:** Mobility hubs serve a confluence of mobility needs. Depending on their intended function, they could serve fixed route transit; parking (such as the CARTA South garage); microtransit; non-motorized transportation either from foot traffic, biking, or both; and the use of personal automobiles for transportation. Not only do mobility hubs serve these modes, but also facilitate connections between them. Mobility hubs can provide information on wayfinding, and how to use bike-share and transit options. They can also include comfortable waiting areas, restrooms, fare vending, retail, storage and more. Hubs are often located in commercial and residential centers where a mix of uses generates significant travel demand. For that reason, mobility hubs often overlap with larger pedestrian focus areas.

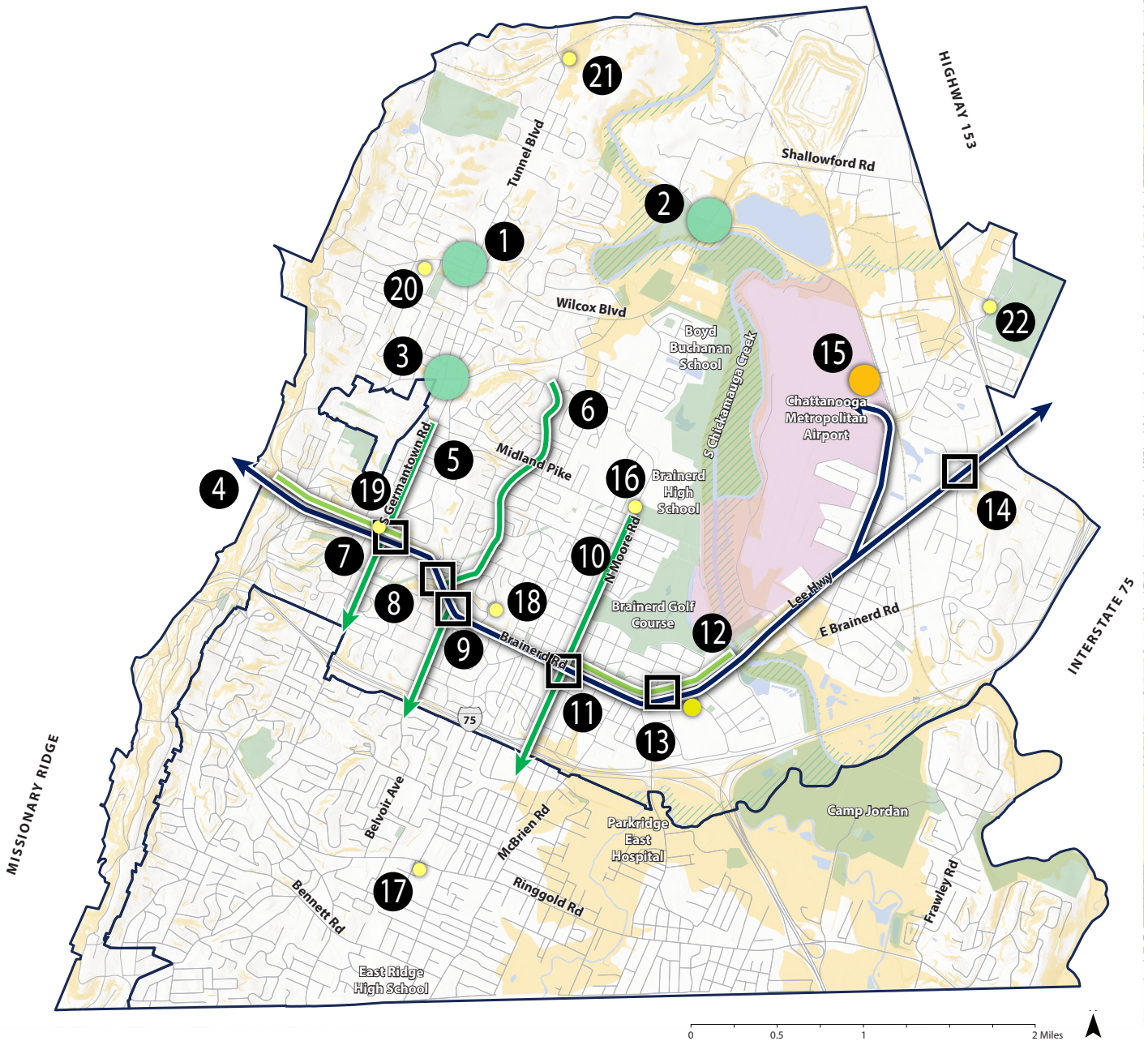
Plan Chattanooga identifies four tiers, or levels, of mobility hubs that vary based on size, modes served and amenities:

 **Level 1 Mobility Hubs:** These represent the most intense infrastructure and investment. This type of hub is in high-activity areas where all modes interact, likely in a downtown setting. The surrounding street network is well-connected, particularly for pedestrians. The footprint is larger to accommodate transit, pedestrian and bicycle, vehicle, parking, and other community facilities. Improvements should include placemaking, landscaping, and wayfinding to create a well-rounded user experience.

 **Level 2 Mobility Hubs:** These are smaller than Level 1 but still serve many modes with significant amenities. Level 2 hubs are located in moderate-to-high activity areas, such as walkable communities with multiple destinations in close proximity, such as North Shore and St. Elmo. These hubs are surrounded by a well-connected street and pedestrian network, but do not require as large of a footprint as Level 1 hubs. Most modes should be accommodated in Level 2 mobility hubs, though there may not be as many vehicle- or community-oriented facilities.

 **Level 3 Mobility Hubs:** These are more appropriate in a lower activity, neighborhood setting or in areas that are transitioning. These hubs are more oriented around pedestrians and bicyclists, also have a transit component. Level 3 hubs might be less centralized than Levels 1 or 2, with branded wayfinding and pedestrian improvements.

 **Level 4 Mobility Hubs:** These represent a modest level of investment and can be sited where a few modes interact, but the surrounding context does not warrant much infrastructure. Pedestrian and bicycle facilities are the most important pieces of these hubs, with some vehicle- and community-oriented facilities and, if applicable, a transit connection. These hubs serve to be a connection point for neighborhood residents to access bike share, car share, etc. to reach local destinations or transit stops. They can be located along commercial corridors or in shopping centers, public libraries and community centers.



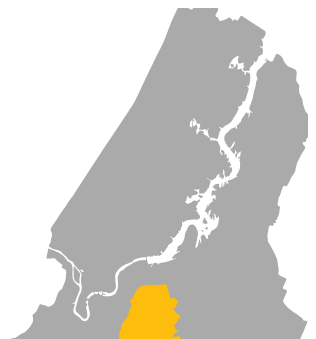
### TRANSPORTATION PROJECTS

#### Project Areas

- Pedestrian Focus Area
- Major Crossing / Intersection Enhancement
- Level 2 Mobility Hub
- Level 3 Mobility Hub
- Level 4 Mobility Hub

#### Project Areas by Mode

- Balanced/Multimodal
- Transit
- Bicycles
- Pedestrian
- Autos
- Freight
- New Connection



- 1 **Wilcox and Tunnel Pedestrian Focus Intersection.** In conjunction with land use changes to support a mixed-use and walkable node, make safety and crossing improvements consistent with higher foot traffic. Complete or repair sidewalks along the area, consider reducing commercial driveways, implementing shade trees, place-making, and traffic calming measures.
- 2 **South Chicamauga Creek Greenway intersection Improvement.** Make safety improvements for the Greenway crossing on Shallowford Road, including a dedicated bike-ped signal with dynamic no-right on red sign while active and reduced curb radii. Consider a raised crosswalk or intersection.
- 3 **Shallowford and Tunnel Pedestrian Focus Intersection.** In conjunction with land use changes to support a mixed-use and walkable node, make safety and crossing improvements consistent with higher foot traffic. Complete or repair sidewalks along the area, consider reducing commercial driveways, implementing shade trees, place-making, and traffic calming measures.
- 4 **Brainerd Road Transit Priority Corridor.** Consider transit enhancements along the corridor, including dedicated lanes, priority signalization, and rapid boarding bus shelters. Support Department of Public Work's Transit Signalization Project. Make immediate safety enhancements, including street lighting, painted and striped crossings at all bus stops (both at intersections and mid-block) using pedestrian median refuges, curb or shoulder bulbouts, traffic calming measures, and Pedestrian Hybrid Beacons, Rectangular Rapid Flashing Beacons or High Intensity Activated Crosswalk signals where appropriate. Support the Midtown Connect Business District Airport Road improvement plans.
- 5 **Germantown Road Sidewalks.** Add sidewalks along Germantown Road from the Shallowford and Tunnel Pedestrian Focus intersection south to Ringgold Road.
- 6 **Talley and Belvoir Sidewalks.** Add sidewalks from the southern terminus of Belvoir Avenue to Talley Road at Shallowford.
- 7a **Brainerd Road and Germantown Intersection Safety Improvements.** Make safety improvements to Brainerd and Germantown intersection. Consider including pedestrian leading intervals, High Intensity Activated Crosswalk signals, dedicated pedestrian signal time, reduced curb radii, no right-on-red, and traffic calming to enforce speed compliance and red-light compliance.
- 7b **Brainerd Road West Safety Improvements.** Brainerd Road from Germantown west to the tunnel is one of the deadliest stretches of roadway in Chattanooga. Install 5-foot buffered sidewalks along both sides of the roadway. Install lighting and shade trees. Make crossing improvements to support existing foot traffic. These should include striped crosswalks, including mid-block crossings, Pedestrian Hybrid Beacons, Rectangular Rapid Flashing Beacons, or High Intensity Activated Crosswalk signals, and pedestrian median refuges, where possible.
- 8 **Brainerd and Talley Intersection Safety Improvements.** Make safety improvements to Brainerd and Talley intersection, including painted and striped crosswalks, reduced curb radii, and traffic calming to enforce speed compliance. Consider an intersection redesign to better facilitate flow.
- 9 **Brainerd and Belvoir Intersection Safety Improvements.** Make safety improvements to Brainerd and Belvoir intersection, including painted and striped crosswalks, reduced curb radii, and traffic calming to enforce speed compliance and red-light compliance. Install functional pedestrian crossing buttons and pedestrian leading intervals at crosswalks. Consider Pedestrian Hybrid Beacons while crossing.
- 10 **Moore Road Sidewalks.** Add sidewalks along the length of Moore Road from Wilcox to Ringgold Road.

- 11 Brainerd and Moore Road Intersection Safety Improvements.** Make safety improvements to Brainerd and Moore Road intersection, including painted and striped crosswalks, reduced curb radii, and traffic calming to enforce speed compliance and red-light compliance. Install functional pedestrian crossing buttons and pedestrian leading intervals at crosswalks. Consider Pedestrian Hybrid Beacons while crossing.
- 12a Brainerd Road Safety Recommendations.** Much like the western area counterpart, Brainerd from Moore Road to Chickamauga Creek has a disproportionately high number of fatalities and serious injuries. Install 5-foot buffered sidewalks along both sides of the roadway. Install lighting and shade trees. Use dedicated pedestrian signal time or leading pedestrian intervals at all signalized intersections. Make crossing improvements to support existing foot traffic. These should include striped crosswalks, including mid-block crossings, Pedestrian Hybrid Beacons, Rectangular Rapid Flashing Beacons, or High Intensity Activated Crosswalk signals, and pedestrian median refuges, where possible.
- 12b South Chickamauga Greenway Connector.** Consider safety improvements for South Chickamauga Greenway users at the intersection of Brainerd Road and Greenway View Drive. Consider infrastructure and lighting improvements for users crossing under Brainerd Road.
- 13 Eastgate Town Center Intersection and Level 3 Mobility Hub.** Located in the Eastgate Branch Chattanooga Public Library.
- 14 Lee Highway and Shallowford Safety Improvements.** Study intersection for safety redesign. Consider reduction in curb radii, elimination of slip lanes, dedicated crossing signals, an elimination of right-on-red, pedestrian leading intervals, Pedestrian Hybrid Beacons or Rectangular Rapid Flashing Beacons, and a complete sidewalk network. Include lighting and transit stop improvements consistent with recommendation 4.
- 15 Airport Mobility Level 2 Hub.** Create a Level 2 mobility hub adjacent to Chattanooga Airport along Airport Road. Incorporate transit enhancements such as bus stop amenities, fare vending machines, real-time information displays, and driver facilities. Include clear wayfinding signage and bicycle-friendly infrastructure. Provide electric vehicle (EV) charging stations. Additionally, consider facilitating bus transfers and layovers, developing park and ride facilities, and adding rideshare and car share services to support travelers and airport employees.
- 16 Brainerd Level 4 Mobility Hub.** Locate a mobility hub at the Chris L. Ramsey Sr Community Center to integrate mobility options and other community resources.
- 17 East Ridge Level 4 Mobility Hub.** Locate a mobility hub at the East Ridge Community Center to integrate mobility options and other community resources.
- 18 Midtown Level 4 Mobility Hub.** Locate a mobility hub at the Brainerd / Midtown Community Center to integrate mobility options and other community resources.
- 19 Germantown Road Level 4 Mobility Hub.** Construct a mobility hub near the intersection of Brainerd Road and Germantown Road to enhance connections between transit and other mobility options.
- 20 Eastdale Level 4 Mobility Hub.** Locate a mobility hub at the Eastdale Community Center to integrate mobility options and other community resources.
- 21 Doolittle Level 4 Mobility Hub.** Locate a mobility hub at the future Doolittle development site to provide mobility connections for residents.
- 22 Shepherd Level 4 Mobility Hub.** Locate a mobility hub at Shepherd Park to integrate mobility options and other community resources.

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