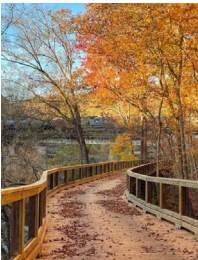
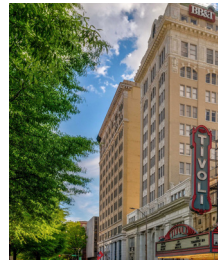


AREAS

- 1 - Downtown / North Shore
- 2 - Hixson
- 3 - Historic River-to-Ridge
- 4 - South Chattanooga
- 5 - Lookout Valley
- 6 - Brainerd / Midtown
- 10 - Highway 58 / Tyner
- 11 - East Brainerd



COMPREHENSIVE PLAN & AREA PLANS



Draft
07/23/26



**PLAN
CHATTANOOGA**
shaping quality places together



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Each Area Plan chapter contains these elements:

- » Context Map
- » History & Past Plans
- » Summary of Existing Conditions
- » Highlights of Community Input
- » Centers and Corridors Map
- » Place Types Map
- » Big Ideas for Placemaking
- » Supporting Objectives & Actions
- » Street Typology Map
- » Transportation Projects
- » Focus Areas

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- » A. Community Profile
- » B. Public Input Summaries
- » C. Scenario Planning Process Slides
- » D. Place Type definitions
- » E. Real Estate Market Study
- » F. Transit Vision



INTRODUCTION

CHATTANOOGA IN THE 21ST CENTURY

Chattanooga entered the year 2001 with a renewed place and promise for a future built on the history and strength of the past. 24 years later Chattanooga faces a century of growth from both new populations in our families and schools but also new residents from other states and international migration. By all standards, Chattanooga is a modern and progressive city in the southeast.

Chattanooga has a diverse economy anchored by strong public institutions. The City of Chattanooga and Hamilton County governments are on a solid trajectory with strong financial positions. The history of Chattanooga and Hamilton County is impressive but equally impressive is the present and the possibilities for our future. Chattanooga and Hamilton County are located in one of the most pristine and abundant natural areas in the U.S. Beyond our location, our neighborhoods, jobs, universities, infrastructure and organizations are assets that make Chattanooga one of the most special urban communities in the southeast.

Chattanooga and Hamilton County have together created the Regional Planning Agency (RPA). The Chattanooga Department of Planning manages the RPA as well as the federally mandated Metropolitan Planning Organization (MPO). The MPO recently updated the Regional Transportation Plan (RTP) which meets the requirements to manage federal transportation funds with the Tennessee and Georgia Departments of Transportation. The State of Tennessee provides RPA authority to develop and implement other local plans. Plan Chattanooga is a comprehensive plan for the City. Plan Hamilton, created in a parallel effort, is a comprehensive plan for the unincorporated areas of Hamilton County.

Plan Chattanooga is a "comprehensive plan" for the city. A comprehensive plan is a local government planning guidance and management document established not only in Tennessee law but also Georgia, Florida and other high growth states which outlines growth challenges and infrastructure needs as well as strategies for implementation. The City of Chattanooga must complement and support the comprehensive plans for Hamilton County and the other cities in the region.

NEED FOR A COMPREHENSIVE PLAN

The Department of Planning leveraged resources to undertake a city-wide comprehensive plan. This plan provides guidance for new development, zoning changes, capital improvements and conservation. The "Plan Chattanooga" process began in April of 2023 with state of the practice professional staff at RPA and support from a national consultant team.

Together we have reviewed population, housing and employment projections. That work shows that through the year 2040, Chattanooga and Hamilton County has projected demand to add up to 46,000 households and 60,000 jobs. Modeling professionals undertook sophisticated computer simulations and scenarios to project land use and traffic growth. RPA data anticipates the factors that have driven growth in the past decade will continue. Regional factors including the proximity of major economic centers in Nashville, Knoxville and Atlanta will heavily influence Chattanooga growth.

KEY TRENDS INCLUDE

While we've grown, our population has also changed over the last decade.

It is younger, more diverse, and made up of smaller households and smaller families:

- » With a median age of 37, Chattanooga's population is younger than most cities. While many peer cities are aging, our median age declined 1% since 2010.
- » We are more diverse with various racial, ethnic, and foreign-born groups making up a larger share of our community.
- » 37% of households today are single person compared to 29% in 2010
- »

We are the center of a growing regional economy.

Our economy is growing and changing, but many people have not benefitted from that growth:

- » 88% of jobs in Hamilton County are within Chattanooga, an increasing share
- » 72% of Chattanooga's jobs are held by people living outside of the city
- » 20% of the city's workforce is employed in manufacturing or transportation, our two fastest growing sectors
- » 15% of our households are below the poverty line

» Our natural landscapes help define our character but are under threat. Our ridges and waterways make the city and each neighborhood unique, but:

- » 15% of the city's land has steep slopes (slopes >25%). Much of that land is not protected from development
- » Over 2,900 buildings are currently within the 100-year floodplain. Unfortunately, many of our older neighborhoods with more vulnerable populations were developed in floodplains.
- » 54% of park survey participants say there is not sufficient park land in their neighborhood. Across the city, there are opportunities to preserve sensitive land and create trail connections
- » Many of our built places and infrastructure are not meeting their potential. The city's well-recognized revitalization has been

limited beyond the downtown riverfront:

- » Almost 2/3 of the city's commercial and industrial land is underutilized and could potentially redevelop.
- » There is a major gap in the supply of housing, particularly rental housing to meet peoples' needs. In most neighborhoods, the majority of renters are considered cost burdened (rent >30% of income).
- » The majority of our city's residents live in areas without infrastructure to walk or bike from their homes to schools, parks, jobs, or commercial areas.

Chattanooga and Hamilton County have the potential to add 46,000 households and 60,000 jobs through the year 2040.

CHALLENGES TO OVERCOME

The RPA staff and consultant team completed broad public engagement in 2023, online and in person, and reviewed prior plans for all areas of the City of Chattanooga. The team has assembled robust data to create a draft land use and transportation capital planning vision for the city.

The City of Chattanooga's growth will require a city-wide investment in new roads, intersections, sidewalks, bike paths, transit services, parks, and greenways to ensure the community can maintain its quality of life. Only through infrastructure will we ensure that built and natural places, housing, and transportation projects meet the needs of our community.

Plan Chattanooga recommends policies, programs, and projects to ensure the city continues to grow and flourish. It addresses these six challenges:

- 1 Chattanooga is lacking adequate funds for development of local priorities for transportation infrastructure.** There is a need to fund substantial investments for city transportation projects on a scale which will ensure within 5-10 years traffic conditions do not worsen and communities are safer to walk and ride a bike.
- 2 Many Chattanoogaans lack access to quality services and amenities from their neighborhoods.** Outside of the downtown core, the suburban retail centers need to be supported to expand mobility options and safety of the transportation system. Leverage existing infrastructure and produce more walkable and safe mixed-use centers with choices for new residents in the next 5-10 years.
- 3 Key natural resources in the city and county need to be protected.** Preserve lands with public funds or other tools to ensure parks and natural assets within the city and county to not only protect land and water for future generations but also ensure we grow more sustainably.

- 4 The region's housing needs require a systems approach that involves new housing types, incentives, and neighborhood redevelopment within areas served by existing infrastructure.** The city must ensure current and future families, senior citizens, children and single adults can thrive in Chattanooga with homes and services in abundance. This requires providing the right development tools and entities including Business Improvement Districts (BIDs).
- 5 There are many organizations planning, promoting, and investing in our region, but they can be better coordinated and leveraged.** We must ensure public infrastructure projects are developed in a manner that leverages federal, state, and local funding sources and position our unique natural resources to promote tourism, conventions, regional employers and universities.
- 6 Several areas of the city are not receiving the same level of public and private investment.** Residents in the communities need more opportunities to benefit from small businesses and home ownership. Undertake a renewed focus on areas of the city which have not benefited or redeveloped yet during the century.

By undertaking bold strategies and investments, Chattanooga can grow and flourish during the next decade with new jobs and opportunities for residents. A continuous pursuit of sustainable growth to support the population and employment growth will ensure the quality of life and resources in the City of Chattanooga are maintained for future generations.

Alignment with One Chattanooga and other recent plans

Plan Chattanooga is directly tied to One Chattanooga, the city's guiding vision and strategic framework initiated by Mayor Tim Kelly. One Chattanooga, informed by community input, is designed to be an iterative, living document that holds our city accountable and provokes action and dialogue in Chattanooga about our shared future. It points us toward ambitious goals and objectives that ensure that Chattanooga is living up to its potential and that we are creating a city where opportunity is available to every one of our neighbors.

One Chattanooga notes that while Chattanooga is a growing city with great potential that continues to attract attention and accolades from across the nation and the world, many in our community have been unable to share in our prosperity. The gaps between us not only persist—gaps in access to good schools, living wage jobs, and opportunity—but in some cases have widened. This plan recognizes that these disparities have resulted in two fundamentally different lived experiences in our own city and, in so many ways, two Chattanoogaes.

One Chattanooga identifies eleven principles—including Equity and Respect—that serve as the foundation for our strategic vision as a city. Those principles are translated into goals and initiatives that comprise the strategy for realizing the vision of a city where opportunity exists for all and where prosperity is plentiful.

INFORMED BY PRIOR WORK

One Chattanooga and Plan Chattanooga are informed by prior work led by the Regional Planning Agency and other partners such as the Chattanooga Housing Authority, Trust for Public Land, Chattanooga Design Studio, the Chattanooga Area Regional Transportation Authority and the RiverCity Company. This plan is developed incorporating the City's Housing Action Plan, Parks and Open Space Plan, and the Climate Action Plan.

Plan Chattanooga was developed to support the goals of One Chattanooga with policies, projects, and programs about physical development and infrastructure in our city. It addresses the "where" and "how" to "ensure affordable housing choices for all Chattanoogaans," to "improve local Infrastructure," and more. Like One Chattanooga, this plan is iterative and a guide to ensure that Chattanooga is living up to its potential.

ONE CHATTANOOGA

Strategic Framework

"Every Chattanoogaan deserves the opportunity to succeed and thrive, regardless of place, race, or identity."

Just because this work may be new to some of us, doesn't mean the work is new—this vision stands on the shoulders of those brave, bold individuals who preceded us with a vision of Chattanooga as it should be.

— One Chattanooga

Structure of this plan

To ensure the creation of a resilient community, the RPA divided Hamilton County into 13 areas and set about to create a detailed plans for each area. Eight of these areas are within the City of Chattanooga. Two of these eight areas (Historic River to Ridge and East Brainerd) already have adopted plans. Plan Chattanooga contains plans for all eight areas, resulting in an overall citywide growth framework and eight detailed plans. Each area plan considers development, housing, transportation, natural resources, parks and greenways, and related topics. These plans provide guidance for new development, zoning changes, capital improvements, and conservation. Since many of the area plans share common themes, the citywide framework chapter includes common objectives, actions, and planning concepts that are referenced in multiple areas.

Part 1: Citywide Framework

Shared goals, objectives, actions and planning concepts

Part 2: Area Plans

Area-specific recommendations at various scales (district, neighborhood, and block)

Area 1: Downtown and North Shore

Area 2: Hixson*

Area 3: Historic River-to-Ridge

Area 4: South Chattanooga*

Area 5: Lookout Valley

Area 6: Brainerd / Midtown*

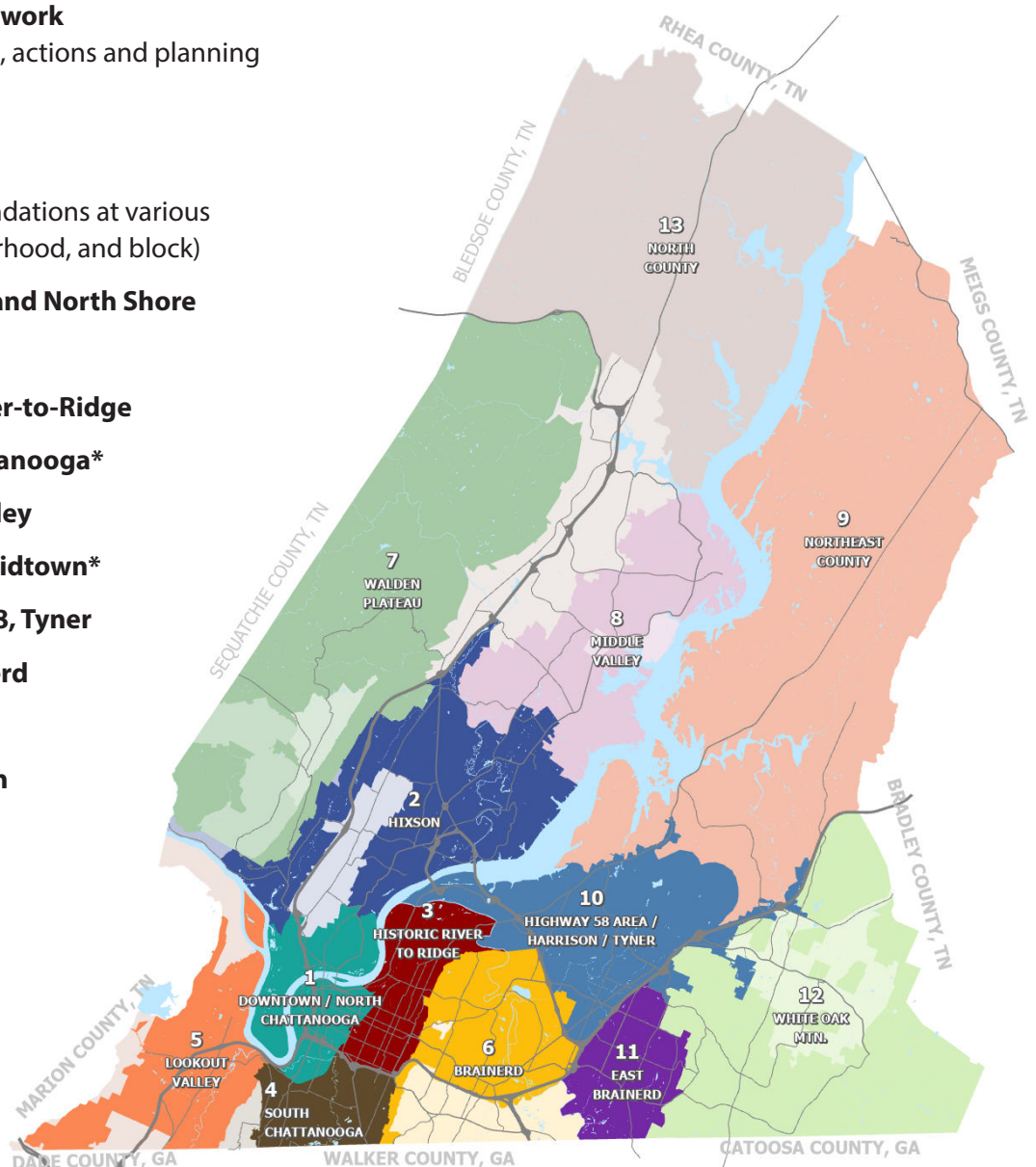
Area 10: Highway 58, Tyner

Area 11: East Brainerd

Part 3: Implementation

How to use, manage, track progress, and update the plan.

*This plan is coordinated with policies and plans in Red Bank, East Ridge, Lookout Mountain, and Ridgeside, but does not set policies or make recommendations for those jurisdictions.



Area Plans DO:

- ✓ Focus on physical development, including natural resources, the built environment, transportation and infrastructure.
- ✓ Guide the type of development and redevelopment by recommending the location of specific place types, based on the community's vision and the analysis.
- ✓ Influence the prioritization of government spending for public infrastructure projects.
- ✓ Inform private investors looking for development opportunities.

Area Plans DO NOT:

- ✗ Regulate types or locations, of development. They are guiding documents.
- ✗ Ensure the funding of recommended projects
- ✗ Change the zoning of any property
- ✗ Directly address issues such as education, social equity, or health care.

Legal Requirements

Tennessee planning enabling legislation (Tenn. Code Ann. § 13-3-301) states that it is the function and duty of a regional planning commission to make and adopt a general regional plan for the physical development of the territory of the region. Plan Chattanooga and Plan Hamilton together form the Comprehensive Plan. These two plans work together to form the general regional plan for the physical development of the Chattanooga-Hamilton County region. They share the same growth strategy and serve as the general policy guide for future physical development in the City of Chattanooga and Hamilton County. Jointly, these plans coordinate regional planning efforts by supporting quality growth in areas most suitable for development.

GOALS

Plan Chattanooga covers four broad goals that address interrelated themes with a focus on physical development of the city. These goals incorporate many of the themes contained in the goals of One Chattanooga, the City's strategic framework. For example, One Chattanooga's aspirations related to housing affordability, infrastructure, public health, economic competitiveness, and equity for historically underserved populations are themes addressed throughout the goals and policies of Plan Chattanooga. The four goals describe intended future outcomes expressed in simple terms. Each of this plan's policies, programs, or projects relate to one or more of these goals.



1. Great Places

Our Chattanooga is a city of vibrant, walkable districts, and neighborhoods where development respects the natural environment, maximizes transportation investments to the fullest, promotes a diverse economy with opportunities for all, and creates and sustains great places.



2. Strong Neighborhoods and Broad Housing Choices

Our Chattanooga is made up of diverse, safe neighborhoods where everyone can find housing that suits their lifestyle needs and is affordable to them.



3. Robust Transportation Systems

Our Chattanooga has inter-connected transportation options that provide every person with access to job and educational opportunities, everyday needs, housing, nature, and parks within 15 minutes.



4. Connected Natural Systems, Parks & Greenways

Our Chattanooga is a "city in a park" that honors and protects the area's unique natural environment and cultural landscapes, where greenways and community parks are the key building blocks and connectors of our neighborhoods, and where every person has access to nature in their neighborhood.

The policies, projects, and programs within each of these goal areas also advance these cross-cutting themes:



Equity

A city that makes strides to ensure that those who have been excluded in the past are succeeding in the future, and have meaningful participation in decisions that impact them.



Economic prosperity

A vital, creative economy that provides opportunities and builds wealth for all Chattanoogaans.

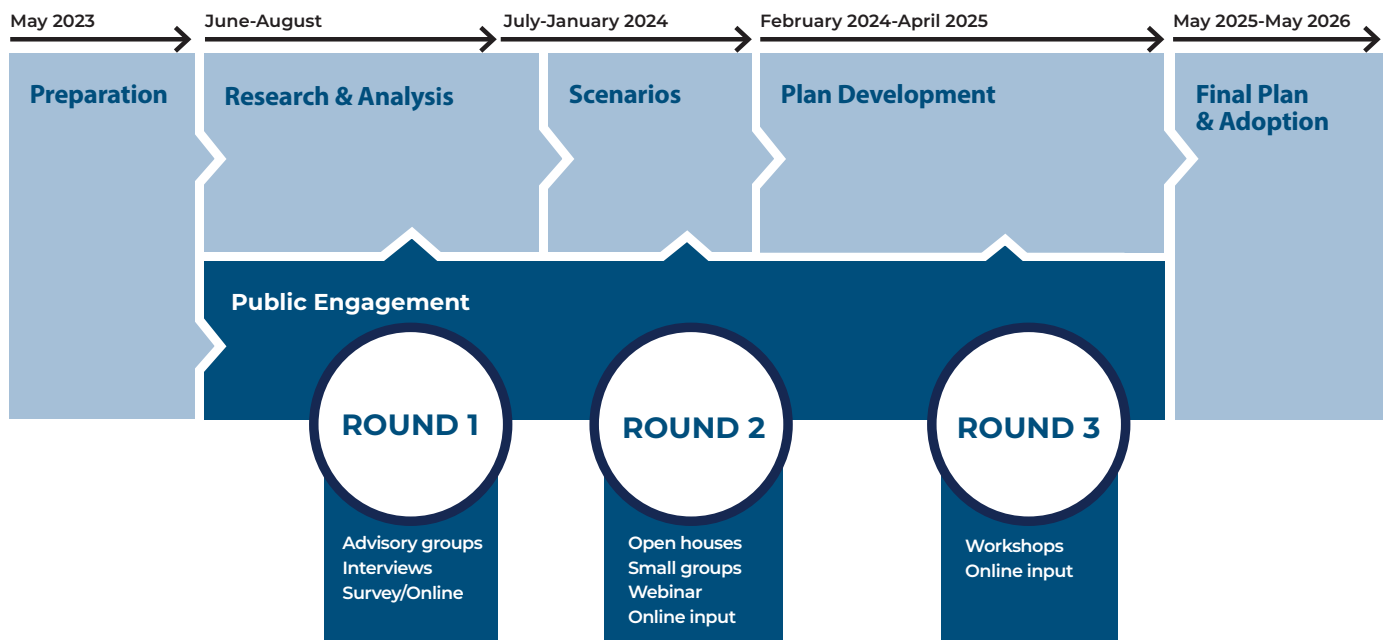


Environmental stewardship

A city that conserves and protects its unique natural environment.

PROCESS

Plan Chattanooga was significantly influenced by input from the community. The process lasted approximately 18 months and included three rounds of public input opportunities.



Stakeholders and Briefings

STAKEHOLDERS

At several stages in the process, the planning team interviewed stakeholders in one-on-one and small group sessions. Those stakeholders included social service providers, environmental activists, recreation advocates, senior citizens groups, real estate specialists, and neighborhood groups. The interviews were designed to identify strengths, weaknesses, and opportunities, and to gain insight on local knowledge.

ELECTED OFFICIALS' BRIEFINGS

The planning team and RPA conducted briefings with elected officials in Chattanooga and Hamilton County at several stages in the process.

Public Engagement

The planning process included three distinct rounds of input and feedback from the public. Each round included a combination of in-person meetings, workshops, webinars, paper surveys and online surveys. In total, over 2,000 people participated in one or more of these events. Input from the three rounds was used to inform the plan's goals, shape the scenario planning process, gather input on potential solutions, and prioritize recommendations. The following is a brief summary of each round. Detailed summaries can be found in Appendix B.

ROUND 1: LAUNCH SURVEY

The first round of public input consisted of a survey that covered a wide range of topics. It was conducted between August 1 and September 25, 2023 through at PlanChattanooga.org and was available in print and in multiple languages.

The purpose of this round was to introduce Plan Chattanooga to the community, obtain feedback about citywide progress on goals distilled from past planning, obtain input on priorities within each area of the city, and to obtain input on specific locations in the city where these goals could be addressed.

ROUND 2: COMMUNITY CHOICES

This round consisted of in-person meetings, webinars, and a survey that allowed for more focused input on specific areas and topics that emerged from Round 1. Like the first round, the survey was hosted at PlanChattanooga.org and was available in print and in multiple languages. Input was collected at in-person public meetings between November 6th and 9th, and online between November 1st, 2023 and January 15th, 2023.

The activities in this round involved three parts:

Part 1: Choices survey for each planning area. Respond to questions about housing, transportation, commercial centers, and parks / natural resources specific to your part of Chattanooga.

Part 2: Mapping places to protect, grow, and change. Using a map of the area, identify places to PROTECT (don't change what's there), GROW (enhance and strengthen what's there), or CHANGE (replace with something new and different).

Part 3: Scenarios. What do you like or what concerns you about each of three conceptual scenarios for how and where Hamilton County could grow?

ROUND 3: PLAN FEEDBACK

The third round presented the draft plan for public feedback. It took place in October and November 2024 and involved webinars, an in-person open house, and online comment form with an interactive map.

PARTICIPATION AT A GLANCE

Through all three rounds, public input included:

1,803

Total survey responses

6,036

Total written comments

3,078

Locations marked on the map

PLAN CHATTANOOGA

Publicity and Outreach

To inform the public about the importance of Plan Chattanooga, the RPA conducted a communication and outreach campaign that included traditional media, electronic communication, and word-of-mouth outreach. activities included:

- » Regular email notices to almost 4,000 contacts
- » RPA website
- » Plan Chattanooga website
- » RPA Facebook page
- » 100 Registered Neighborhood Associations
- » Partner agency email lists
- » Postcards and flyers at numerous community events



Conditions and Trends

Plan Chattanooga was a data-driven process that began with an assessment of existing conditions, trends, and projections. The following summary highlights major findings from the Community Profile (September 2023, Appendix A) and the Real Estate and Housing Needs Market Study (June 2023, Appendix E).

CHATTANOOGA IS A PART OF A GROWING REGION

- » The Chattanooga region has been attracting new residents steadily since the 1990s.
- » In 2021, the population of Hamilton County grew more than three times as fast as the national average, placing it as the fifth fastest-growing county among Tennessee’s 95 counties.
- » Over the last decade, nearly all of the growth has been from migration to the region, including people coming from other parts of the country or internationally. The region’s growing economy, low cost of living, and natural setting are strong attractors.

184,103

2023 population estimate
for Chattanooga

↑ 8%

Population change 2010-2020

Source: 2020 Census and 2023 American
Community Survey (ACS)

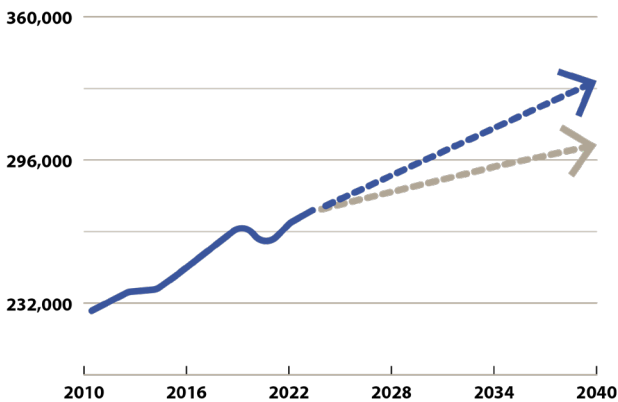
GROWTH IS EXPECTED TO CONTINUE

- » Hamilton County will likely add many more new jobs and households in the next 15 years. Careful planning is required to determine the form that growth take, where it will occur, and how it will impact our current population, our economy, transportation network, and overall quality of life.

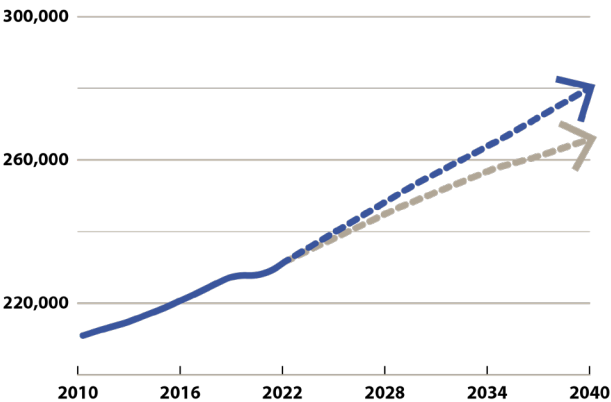
Recent market analysis projects
the potential for 46,000 new
households and 60,000 new jobs
in Hamilton County through the
year 2040.

HISTORICAL AND PROJECTED TRENDS (CHATTANOOGA-HAMILTON COUNTY MSA)

TOTAL EMPLOYMENT



TOTAL HOUSEHOLDS



— Historical — — — Projected (RCLco) — — — Projected (Moody's Analytics)

WE ARE THE CENTER OF A DIVERSE AND GROWING ECONOMY

- » Chattanooga has added an estimated 21,000 jobs in the last decade (13% growth).
- » 72% of Chattanooga's jobs are held by people living outside of the city
- » Chattanooga hosts an estimated 182,000 payroll jobs
- » However, Chattanooga has not been adding jobs as fast as the state. Tennessee increased jobs over the last decade by 15% versus 13% in Chattanooga.
- » Only two sectors represent more than 10% of total employment: Healthcare and Manufacturing. Other common sectors include Retail, Transportation/warehousing, and Hospitality.
- » 20% of the city's workforce is employed in manufacturing or transportation, our two fastest growing sectors.
- » Management and business office occupations dominate the city's resident occupation profile. However, material moving, transportation, construction, installation-related occupations constitute a combined 20% of city residents who work in occupations that are not office-based.
- » New jobs are projected to grow within the Professional and Business Services Sector, the Manufacturing sector, and the Leisure and Hospitality sector, among others. The Information sector is projected to shrink.

↑ **13%**

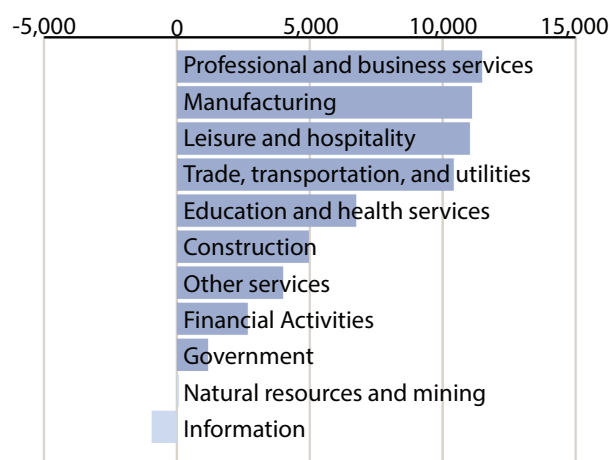
Chattanooga job growth in the last decade

88%

Proportion of Hamilton County Jobs located within Chattanooga (2021)

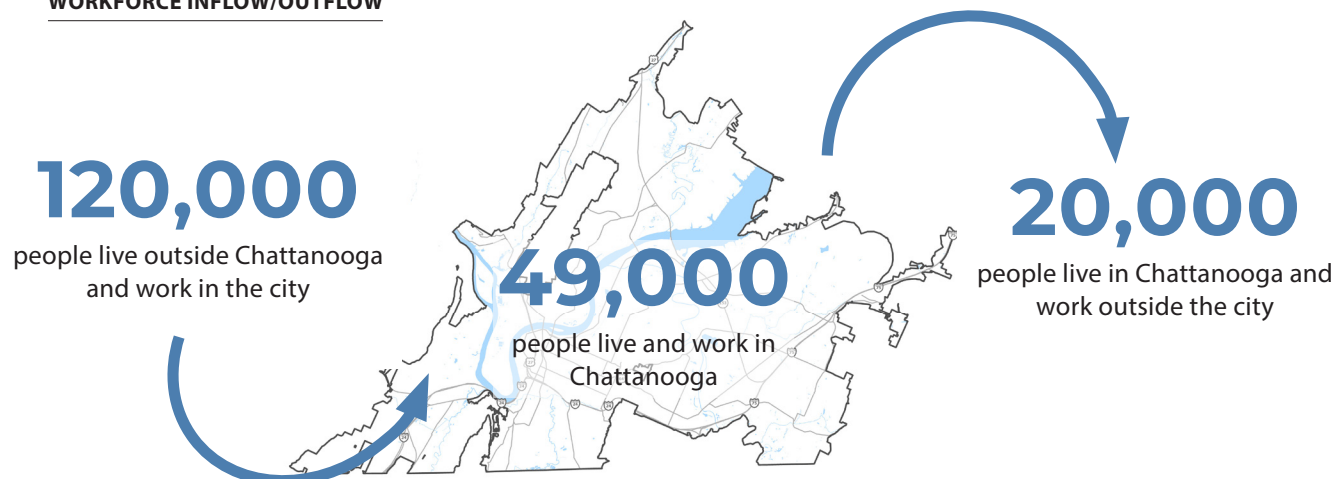
Source: NP analysis of OntheMap.gov. 2021 data based on Chattanooga CAFR FY2022

NEW JOBS PROJECTED BY SECTOR 2022-2040



Source: RCLCO; Moody's Analytics

WORKFORCE INFLOW/OUTFLOW



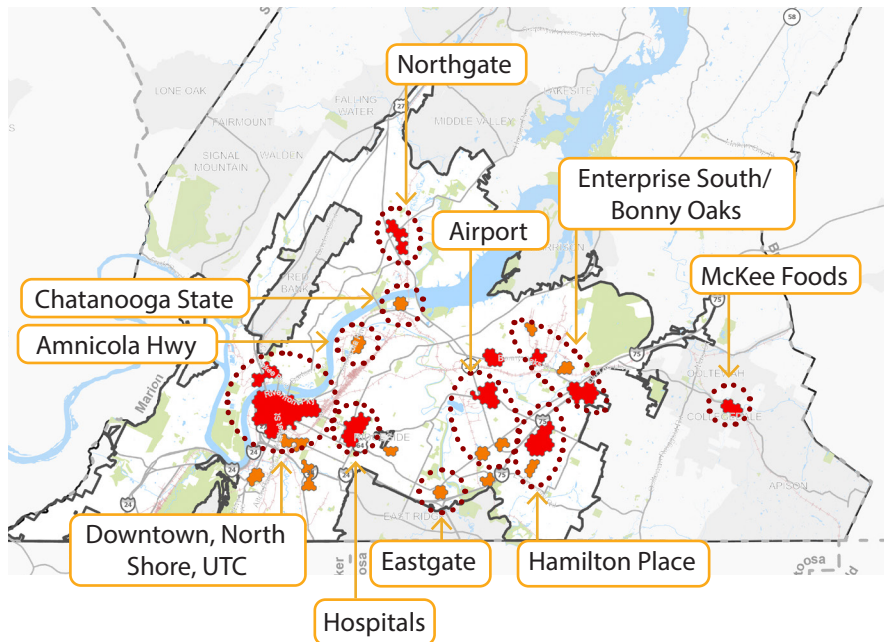
Source: Analysis of OntheMap.gov.

EMPLOYMENT CENTERS IN CHATTANOOGA ARE CLUSTERED ACROSS THE CITY.

EMPLOYMENT CENTERS: TOTAL JOBS

- 1,000-2,000
- >2,500

- » Downtown, Northgate, Enterprise South/Bonny Oaks, Hospitals, and Hamilton Place are clusters of employment centers.

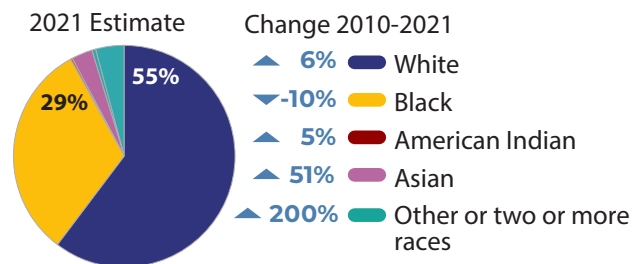


WHILE WE'VE GROWN, OUR POPULATION HAS ALSO CHANGED OVER THE LAST DECADE

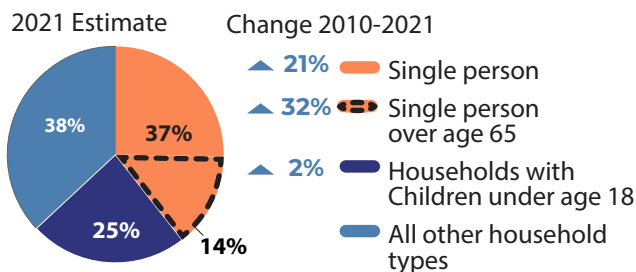
It is younger, more diverse, and made up of smaller households.

- » With a median age of 37, Chattanooga's population is younger than most cities. While many peer cities are aging, our median age declined 1% since 2010.
- » We are more diverse with various racial, ethnic, and foreign-born groups making up a larger share of our community.
- » More than a third (37%) of households today are single-person.

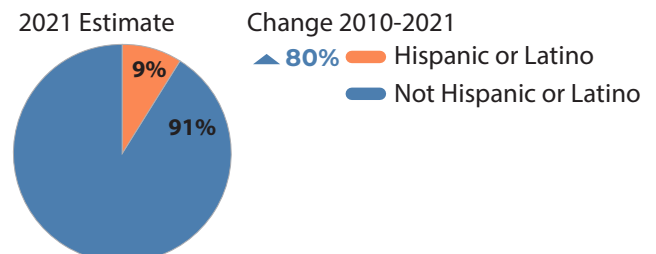
POPULATION BY RACE



HOUSEHOLDS BY TYPE



POPULATION BY ETHNICITY



Source: 2021 American Community Survey (ACS) 5-Year Estimate

PROSPERITY IS UNEVENLY DISTRIBUTED THROUGHOUT THE CITY

Chattanooga has seen overall improvements in key areas related to personal prosperity. However, not all neighborhoods have benefited equally.

- » Areas with high levels of **poverty tend to be concentrated in neighborhoods that were historically “redlined,”** a discriminatory practice where banks and insurers denied services or charge higher rates to residents in certain neighborhoods based on racial or ethnic composition.
- » **Black households in Chattanooga face greater barriers** to accessing homeownership and less affordable rents at all income levels.

30,000

People in Chattanooga live below the poverty line. This is ~15% of the total population

12% vs 4%

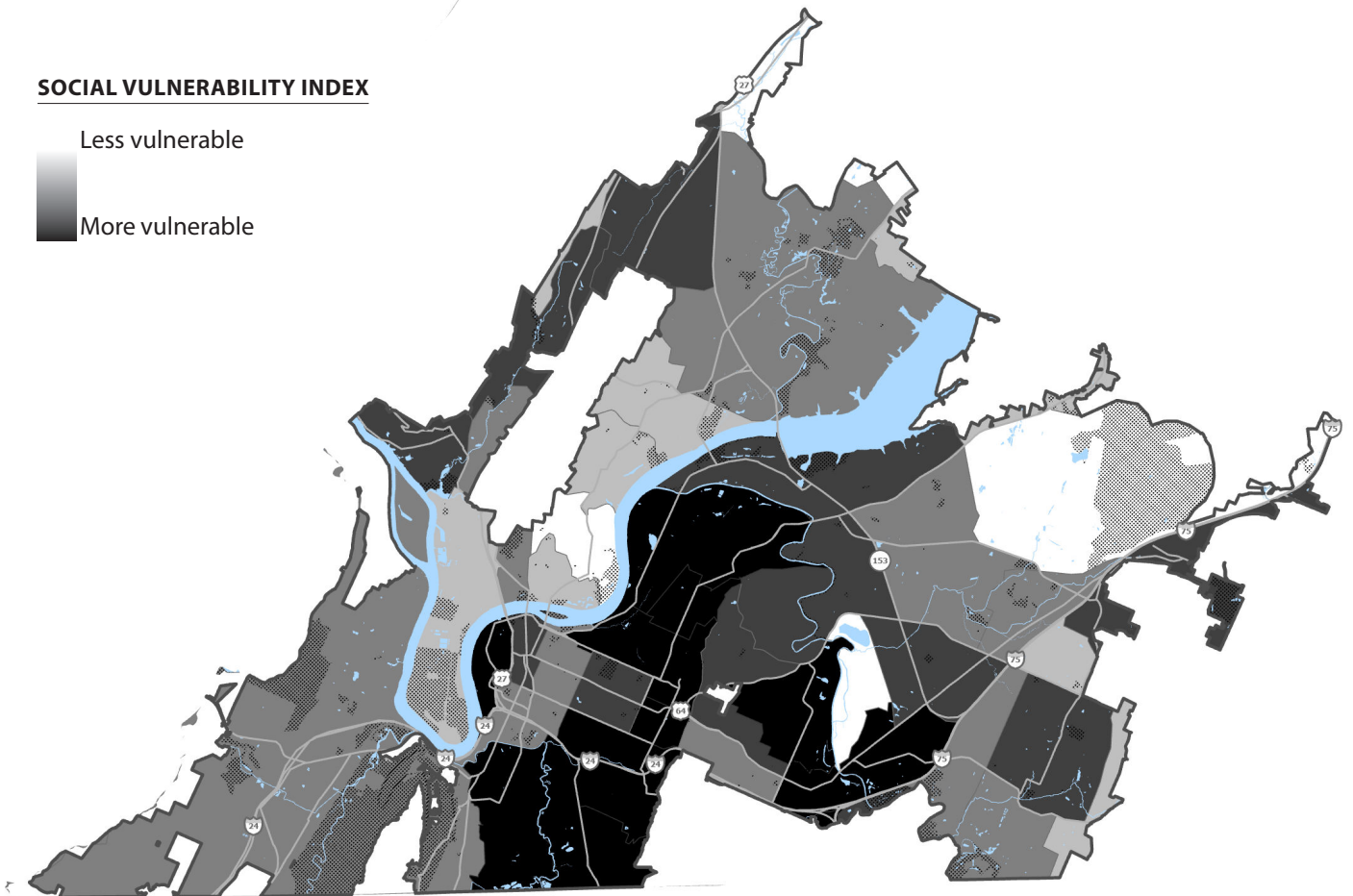
Mortgage denial rates for Black vs White households making \$100k to \$150k

SOCIAL VULNERABILITY INDEX

Less vulnerable



More vulnerable



Source: CDC Social Vulnerability Index

THERE IS A MAJOR GAP IN THE SUPPLY OF HOUSING, PARTICULARLY MORE “AFFORDABLE HOUSING.”

MODEST AFFORDABLE HOUSING ECOSYSTEM

Chattanooga's affordable housing ecosystem is **constrained by limited public funding, state law, and a lack of regional partners**

\$575,000

Average local housing funds
2019-2021 (Chattanooga Affordable Housing Fund)

DECREASING RENTAL AFFORDABILITY

Chattanooga's **median rent increased 30% since 2020**, while the income level of the **median renter grew by about 13%**, resulting in growing housing cost burdens among renter households

107→90→50

2016, 2021, and 2030 projection for amount of homes affordable for every 100 households making <\$35K

DECLINING ACCESS TO HOMEOWNERSHIP

Until recently Chattanooga was a city where homeownership was **attainable for a household earning the median income, but that is no longer true**

-6,100

Decrease in owner households earning less than \$100K, 2011-2021

Source: Housing Action Plan

MORE RENTERS ARE EXPERIENCING COST BURDEN THAN HOMEOWNERS.

Cost burden is a measure of those who pay 30% or more of their household income each month on rent or their mortgage.

RENTERS ARE EXPERIENCING COST BURDEN

This may suggest that **too few rental units have been produced**, leading to increased competition for units, along with low wages.

41%

of renters are experiencing cost burden.

RENT BURDEN IS GEOGRAPHICALLY CONCENTRATED

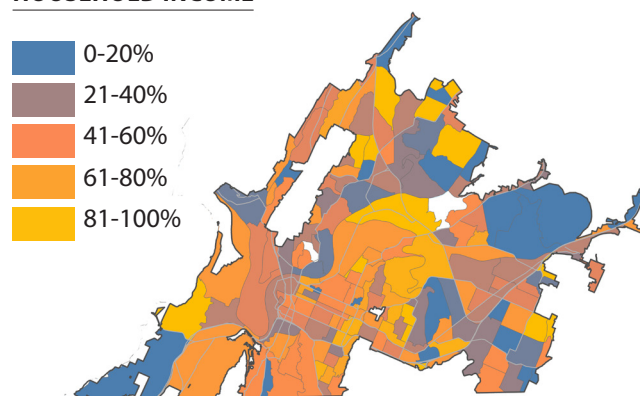
While homeowners are less likely to be cost burdened city-wide, there are **clusters of neighborhoods where the burdens are much higher**.

81%

cost burden in some census tracts.

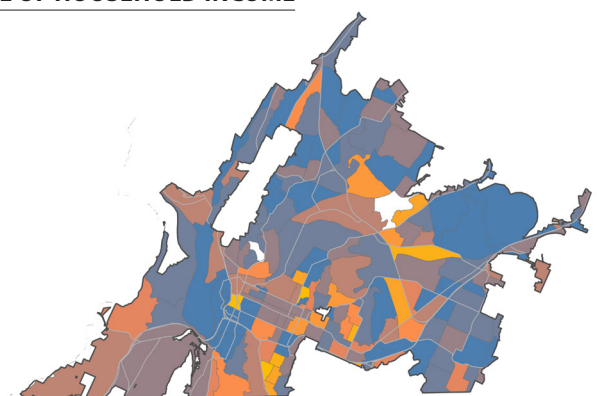
Source: Housing Action Plan

PERCENT OF UNITS WHERE RENT IS 30% OR MORE HOUSEHOLD INCOME



Source: American Community Survey Table B25070

PERCENT OF UNITS WITH A MORTGAGE OF 30% OR MORE OF HOUSEHOLD INCOME



Source: American Community Survey, Table B25091

HOUSING NEEDS ARE CHANGING FASTER THAN DEVELOPMENT TRENDS.

Despite increasing housing unit permitting in recent years, the supply of housing in Chattanooga (like most places in the country) has not kept pace with demand and shifting market needs.

- » Total new housing unit **permits spiked in 2021**
- » The City of Chattanooga has the largest share of new permitted housing units within Hamilton County.
- » Between 2021 and 2023, **townhouses and multi-family housing units increased**. In 2023, there were **slightly more multi-family units** constructed than new single-family units.
- » The majority of apartments developed in the last 5 years were **located in the central area of Chattanooga or around the Enterprise South Industrial park**, two major job centers.

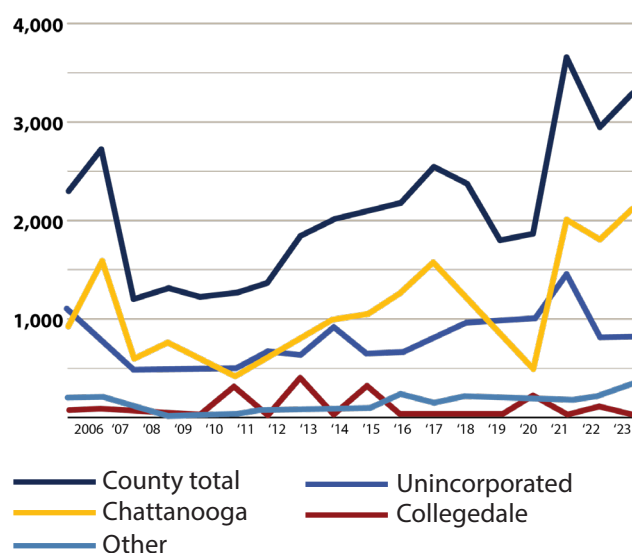
38,000

New housing units in Hamilton County in the last 18 years

90%

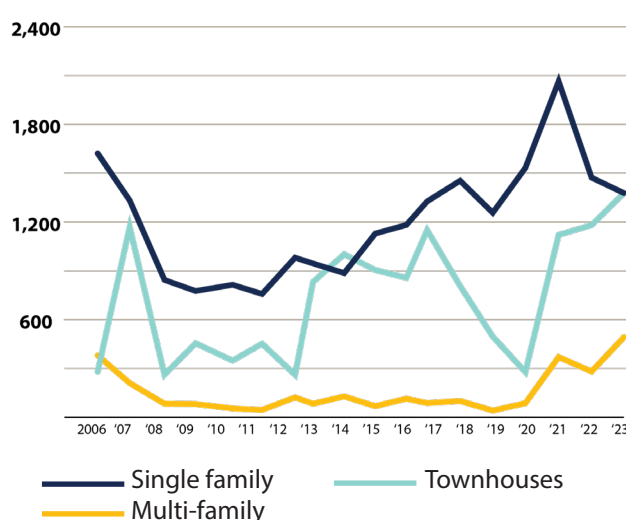
of townhouses built Hamilton County in the last five years were in the City of Chattanooga

NEW HOUSING UNITS PERMITTED BY MUNICIPALITY



Source: Chattanooga-Hamilton County RPA

ANNUAL NEW HOUSING BY HOUSING TYPE (COUNTY)



SCHOOLS ARE IMPACTED BY DEVELOPMENT TRENDS

Since 2010, Chattanooga has experienced

- » 4% increase in the population three years of age and over enrolled in school
- » An overall increase in the share of private school enrollment for students in grades K-12.
- » 16% increase in the share of Kindergarten students enrolled in private schools

Source: Chattanooga-Hamilton County RPA

ESTIMATED STUDENTS IN HAMILTON COUNTY, 2023

47,651

Public school students

10,000

Private school students

25,000

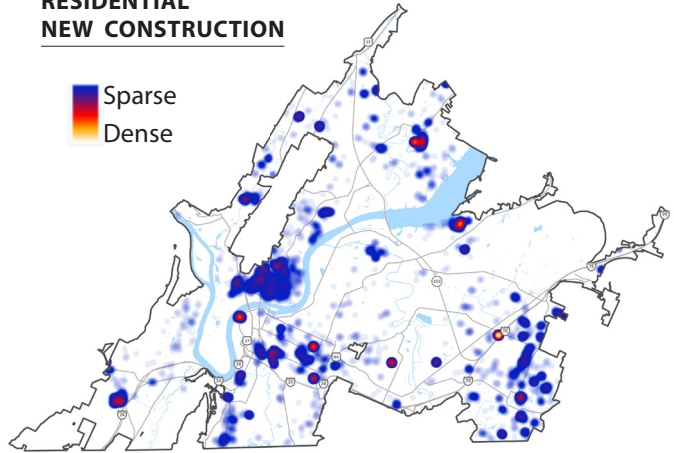
Post-secondary students

RESIDENTIAL AND NON-RESIDENTIAL DEVELOPMENT HAS BEEN OCCURRING ACROSS THE CITY THROUGH NEW CONSTRUCTION, ADDITIONS, AND RENOVATIONS.

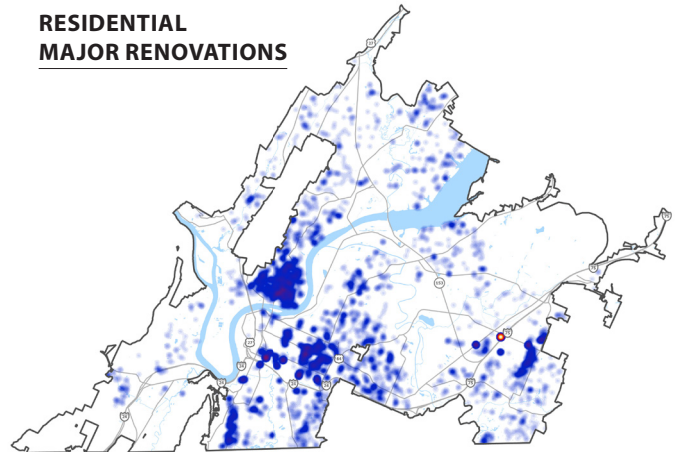
- » While development of new subdivisions is occurring in areas like East Brainerd, several established areas are also experiencing new housing growth, including the Northshore, North Chattanooga, and Southside.
- » Neighborhoods adjacent to Downtown or north of the river are experiencing more renovation investment than neighborhoods along the city edge.
- » Most new construction, alteration, and addition building permits for commercial or industrial are located around major, regional developments. Downtown, Hamilton Place Mall, Eastgate, and near Northgate Mall are just a few hotspots for recent non-residential growth.
- » Zoning changes between 2013 and 2023 reflect where building has been occurring. There is significant trend of industrially-zoned land being rezoned for redevelopment to mixed-use, commercial, or residential.

BUILDING PERMIT 2013-2022 BY TYPE

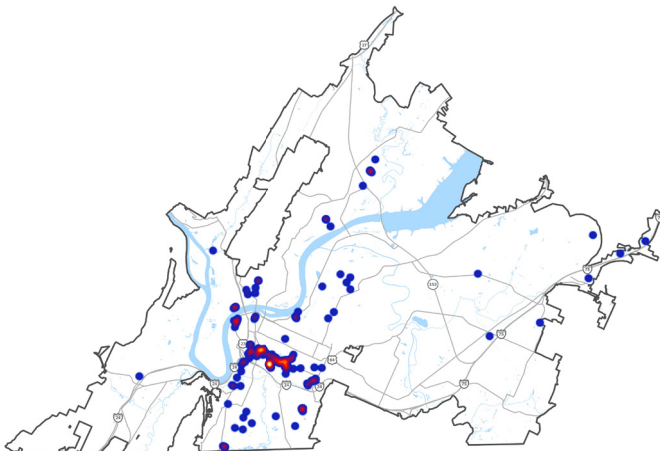
RESIDENTIAL NEW CONSTRUCTION



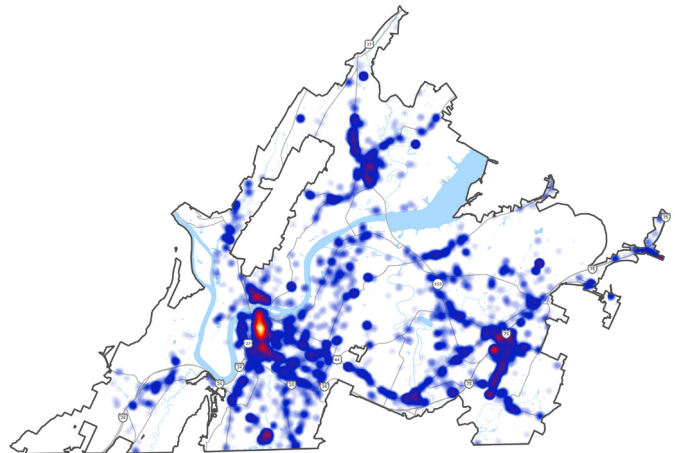
RESIDENTIAL MAJOR RENOVATIONS



REZONING CASES FROM INDUSTRIAL/ MANUFACTURING TO OTHER ZONE 2013-2023



COMMERCIAL AND INDUSTRIAL

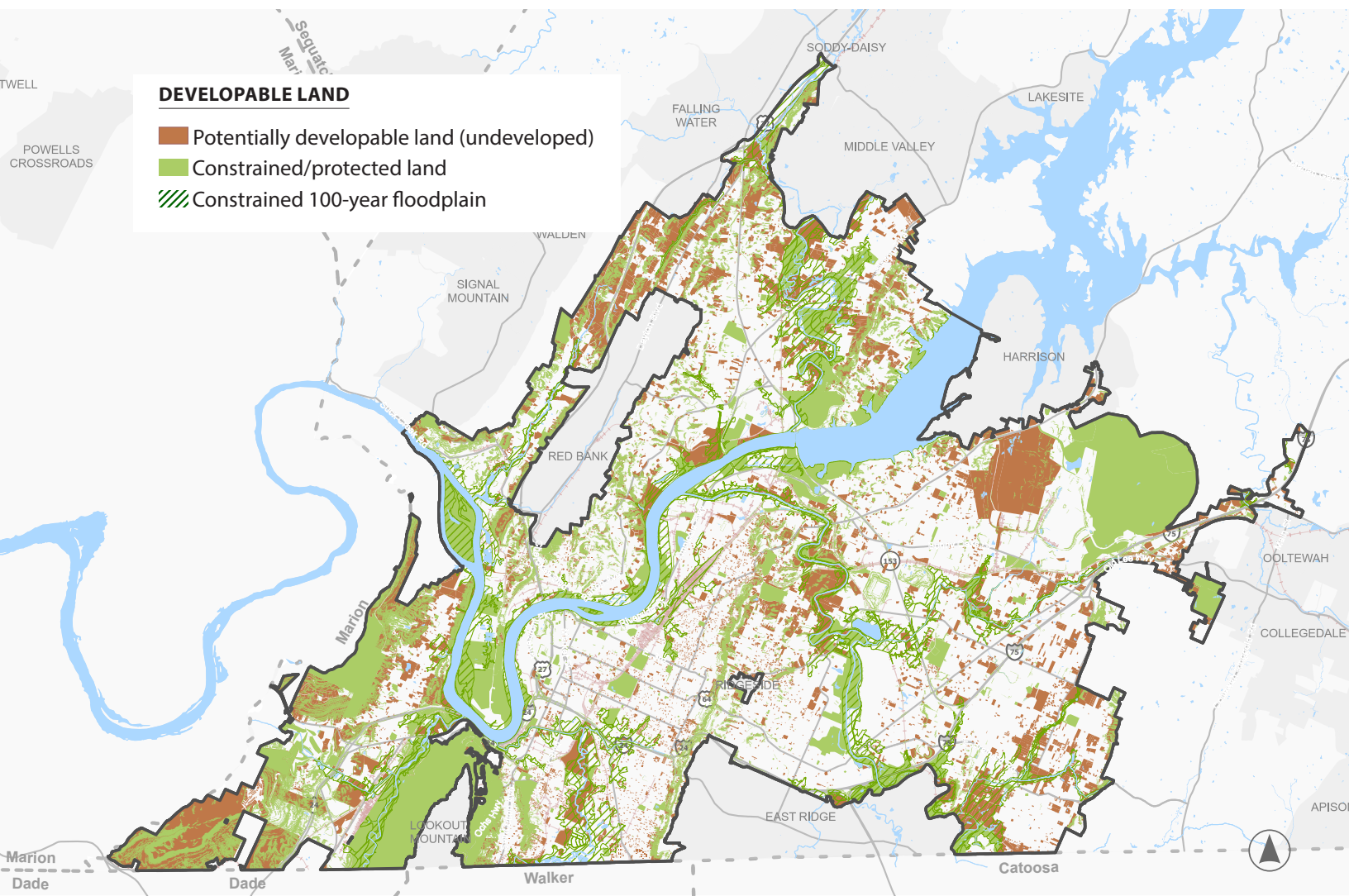


Source: Chattanooga-Hamilton County RPA

WITH LIMITED “DEVELOPABLE LAND” WITHIN THE CITY, REDEVELOPMENT OF UNDERUTILIZED LAND IS INCREASINGLY IMPORTANT.

The city’s well-recognized revitalization has been limited beyond the downtown riverfront, however, almost **two-thirds of the city’s commercial and industrial land is underutilized and could be redeveloped.**

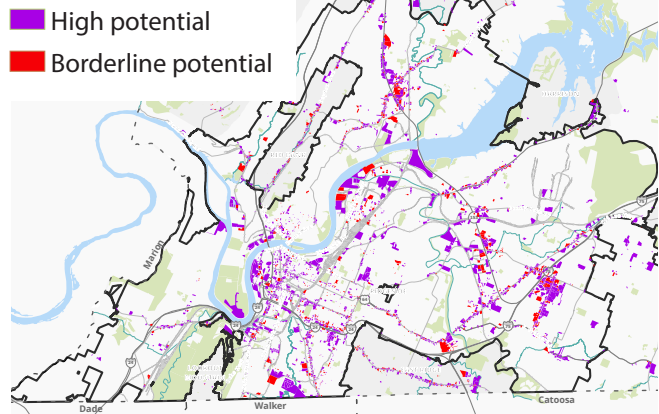
- » Much of Chattanooga’s undeveloped land is constrained or protected. Steep slopes, floodplain, and parkland are examples of constrained or protected land.
- » Hixson and East Brainerd have most of the potentially developable land that is zoned for residential development.



Source: Chattanooga-Hamilton County RPA

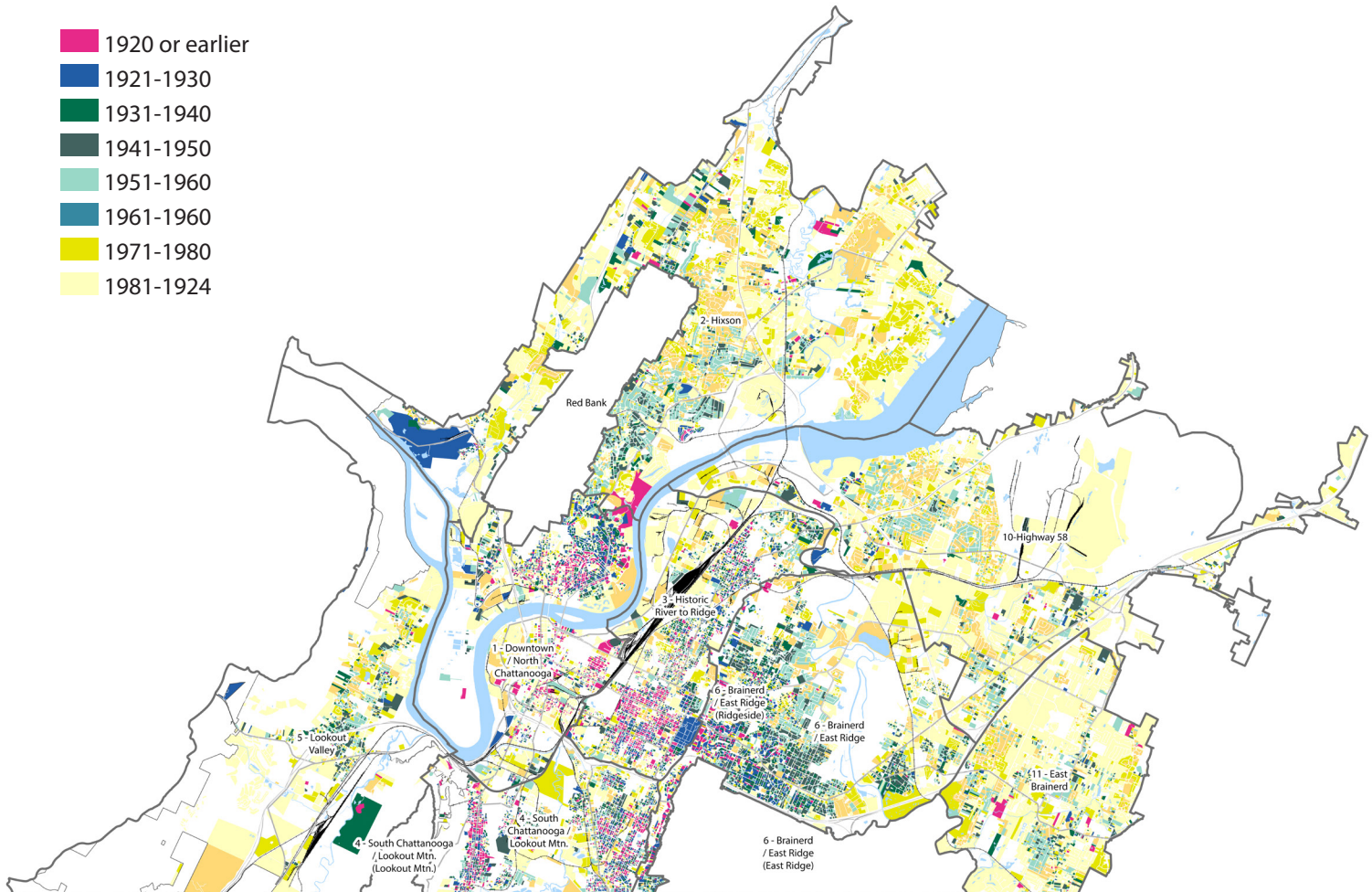
- » Comparing the value of land to the value of improvements on that land (buildings) is one way to determine whether a property is underutilized and has potential for redevelopment.
- » Areas with the highest potential for redevelopment tend to be along major corridors, such as Highway 53 and Highway 64. Downtown, East Brainerd, Historic River-to-Ridge, and Highway 58/Tyner.

POTENTIAL REDEVELOPABLE COMMERCIAL AND INDUSTRIAL LAND



Source: Chattanooga-Hamilton County RPA

YEAR BUILDING CONSTRUCTED



Source: Chattanooga-Hamilton County RPA



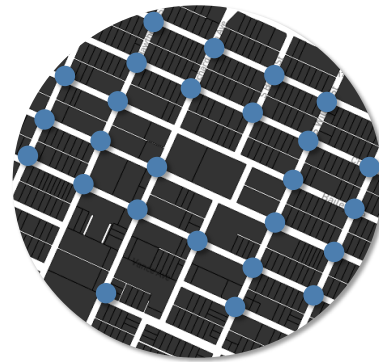
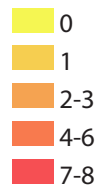
IN MANY PARTS OF THE CITY, THE STREET NETWORK IS AN OBSTACLE TO PROVIDING A SAFE AND COMPLETE TRANSPORTATION SYSTEM.

The majority of our city's residents do not have safe access to walk or bike from their homes to schools, parks, jobs, or commercial areas. Their only option is to drive.

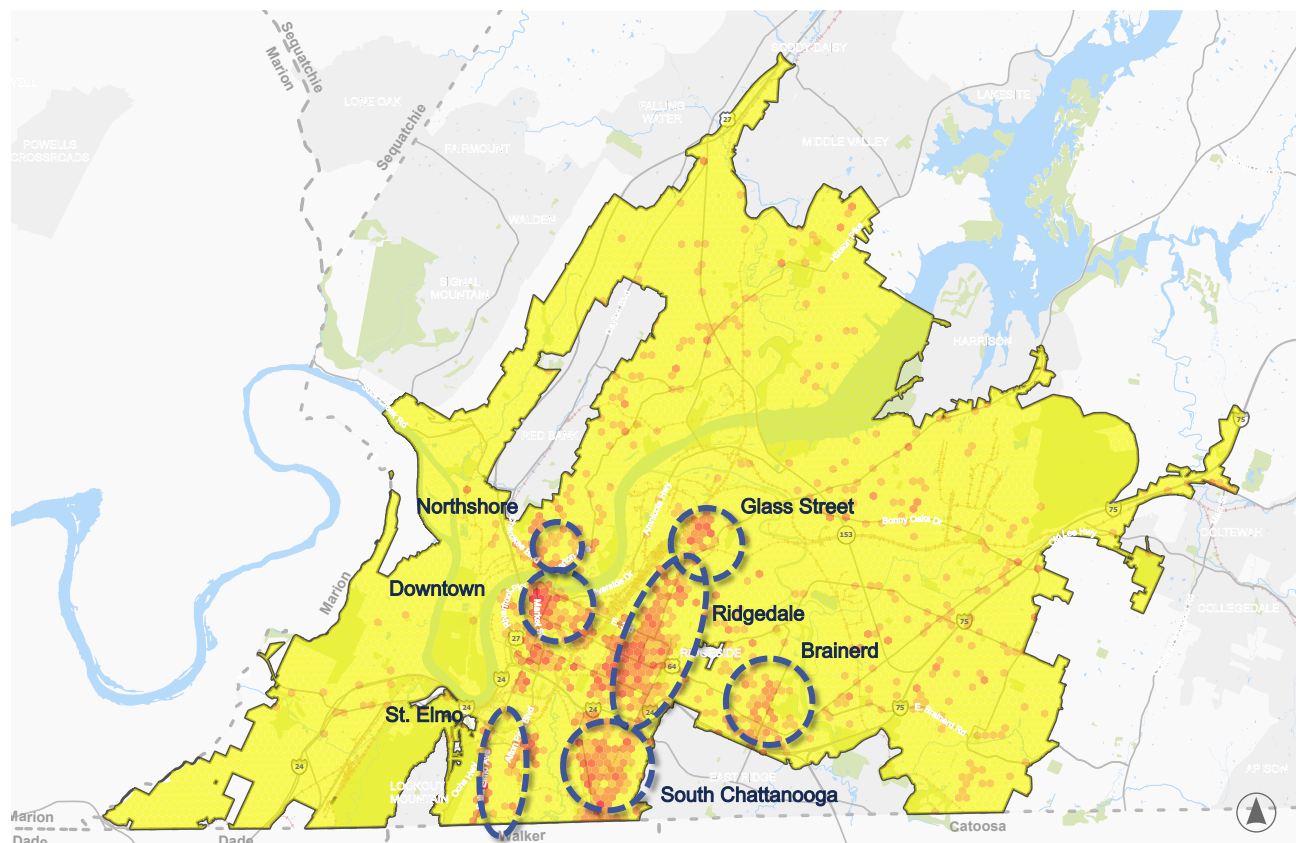
- » Connectivity is important because shorter distances, smaller streets, and smaller intersections result in more direct routes to resources within the City.
- » Intersection density is one measure of connectivity
- » **High intersection density occurs in only a handful of Chattanooga neighborhoods;** Downtown, Northshore, Ridgedale, and South Chattanooga are examples.

INTERSECTION DENSITY

Intersections per 15-acre hexagon cell



Intersection density means the number of intersections in a given geographic area



WALK AND BIKE POTENTIAL TO KEY DESTINATIONS DEPENDS ON THE STREET AND SIDEWALK NETWORK AND VARIES WIDELY ACROSS THE CITY.

Community resources such as parks, grocery stores, and community centers are largely within biking distance to most Chattanoogaans, however, few neighborhoods have these resources within walking distance.

» **98% of Chattanooga households live within biking distance of a grocery store** (under 3 miles)

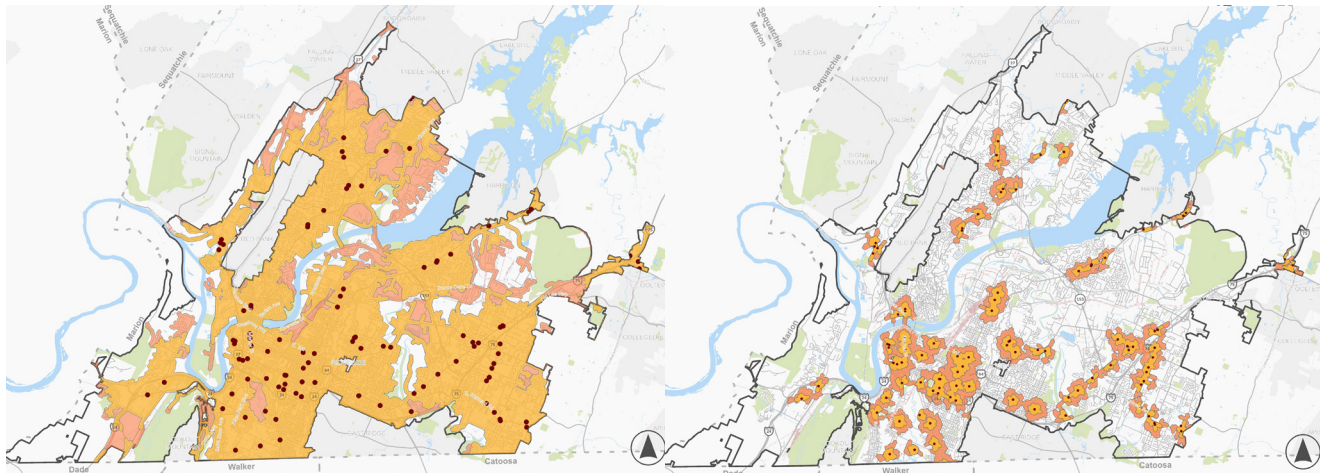
» **32% of Chattanooga households live within walking potential to a grocery store** (under 0.5 miles)

GROCERY STORE

2 Miles Bike Potential
3 Miles Bike Potential

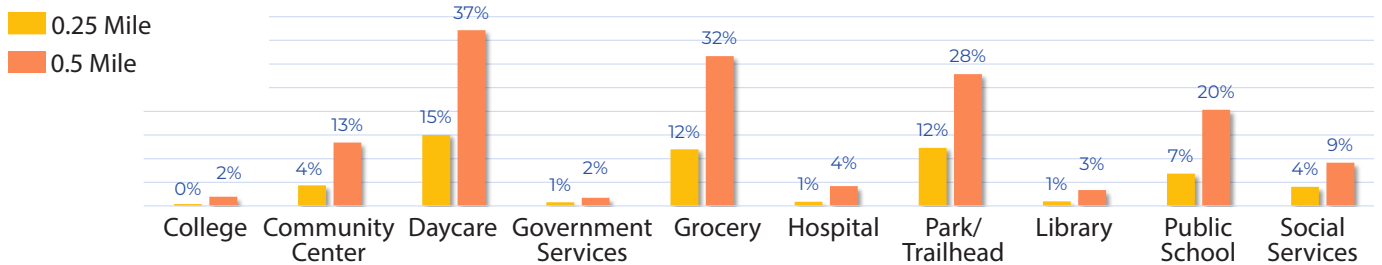
GROCERY STORE

0.25 Mile Walk Potential
0.5 Miles Walk Potential

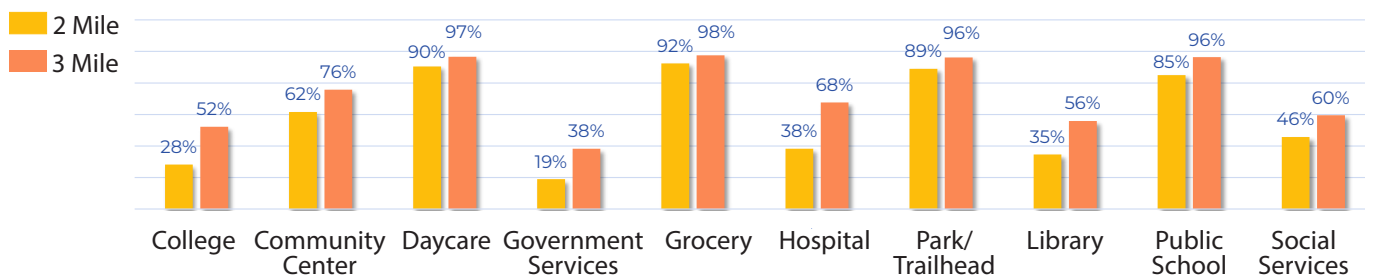


Source: Chattanooga-Hamilton County RPA

PERCENT OF DWELLING UNITS WITH WALK POTENTIAL TO KEY DESTINATION TYPES



PERCENT OF DWELLING UNITS WITH BIKE POTENTIAL TO KEY DESTINATION TYPES



Source: Chattanooga-Hamilton County RPA

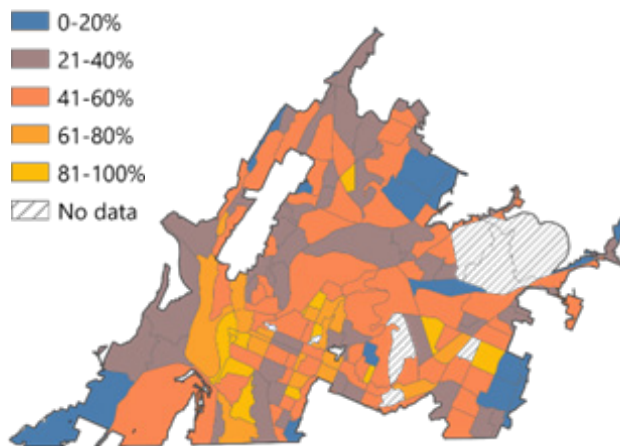
MANY CHATTANOOGAN HOUSEHOLDS RELY ON ONLY ONE VEHICLE, AND SOME DO NOT HAVE ACCESS TO A VEHICLE AT ALL.

Transportation, especially owning a vehicle, is expensive and places a cost burden on households. For households that have limited vehicle access, alternative modes of transportation such as transit, walking, and biking are essential to travel around the city and complete daily tasks.

» **44% of Chattanooga households have access to only one vehicle or do not have access to a vehicle at all**

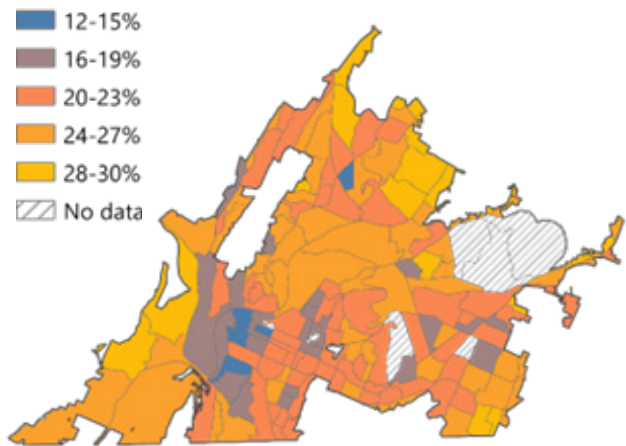
» **The estimated cost of transportation in Chattanooga is \$12,574 annually, or a about a quarter of the area median household income.**

PERCENTAGE OF HOUSEHOLDS WITH ONE OR NO VEHICLES



Source: ACS 2013 5-year Estimates, Table B25044

TRANSPORTATION COSTS AS A PERCENT OF REGIONAL MEDIAN INCOME



Source: Center for Neighborhood Technology Housing and Transportation Affordability Index, 2020 Special Release Data

OUR NATURAL LANDSCAPES HELP DEFINE OUR CHARACTER BUT ARE UNDER THREAT.

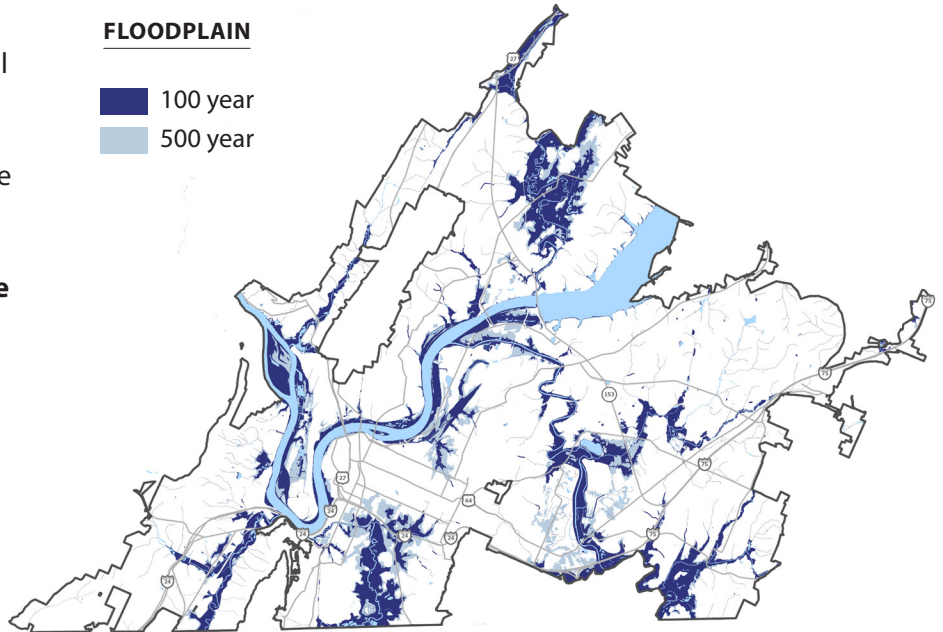
Our ridges and waterways make the city and each neighborhood unique, but new development is compromising their protection.

- » The 100-year floodplain designated by FEMA's national flood insurance program identifies areas with a 1% annual chance of flooding. The 500-year floodplain are areas with a 0.2% annual chance of flooding. **Nationally, extreme flood events are becoming more frequent.**

- » **Over 2,900 buildings are currently within the 100-year floodplain.** Unfortunately, many of these are in older neighborhoods with more vulnerable populations.

FLOODPLAIN

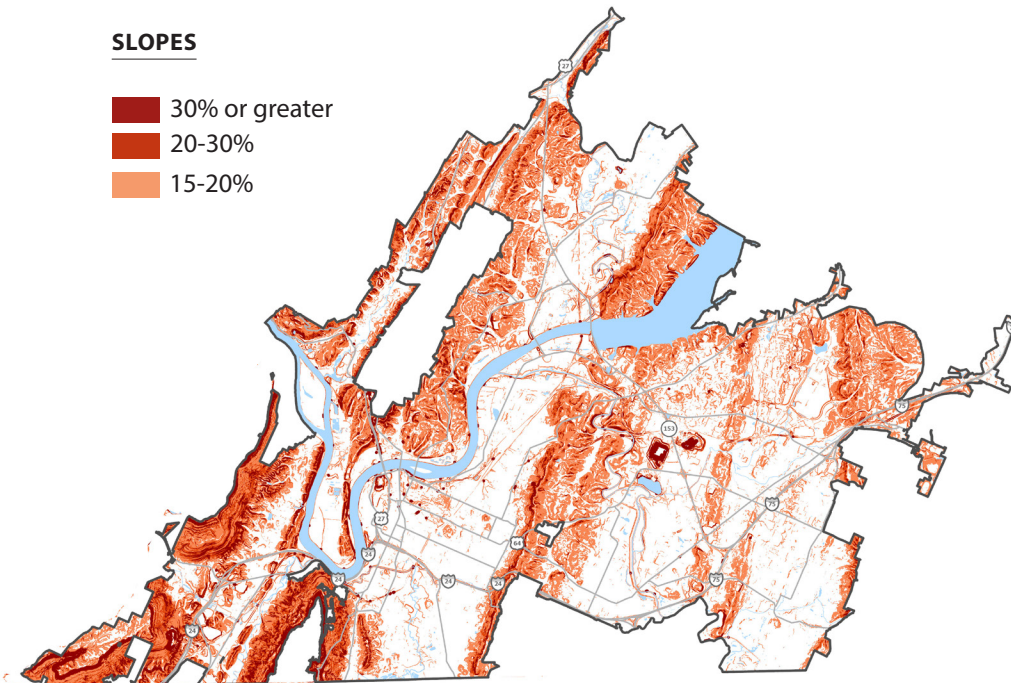
- 100 year
- 500 year



FEMA 100 yr and 500 yr Floodplain

SLOPES

- 30% or greater
- 20-30%
- 15-20%

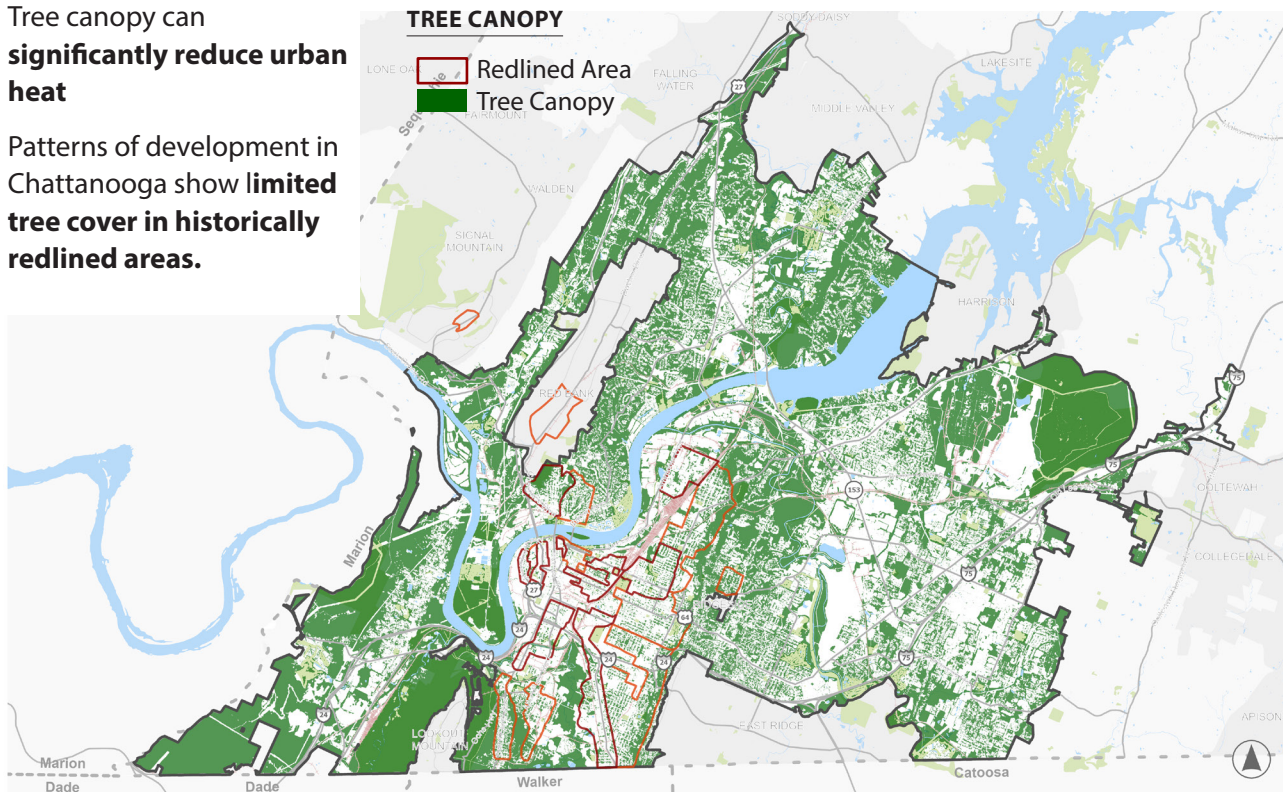


- » **Approximately 15% of Chattanooga's land area has a slope greater than 25%.**
- » **Steep slopes are more at risk for environmental degradation**, such as stormwater runoff, erosion, landslides, and higher spread rates of wildfires.
- » Much of the land with steep slopes are **not protected from development.**

ESRI Living Atlas, Terrain: Slope Map
Airbus, USGS, NGA, NASA, CGIAR, NCEAS, NLS, OS, NMA, Geodatastyrelsen, GSA GSI and the GIS User Community

TREE CANOPY PATTERNS REVEAL THE DISPARITY IN TREE COVERAGE THROUGHOUT THE CITY.

- » Tree canopy can **significantly reduce urban heat**
- » Patterns of development in Chattanooga show **limited tree cover in historically redlined areas.**

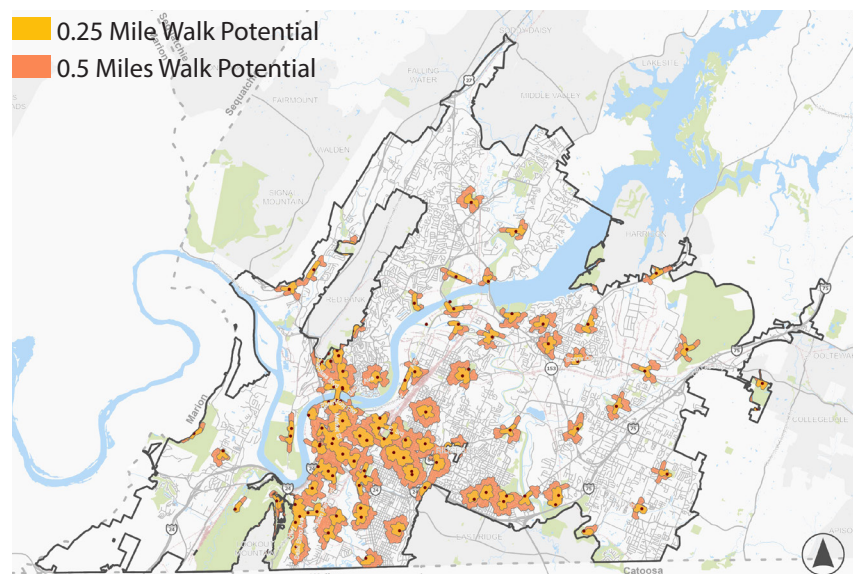


ACCESS TO PARKS AND GREENWAYS IS UNEVENLY DISTRIBUTED.

54% of park survey participants say there is not sufficient park land in their neighborhood. Across the city, there are opportunities to preserve sensitive land and create trail connections.

- » Chattanooga is home to 76 municipal parks and a number of state and national park lands.
- » 64% of the city's population lives within a 10 minute walk to park facilities
- » 70% of residents can only access their favorite park by car
- » 28% of dwelling units in Chattanooga live within walk potential of a park or trailhead

WALK POTENTIAL TO A PARK/TRAILHEAD



Source: Chattanooga-Hamilton County RPA

Scenario Planning

A data-driven scenario modeling process was used along with public input to make informed choices about how Chattanooga and Hamilton County should grow in the future and what that growth could look like. This section highlights the major elements of the scenario process and key takeaways. More details about the process and findings is contained in Appendix C.

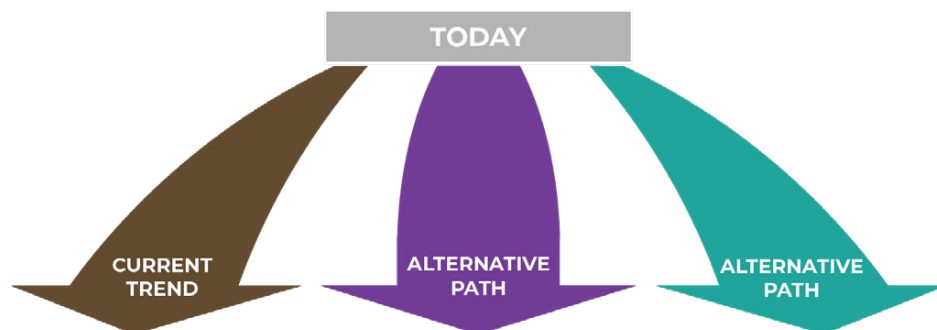
SCENARIO PLANNING IS ABOUT CHOICES

Scenario planning provides a forum and means for measuring the likely outcomes of future policy decisions. Plan Chattanooga used this process to explore three alternative futures. These alternative futures are not forecasts or predictions. Rather, they are explorations of the impacts of potential policy responses to anticipated future growth.

The scenario planning process informed Chattanooga's plan as well as the plan for the unincorporated Hamilton County. Thus, the scenario planning process addressed the entire county as a whole.

Scenarios are examples that provide insight into different futures and associated outcomes.

Plan Chattanooga incorporates elements of each scenario into its recommendations, but most closely resembles the outcomes demonstrated under the "Focus on the Urban Area" scenario.



CURRENT TREND

- » Continuation of current development patterns
- » New neighborhoods and commercial development farther out into the county
- » Some redevelopment through urban infill
- » Growth is mostly greenfield
- » Rural land loss and increased development pressure on natural areas

FOCUS ON THE URBAN AREA

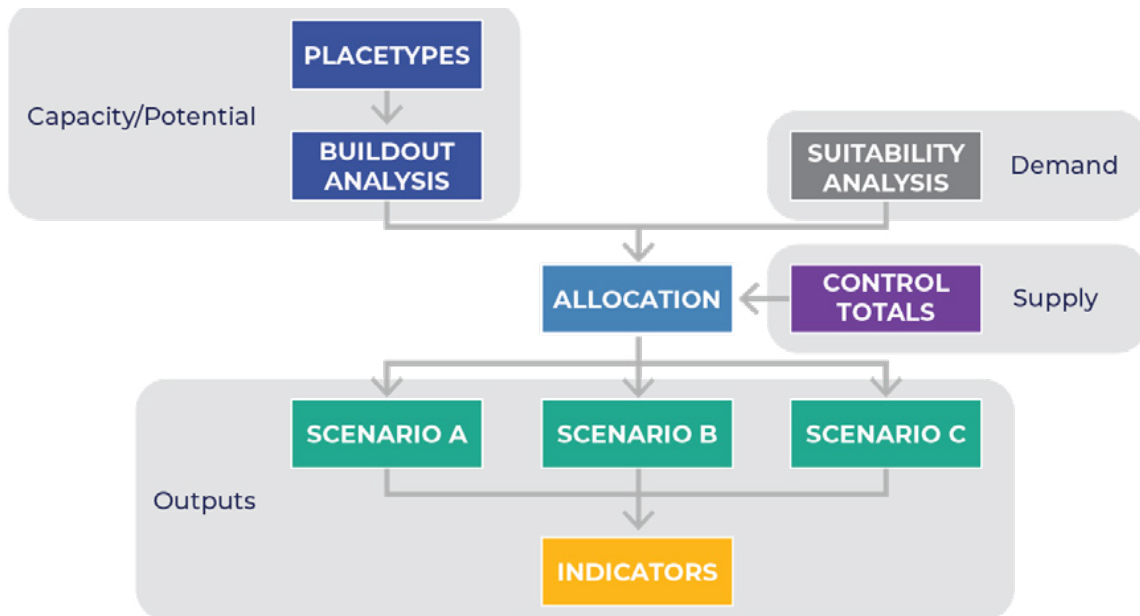
- » Focus on urban infill (downtown and surrounding neighborhoods)
- » Redevelopment of aging and obsolete warehouses and strip malls
- » Compact walkable neighborhoods and employment and retail centers and corridors
- » Emphasis is on reuse of infrastructure and growth along transit corridors

JOBS-HOUSING BALANCE

- » Balances urban infill with new centers and corridors
- » Cities and county
- » Mixed use centers and walkable neighborhoods
- » New job, commercial, and housing opportunities
- » Emphasis is on balanced growth through the county

MODEL DEVELOPMENT

The primary tool used to develop and evaluate scenarios was a land use model developed using the CommunityViz Scenario 360 platform. The land use model uses data on capacity, development potential, demand, and supply to allocate growth to alternative scenarios and generate information on scenario outcomes.



EXISTING CONDITIONS AND FUTURE GROWTH

Early in the scenario planning process, the project team worked to establish the base year data and future growth expectations to serve as the starting point for the buildout analysis and growth allocations. This step included understanding the existing land use, vacant land, and redevelopable land. In addition to understanding what is on the ground today, Plan Chattanooga considered the expected increase in population and employment between today and the plan horizon of 2045.

Each of the scenarios considered an increase of 46,000 dwelling units and 12.4 million square feet of non-residential floor area. The total amount of residential units and floor area did not vary by scenario, although amounts varied by planning area and between the city and county.

The market study conducted as an input to Plan Chattanooga (Appendix E) found that Hamilton County has the potential demand for 46,000 additional households through the year 2040. That figure was used in the scenario model as a county-wide control total.

SUITABILITY ANALYSIS

Along with understanding the current development and projected growth in the county, it is important to understand the suitability of land for development. Suitability analysis determines the relative attractiveness of land for development. Suitability is not a prediction of where future growth will occur, but rather an objective measure of where development is likely to occur. The suitability analysis for Plan Chattanooga considered many factors including:

- » Average Price per developable acre
- » Proximity to sewer infrastructure
- » Proximity to major roads
- » Proximity to railroad**
- » Proximity to a business or employment hotspot
- » Percent developable land within the floodplain
- » Percent developable land <5%**
- » Percent developable land <10% slope*
- » Percent developable land ≥ 25% slope
- » Schools*

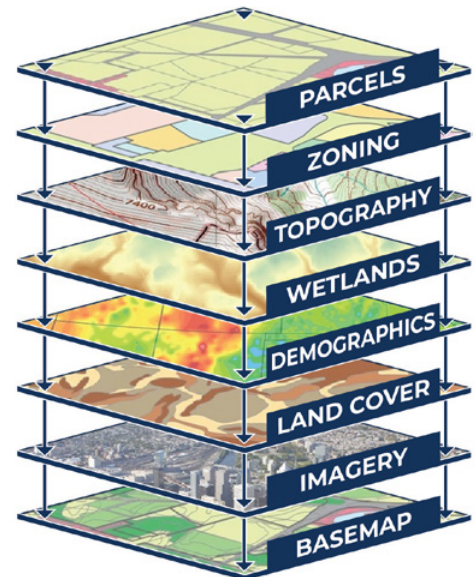
*Only applicable to residential areas

**Only applicable to commercial areas

PLACE TYPES

Place types are the building blocks of the land use plan. They help describe and measure the characteristics of places, both qualitatively and quantitatively. Place types capture information about patterns of development, mix of uses, types of housing, types of transportation choices, the amount of open space, and other attributes that determine the character of a place. To model growth potential, Chattanooga was subdivided into a grid of 15-acre hexagons. Each hexagon was assigned a place type that described its development potential. The hexagon's place type assignment can vary by scenario.

Suitability analysis is a way to objectively compare the attractiveness of land for development by considering a large amount of geographic data simultaneously.



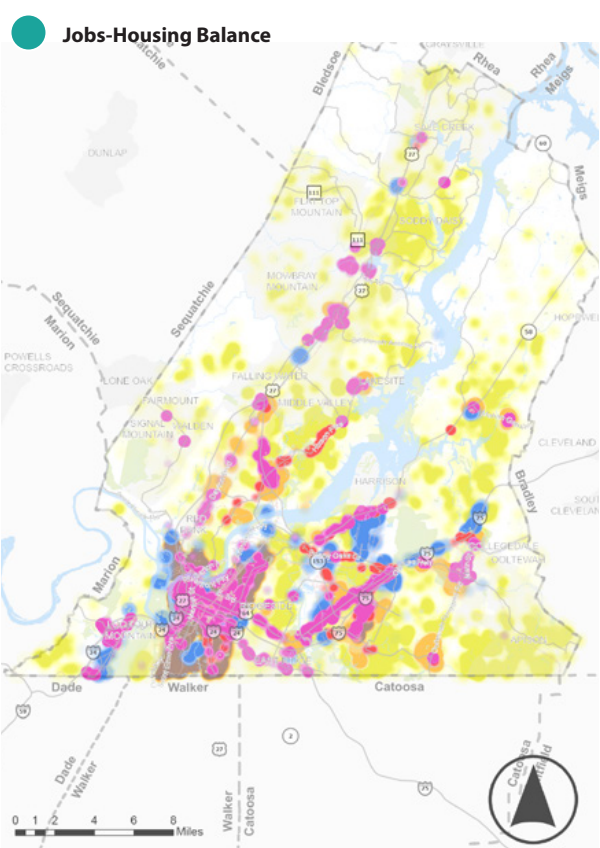
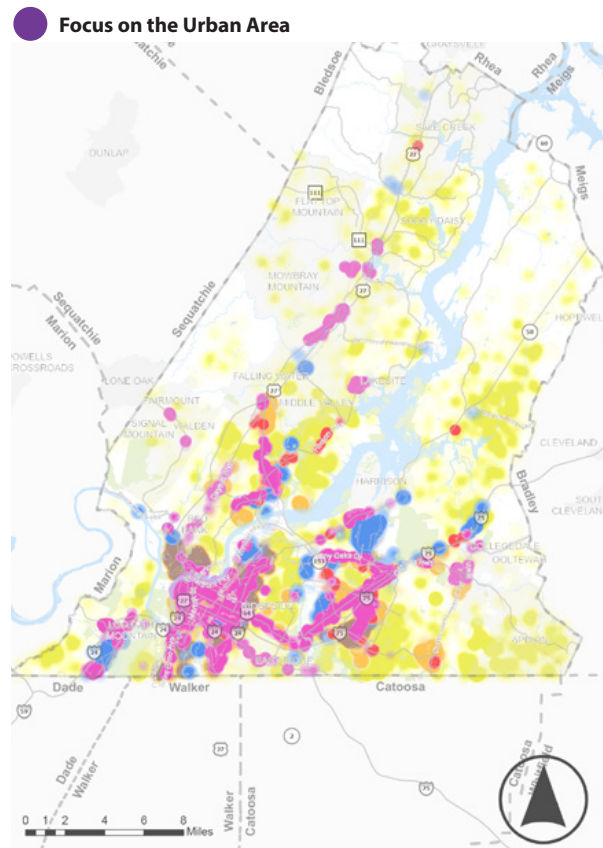
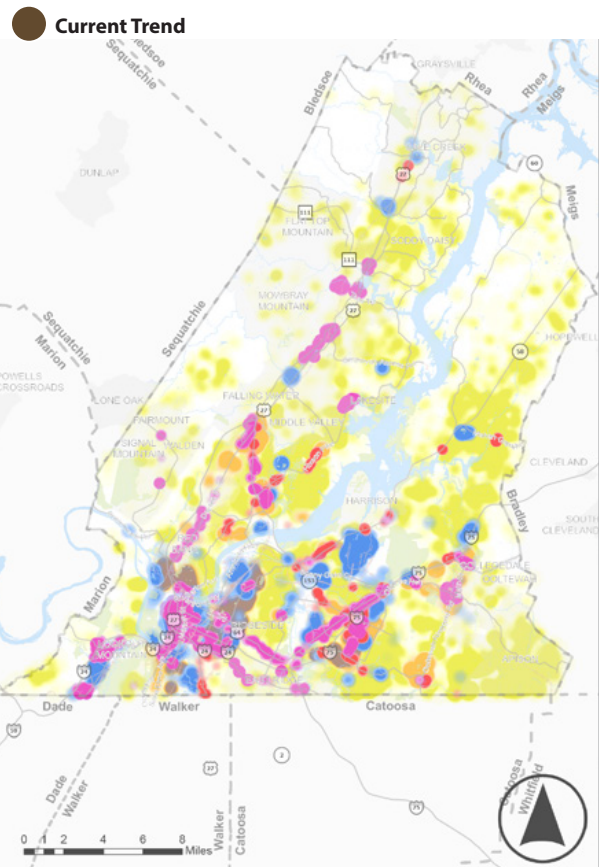
For the scenario modeling process, a palette of 19 place types were included. For presentation, the new growth was simplified into the six categories listed below. Definitions for all place types can be found in the Citywide Framework chapter.

- Mixed Use Center and Corridor
- Suburban Commercial and Office
- Employment Centers
- Urban Residential
- Mixed Residential
- Suburban Residential

GROWTH ALLOCATION UNDER EACH SCENARIO

These maps illustrate the relative amount of new growth that could be expected throughout the Hamilton County under each scenario. In the "Current Trend" scenario, more household growth occurs in Hamilton County outside of Chattanooga. In the alternatives, there is relatively less suburban residential growth and more growth through redevelopment of centers and corridors.

- Mixed Use Center and Corridor
- Suburban Commercial and Office
- Employment Centers
- Urban Residential
- Mixed Residential
- Suburban Residential



SCENARIO REPORT CARD

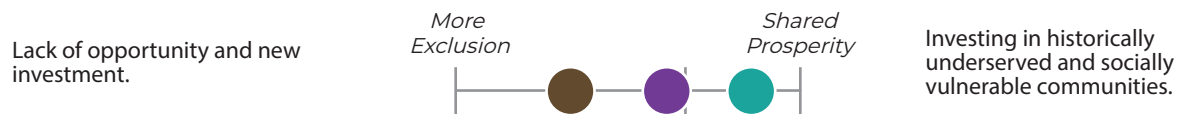
Indicators measure how well each scenario achieves the plan's vision and goals. Eight indicators identified that address multiple plan goals. They were measured from quantifiable data extracted from the CommunityViz model and translated into report cards for comparison purposes.

● Current Trend
 ● Focus on the Urban Area
 ● Jobs-Housing Balance

Economy



Equity



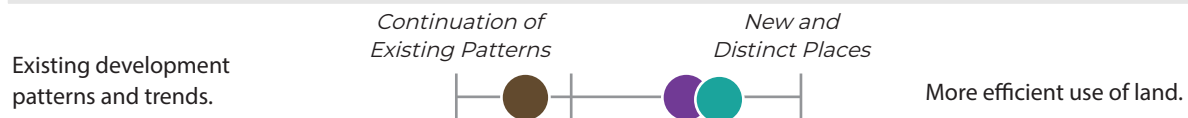
Health



Housing



Land Use



Natural Resources



Parks and Greenways



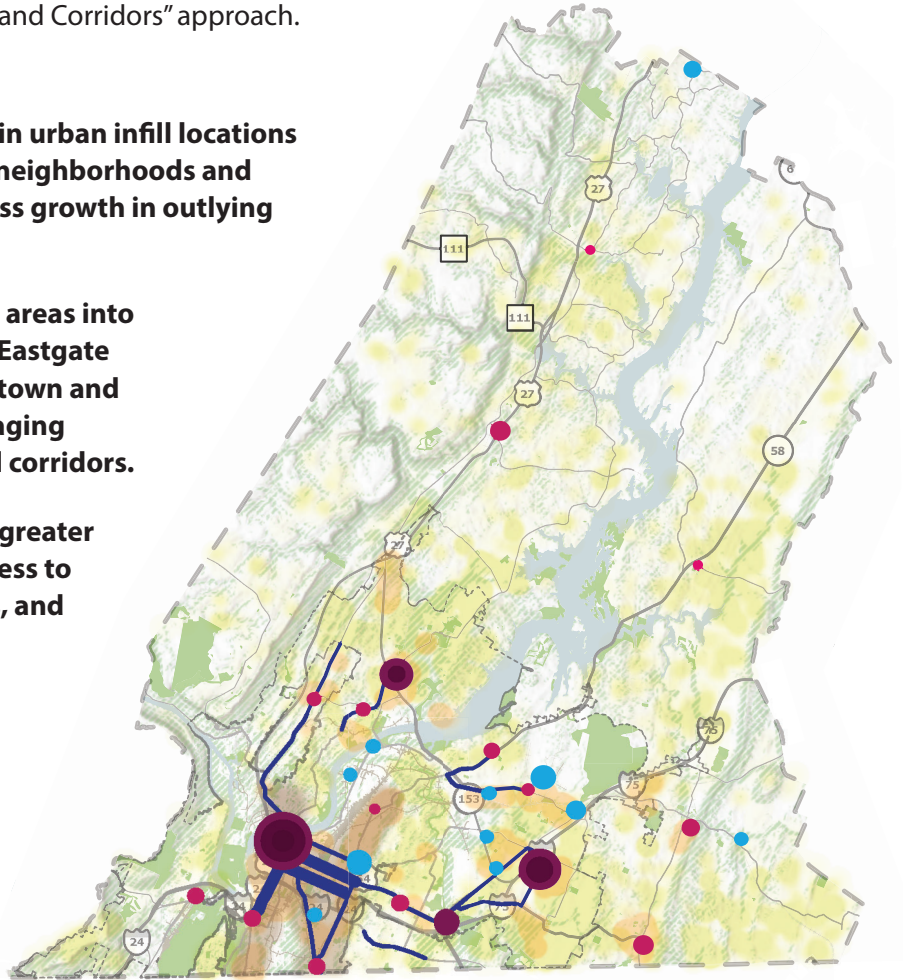
Transportation



CITYWIDE GROWTH FRAMEWORK

Plan Chattanooga's scenario planning process considered how the potential for growth of 46,000 households and 60,000 jobs might impact the quality of places, the cost of infrastructure, economic progress, impact on the environment, and more under different growth patterns in Hamilton County. The Citywide Growth Framework incorporates elements of each alternative scenario and is based on a "Centers and Corridors" approach. It is intended to:

1. Focus relatively more growth in urban infill locations (downtown and surrounding neighborhoods and along transit corridors) and less growth in outlying suburban and rural areas.
2. Evolve significant commercial areas into walkable centers (Northgate, Eastgate Hamilton Place, Brainerd/Midtown and Rossville Blvd.), while encouraging redevelopment of aging retail corridors.
3. Create neighborhoods with a greater mix of housing and better access to services, parks and trails, jobs, and schools.
4. Limit development that would harm environmentally significant areas.
5. Maximize existing infrastructure.



Growth and conservation

Mixed-use, walkable centers

- Larger scale
- Smaller scale

Mixed-use, transit supportive corridors

- Larger scale
- Smaller scale

Employment centers (mostly non-retail)

- Larger
- Smaller

Urban neighborhoods (residential growth)

Mixed residential growth

Suburban or rural residential growth

Conservation

- Steep slopes and floodplain
- Parks and preserved land

Descriptions about the intended character of centers, corridors, neighborhoods and other place types is detailed later in this chapter.

Benefits of this growth framework

Compared to continuing current trends, there are many benefits of this countywide growth framework over the next 20 years. Here are 10 examples:



More underutilized land is redeveloped.



Less rural land and undeveloped land is developed.

more growth
in rural areas

more
redevelopment



More new housing occurs within existing sewer service areas, reducing long-term infrastructure cost.



More types of housing are created.

less diverse
housing options

wide range of housing
types and settings



More new housing occurs outside of flood-prone land or in areas of steep slopes.

less conservation

more conservation



Less demand on school facilities (projected number of students is better aligned with school capacity)



schools react to
population growth

student growth aligns
with school capacity



More new housing has walkable and bikeable access to parks and trailheads.



less housing near
parks and trails

more housing near
parks and trails



More new housing occurs within two miles of a major employment center.



less housing near
employment centers

more housing near
employment centers



More new jobs are within walkable and bikeable to distances to high frequency transit lines.



less housing and jobs
created near transit

more housing and jobs
created near transit



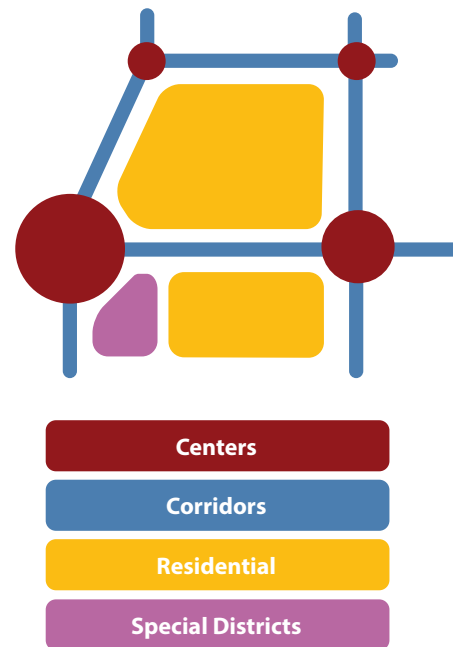
More new housing occurs near high frequency transit.

CENTERS AND CORRIDORS

The RPA uses a "Centers and Corridors Approach" for Area Plans to help prioritize where city and county resources are invested, and provide a clear vision for where private growth and investment is encouraged.

The Centers and Corridors Approach has three essential concepts that seek to leverage existing infrastructure and advance greater economic outcomes:

- » Walkable, clustered Centers where retail uses are concentrated;
- » Transit-supportive Corridors comprised of a mix of uses, including multi-family housing; and.
- » Medium and high density housing near Centers and Corridors to support their economic vitality and local transit viability.



Why Centers and Corridors

The Centers and Corridors Approach supports creating great places and also has the practical benefit of maximizing the use of infrastructure.

Chattanooga has established infrastructure that should provide community and economic benefits for the long-term future. But the city and county do not have substantial current funds for new capital infrastructure including sewer, roads, and other transportation options. We must efficiently use the infrastructure available to accommodate growth.

Centers provide for a more efficient use of limited resources. Where new or upgraded infrastructure is needed, these improvements can be targeted to designated Centers instead of spread thin across an entire area.

In terms of great places, communities with a strong sense of place often have a distinctive "Center" that is recognized as the heart of the community or the neighborhood. Community

festivals, farmers markets, and other events often take place in Centers. They are the places where residents can come together to celebrate their community's traditions and culture. Centers are often organized around a public park or civic building, such as a courthouse or town hall. They often contain historic buildings that make them unique from other parts of the community. Multi-family housing is then located within-and immediately surrounding Centers to support transit services and give some people the ability to walk to jobs, shopping, or recreation.

Centers also have important economic benefits. Retail businesses tend to be more successful when they are clustered together in a central location. Each business can then benefit from the customers drawn to the area by neighboring businesses.

PLACEMAKING AND PLACE TYPES

Placemaking is a way to shape the future of our communities by focusing on the look and feel of places—their form and character—instead of focusing only on land use.

To promote good placemaking, the RPA uses Place Types to influence the form and character of development, along with the Centers and Corridors Approach that guides different types of development to the best locations. Place Types help people visualize the various forms that development can take and to help residents describe the future they envision for their community. Recommendations in Plan Chattanooga are based on a palette of Place Types that describe the intended character of future development.

The Place Types below comprise the general palette of Place Types used in this plan. Some customization may occur for different Area Plans due to a unique situation in that area. The Place Types are described on the following pages.

RPA maintains the full palette of Place Type definitions. Each Place Type definition includes a description, example character photos, primary and secondary zoning districts, and guidance on appropriate sites, infrastructure, and building characteristics. The information contained in this plan is a summary of those place types definitions.

Centers	Corridors	Residential	Special Districts
These Place Types include both commercial and residential uses that are clustered to create a center of activity. » Neighborhood Node (NN) » Neighborhood Center (NC) » Village Center (VC) » Town Center (TC) » Downtown (DT)	These Place Types include both commercial and residential uses in a linear arrangement of higher intensity uses along a major street. » Suburban Corridor (SC) » Mixed-use Corridor (MC) » Transit Corridor (TRC)	From single-family residences to townhomes to apartments, residential Place Types illustrate the desired housing types for an area, whether rural, suburban or urban. » Countryside Residential (CR) » Suburban Residential (SR) » Mixed Residential (MR) » Urban Residential (UR)	These Place Types typically have unique requirements for access, buffering from adjacent uses, or the protection of sensitive natural resources. » Agricultural (AG) » Preserve (PR) » Resort and Recreation (RR) » Natural Resources Overlay » Campus (CA) » Maker District (MD) » Industrial (IN) » Regional Facility (RF)

Limited

LIMITED USES

For some Place Types, limited uses represents supporting or complementary land uses which are compatible with the primary uses but are not the main focus of the place. Limited uses can provide additional services and housing options, while maintaining compatibility with the predominant use. However, the proliferation of limited uses will change the character of an area in ways that do not reflect the intent of that Place Type.

When determining the appropriateness of limited uses and/or more intense uses within a Place Type, there are several factors to consider. Plan policy can provide guidance through the objectives, actions and recommendations listed or in some cases, specific Development Policy Area language is available. But as a general rule, when reviewing limited uses, the following elements are studied:

- » Is the site within a 1/4 mile distance from a school or park?
- » Is the site served by a mainline transit route?
- » Is the site located at the edge of an existing neighborhood and in an area where a transition of uses is desired?

NN Neighborhood Node

Located in urban or suburban areas, and generally a total of only two acres or less, Neighborhood Nodes are much smaller than Village or Town Centers. Smaller footprint buildings frame a single intersection or extend a short distance from the intersection. This small cluster of businesses provides goods and services, such as laundromats, restaurants, small grocers, and other neighborhood-serving commercial uses, to the immediate surrounding community. Residential uses over retail or office are common.

Predominant Uses

Small retail and restaurants, convenience stores, offices, small industries/workshops, farmers' markets, and 2-4 unit residential buildings



When a Neighborhood Node is located along a Mixed-use Corridor or Transit Corridor, the building size in the Neighborhood Node should be consistent with its surrounding corridor type (typically larger than described above), but the uses at that location should include ground-floor commercial or services.

VC Village Center

Larger than Neighborhood Nodes, but smaller than Town Centers, the Village Center (generally 2–10 acres) is a pedestrian-oriented cluster of medium footprint buildings, with a mixture of commercial and residential uses. Multi-story buildings with residential uses over retail or offices are common. Due to their intensity, Village Centers are typically located along transit routes, but primarily serve local residents. Walking, biking and transit are prioritized over auto use in Village Centers, with shared parking lots providing a park-once environment. Pedestrian entrances front directly onto the sidewalks, with window displays at the ground floor to provide interest for pedestrians. Village Centers are often organized around a central public square or park. Village Centers may, over time, grow into Town Centers.

Predominant Uses

Civic institutions, public square or park, retail, restaurants, offices, grocery stores, personal services, lodging, live/work, townhomes and multi-unit dwellings, upper floor apartments



NC Neighborhood Center

Usually found in suburban locations, Neighborhood Centers are shopping centers of 5–15 acres that provide goods and services primarily to the surrounding neighborhoods. They are not part of a continuous “strip” of commercial uses along a corridor, but rather are limited to a single quadrant of an intersection and surrounded by residential development. They usually have large, shared parking lots with a few outparcel buildings that face the street. Some include smaller commercial properties on the other corners of the intersection. Neighborhood Centers often have one large building that houses multiple stores, deeper building setbacks, an emphasis on vehicle access, and limited civic services. Neighborhood Centers may be redeveloped as Village or Town Centers with a more walkable and urban form, over time.

Predominant Uses

Grocery stores, retail and restaurants, offices, personal services, small artisanal industry (such as studios, work spaces, bakeries, breweries, glass blowing, woodworking shops or other low impact production) minor auto service/repair, townhomes, multi-unit residential



TC Town Center

Generally from 10–80 acres, Town Centers are smaller than Downtown, but larger than Village Centers. They serve as the financial, business and civic centers of smaller communities and include a wide variety of uses. A close knit arrangement of buildings often frames a central public square or park. These outdoor spaces and sidewalks include outdoor dining, public art, landscaping, and other pedestrian amenities, and often serve as a main gathering place for surrounding communities. Pedestrian entrances front directly onto the sidewalks, with window displays at the ground floor to provide interest for pedestrians. Ground floors are dominated by retail, restaurants, and service businesses that generate pedestrian activity. Walking, biking and transit are prioritized over auto use with shared parking lots providing a park-once environment.

Predominant Uses

Civic institutions, public square or park, retail, restaurants, grocery stores, farmers’ markets, offices, personal services, lodging, entertainment facilities (movie theaters, arcades, bowling alleys, etc.), live/work, townhomes and multi-unit dwellings, upper floor apartments



DT Downtown

The Downtown is by far the largest and most densely developed of the “Center” Place Types. It is the economic, civic, and cultural hub of the region. Offices, restaurants, museums, theaters, government services, and high-density housing are prominent. Multi-story buildings with retail on the ground floor and apartments or offices above are common. Pedestrian entrances front directly onto wide sidewalks, with window displays at the ground floor to provide interest for pedestrians. Public plazas and parks in the Downtown often serve as important gathering places for celebrations and special community events. The Downtown has the tallest buildings and the highest residential densities in the city. Walking, biking and transit are prioritized over auto use with shared (interior block) parking lots and multi-level garages providing a park-once environment.

Predominant Uses

Civic institutions, offices, restaurants, retail, lodging, entertainment (museums, theaters, conference centers, sports arenas), multi-family (40 units per acre or more), farmers’ markets, personal services



SC Suburban Corridor

Suburban Corridors have a linear configuration because they are located along major commercial streets, however they differ from Mixed-use and Transit Corridors in that the development along them tends to be more spread out. They are not typically served by frequent transit. Businesses along Suburban Corridors serve a large geographic area and are primarily accessed by car. Buildings tend to be single-story and house a single use with deep setbacks from the street. Some developments have a horizontal mix of uses within a larger site. The types of businesses found along Suburban Corridors range from stand-alone restaurants and stores, to “strip” shopping centers, to regional malls, medical centers, multi-story office buildings, and hotels. Multi-unit residential is also a growing use along suburban corridors, either as new construction or as retrofits of older retail centers or hotels.

Predominant Uses

Multi-unit housing, retail, offices, restaurants, personal services, medical facilities, lodging, low impact industry, recreation and entertainment (such as bowling, mini golf, conference centers, theaters)

Limited Uses

Self-storage facilities, outdoor storage, auto-oriented services



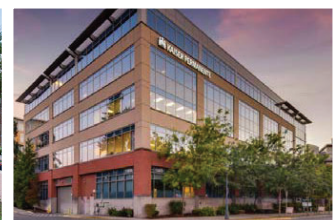


Mixed-Use Corridor

Mixed-use Corridors are suburban, commercial corridors that are transitioning to a more dense and walkable pattern with multi-story buildings, and a stronger mix of residential and office uses. Retail, services, restaurants and other commercial uses are clustered at intersections along the corridor, with sufficient spacing between each cluster to avoid market saturation. When within an urban residential neighborhood, these areas are no more than two blocks deep so as to not encroach on adjacent residential areas. Unlike Transit Corridors (TRC), Mixed-use Corridors tend to have fewer street connections to the adjacent neighborhoods and more lots with parking in front of the buildings. Newer developments, however, front directly on the sidewalk and be more pedestrian focused.

Predominant Uses

Multi-family with 20 dwelling units/acre or more, entertainment, grocery stores, offices, personal services, retail, lodging, medical facilities, small artisanal industry (such as studios, bakeries, breweries, glass-blowing, woodworking or other low impact production)

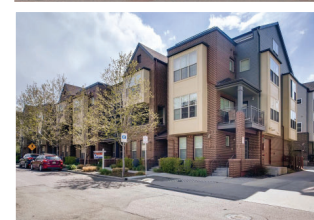
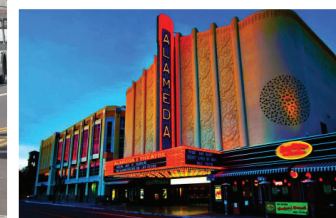


Transit Corridor

While many corridors and place types are served by transit, Transit Corridors are located along higher frequency transit routes and support higher intensity development than found along Suburban or Mixed-use Corridors. They have a primarily urban development pattern with buildings close to the street. They include a mix of multi-family housing, offices, and entertainment in a pedestrian-friendly environment. Most buildings are multi-story with ground floor retail or offices and residential units above. They have a well-established street network that connects to the adjacent neighborhoods. Transit, pedestrian, and bicycle modes are more balanced with auto use than in other Corridor Place Types.

Predominant Uses

Multi-family of 30 dwelling units/acre or more, entertainment, grocery stores, offices, personal services, lodging, retail, restaurants, non-noxious/non-nuisance light manufacturing, medical or educational/institutional



CR

Countryside Residential

Countryside Residential Place Types have a very rural character and consist primarily of single-family homes on large lots. Countryside Residential may include open fields, woodlands, and streams or lakes, as well as accessory buildings, such as barns and greenhouses. Residences in this Place Type are typically on septic systems. Residences are generally further from key destinations than in other residential Place Types therefore, a personal vehicle is needed to reach daily needs. Fixed-route transit is not feasible, and sidewalks are not likely, due to the low density of these areas.

Predominant Uses

Single-unit detached, farming activities, accessory buildings (barns, greenhouses, etc.) accessory dwelling units (ADUs), manufactured homes

Limited Uses

Event facilities, golf courses, and campgrounds where appropriate infrastructure exists and development impacts such as noise, traffic, and activity are directed away from existing residential uses



SR

Suburban Residential

The Suburban Residential Place Type has a predominantly low intensity, single-family detached, residential development pattern, especially within the same block. Some moderate density residential development may exist, but it is located near a community facility (see Limited Uses below). When next to lower density residential development, this moderate intensity infill development maintains the existing rhythm and feel of the street. Factors that play into this rhythm and feel include lot width, setbacks, building massing, and height. Open spaces are typically private (back yards), but greenways may provide connectivity. Residences in this Place Type are generally further from key destinations than those in other Place Types therefore, a personal vehicle is needed to reach daily needs.

Predominant Uses

Single-unit detached, accessory dwelling units (ADUs)

Limited Uses

Smaller lot single-unit detached, townhomes (with limited massing of up to 4 units per building), multi-family of 2-4 units per building, and cottage courts (maximum 8 units) when located:

- » On a Principal Arterial with an existing four-lane cross-section
- » Within ¼ mile of a transit route on an existing four-lane cross-section
- » Within ¼ mile of public park or school



UR

Urban Residential

Urban Residential Place Types have a traditional neighborhood development pattern with a range of housing types (both single-family and small to moderate-scale multi-family) on smaller lots, and a well-connected street network. When next to lower density residential development, this moderate intensity infill development maintains the existing rhythm and feel of the street. Factors that play into this rhythm and feel include lot width, setbacks, building massing, and height. In some urban areas without a well-defined urban street grid or with a curvilinear street pattern (winding roads that follow natural contours), building massing and scale should be similar to and consistent with the surrounding neighborhood.

Due to the higher densities and close proximity to key destinations, a variety of transportation modes (auto, bike, pedestrian, transit) provide access to daily needs, employment and recreation. Existing small businesses may already be located, or may be reestablished, within residential neighborhoods as follows traditional patterns but are limited in their occurrence.

Predominant Uses

Single-unit detached, townhomes (with limited massing of up to 4 units per building), multi-family of 2-4 units per building, cottage courts (maximum 8 units), accessory dwelling units (ADUs).

Limited Uses

Neighborhood commercial establishments within existing non-residential or mixed-use structures.



MR

Mixed Residential

The Mixed Residential Place Type is intended to provide a wide range of housing options for residents at various stages of life, and walkable destinations in close proximity. Due to their intensity, Mixed Residential developments are located along major streets, or within walking distance (1/4-mile) of a transit route. The Mixed Residential Place Type includes moderate to higher intensity housing (multi-story apartment buildings, condos, etc.) at densities that support transit, and other neighborhood serving businesses (restaurants, pubs, etc.). Taller multi-family buildings are located along arterial and collector streets, with shorter buildings on local streets to provide a transition to any less intense residential uses.

Predominant Uses

Narrow lot single-unit detached, townhomes or multi-family housing (5-12 units per building), cottage courts, and accessory dwelling units (ADUs)

Limited Uses

Live/work buildings, dormitories, boarding houses, mobile home parks



AG

Agricultural

Agricultural Place Types are for the production of crops, the raising of livestock, forestry uses and processes, agricultural service businesses and supporting residences, such as a farmhouse. They are usually large properties (5+ acres) located in rural areas, but smaller ones may be found in suburban, or even urban areas.

Predominant Uses

Agriculture fields and grazing pastures, equestrian facilities, accessory agriculture-related structures, forestry processes, agriculture-related businesses (such as boarding stables, riding academies), farm stands, estate homes, accessory dwelling units (ADUs) single-wide manufactured homes

Limited Uses

Non-noxious and non-nuisance light industry, event facilities



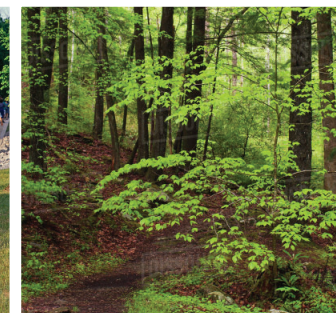
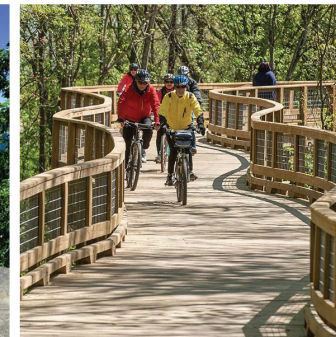
PR

Preserve

Preserves are large expanses of forest, floodplains and other natural resources, as well as public parks and recreation areas that have been set aside as places where general development is not allowed. They may also include privately-owned land that is permanently protected by conservation easements and remains in a largely undeveloped state. Some may be used for passive recreation, while others are largely off limits to human use due to sensitive natural resources or their remote location. Development within the Preserve is minimized, and is limited to cultural, educational or recreational uses.

Predominant Uses

Undisturbed open space, visitors' centers, nature centers, public parks, passive recreation, trails, cemeteries, accessory structures



RR

Resort and Recreation

The Resort and Recreation Place Type supports outdoor activities such as camping, boating, golfing, bouldering, mountain biking, as well as corporate nature retreats, and eco-tourism activities. These places are focused on enjoying nature, exceptional views, or historic landmarks. However, unlike Preserves, which are primarily government-owned properties with very limited development, such as a state or county park, the Resort and Recreation Place Type can include multiple private businesses with more development, such as marinas, hotels, restaurants and even housing. Properties may range in size from a 20-acre campground to 100+ acre resorts with a marina, lodge, restaurant, and individual house lots.

Predominant Uses

Campgrounds/RV parks, hotels, cabins, restaurants, marinas, camp stores, multi-unit housing, agriculture-related businesses (e.g. boarding stables, riding academies), farming activities

Limited Uses

Single-unit housing (detached and attached), golf courses, reception facilities



NR

Natural Resources Overlay

The Natural Resources Overlay is not a Place Type in and of itself. It is an Overlay on top of the underlying Place Type that identifies areas considered sensitive due to the presence of steep slopes, floodplains or wetlands. Sites within this overlay are not protected by law from development. The purpose, therefore, is to identify these sensitive areas so that they are given consideration for protection, or incorporated as amenities within new developments. Some sites are already developed and the overlay designation does not mean development cannot expand in these areas; it merely identifies the location of floodplains, wetlands, and steep slopes.

Predominant Uses

Uses are defined by the underlying Place Type.



CA Campus

Campus Place Types are characterized by one major activity such as educational, office, industrial, medical, or religious. Campuses are typically based on a master plan that incorporates buildings, open spaces, streets, pedestrian networks, and parking in a unified manner. Campuses have clearly defined edges—often delineated with gateway structures and landscape—that distinguish them from adjacent Place Types. Residential buildings and small convenience services often support the predominant use. Campuses function as major employment and activity centers and are often served by public or private transit.

Predominant Uses

Institutions (such as academic, medical, religious or research facilities), offices, clubhouses/ meeting halls, athletic facilities, non-noxious/non-nuisance manufacturing and industrial, open space, multi-family (residence halls and dormitories)

Limited Uses

Retail and food services, single-unit detached and attached residential



Existing schools, large medical and church campuses, government facilities, and corporate headquarters are identified as the Campus place type. However, as land use and property owners change over time, the Campus designation may no longer be applicable. In that case, the plan goals, surrounding place types, and context should all be considered in identifying future use/resuse of the former Campus site.

MD Maker District

Maker District Place Types are live-work districts where housing and workplaces are located in close proximity to each other, providing residents with convenient access to employment. They include a mix of light manufacturing, assembly, and contractor businesses, along with multi-family residential and commercial uses. Older smaller industrial structures that have been adapted for new purposes are frequently found here. Industrial facilities are non-noxious (no hazardous materials or pollution), and non-nuisance (no odors, excessive light, or heavy truck traffic). Due to these smaller buildings, short block lengths, and the mix of other uses, these areas are generally walkable. Parks, plazas, and neighborhood-serving retail enhance the character and livability of the area.

Predominant Uses

Non-noxious/non-nuisance light manufacturing, assembly, distribution, small artisanal industry (such as glass blowing, bakeries, or other low impact production), studios, breweries, contractor's offices, live/work, multi-unit residential, retail, offices, restaurants

Limited Uses

Vehicle repair, gas stations, outdoor storage yard, self storage facility





Industrial

The Industrial Place Type supports a variety of manufacturing uses. Unlike the Maker District Place Type, the Industrial Place Type includes both non-noxious operations (no hazardous materials or pollution) and noxious industries (heavy industrial production). The latter are not located adjacent to residential areas, but are not so far away as to be a commute burden. The size of lots (2+ acres) and buildings are often larger than those in the Maker District Place Type.

Predominant Uses

Industrial facilities and light manufacturing, assembly, offices, distribution, warehousing, and wholesaling

Limited Uses

Heavy manufacturing and industrial facilities, retail specifically related to the primary use, workforce lodging, self storage facilities



There are many areas of industrial uses in the city today. The industrial place type identifies areas where these uses are appropriate in the future. Some existing industrial areas within urban neighborhoods are encouraged to transition over time to the Maker District place type.



Regional Facilities

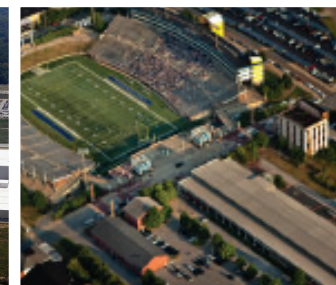
Regional Facilities are very large developments (20+ acres) that have a substantial economic or transportation impact on the entire region. They are often major employment centers. Regional Facilities may be public infrastructure installations, such as wastewater treatment plants, railyards, and airports. Other types of Regional Facilities include large tourism or entertainment facilities, or large industrial or manufacturing facilities if they draw from, or impact, the whole region.

Predominant Uses

Very large manufacturing and industrial facilities, airports, wastewater treatment plants, landfills, correctional facilities, transit hubs, very large solar arrays, warehousing, distribution centers, entertainment, tourism, sports facilities

Limited Uses

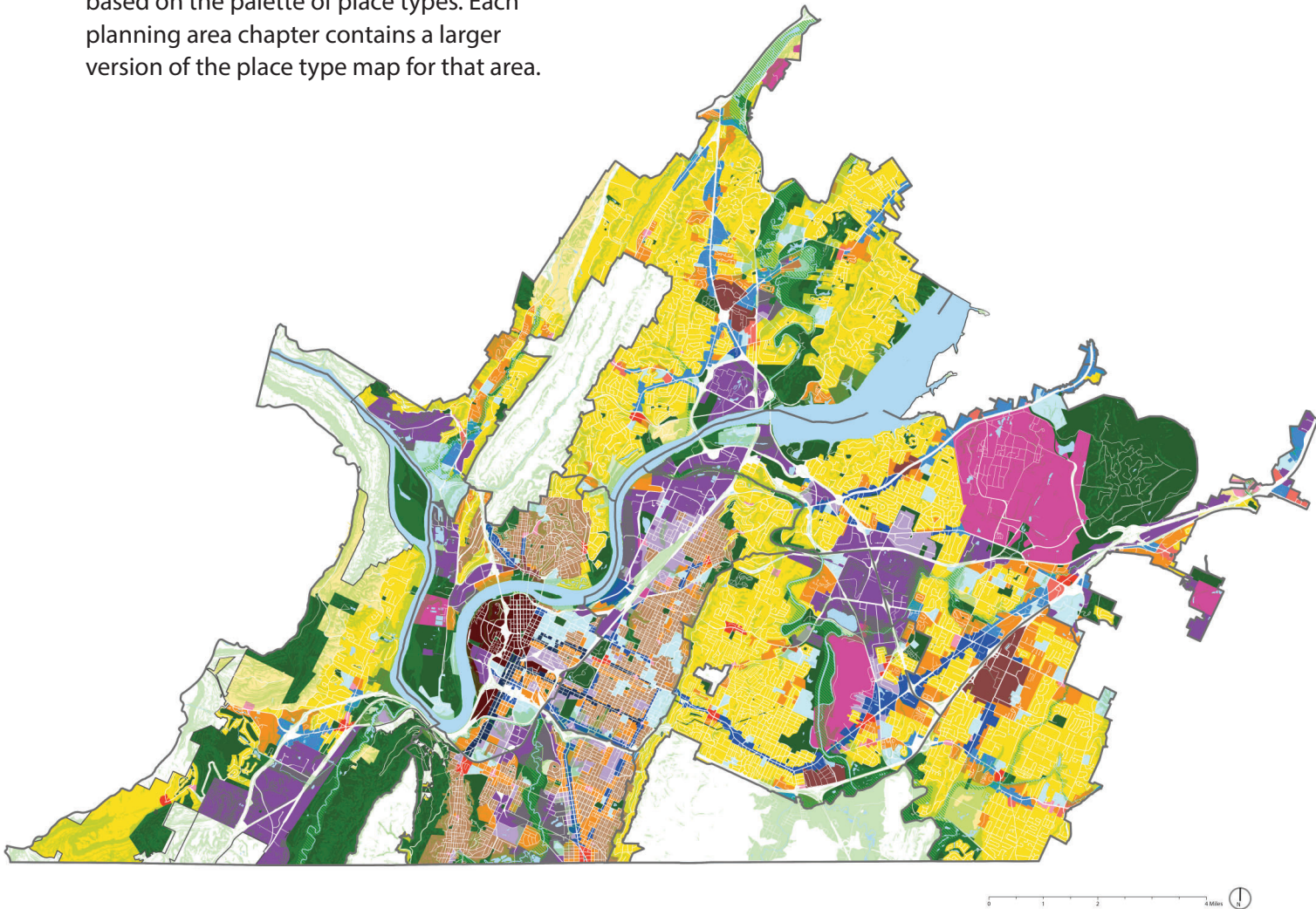
Ancillary uses and structures subordinate to the primary use, such as hotels, restaurants, retail, alternative energy farms, workforce lodging



See additional guidance for Regional Facilities on Page 65.

Citywide Place Type Map

The place type map depicts the intended future character of all areas of Chattanooga based on the palette of place types. Each planning area chapter contains a larger version of the place type map for that area.



PLACE TYPES

 Countryside Residential (CR)	 Agriculture (AG)
 Suburban Residential (SR)	 Preserve (PR)
 Mixed Residential (MR)	 Campus (CA)
 Urban Residential (UR)	 Maker District (MD)
 Suburban Corridor (SC)	 Industrial (IN)
 Mixed-Use Corridor (MC)	 Regional Facilities (RF)
 Transit Corridor (TRC)	 Natural Resources Overlay
 Neighborhood Node (NN)	 Floodway
 Village Center (VC)	 Rail
 Town Center (TC)	
 Downtown (DT)	

COORDINATION OTHER JURISDICTIONS

The City of Red Bank began their first comprehensive land use plan during the Plan Chattanooga process. RPA staff and consultants coordinated with Red Bank's planning team to align the two plans. While coordinated with neighboring jurisdictions, the policies and recommendations in this plan are not intended to reflect the policies and priorities in East Lake and Red Bank.

Implementing the Place Type Map through zoning

The Place Type Map depicts appropriate future development patterns throughout city. It reinforces existing patterns in some areas and supports changes to land use or development patterns in other areas. This element of the comprehensive plan is implemented through the city's zoning ordinance. Zoning is a legal tool that regulates land use, including types of structures that may be built, how they are to be built, where they are to be built, and how they may be used. Each property in the city is assigned to a zone. There may be more than one appropriate zone for a particular place type category. For example, there is one corridor commercial place type, but there may be two or three commercial zones to account for various intensities, activities, and contexts.

The land use vision is implemented over time through many distinct public and private development decisions. For example, property owners seeking to redevelop or change the use of their property often must seek a rezoning. Rezoning decisions are evaluated, in part, with respect to how they conform to the Comprehensive Plan's Place Type Map. A review of how the rezoning request complies with the adopted land use plans is one of the many tools used to evaluate a rezoning request. Effectively implementing this land use vision will require updating the city's zoning ordinance, zoning map, and other development regulations to reflect the desired outcomes.

The table below distinguishes between the role of the plan and the zoning ordinance. Each detailed place type definition lists primary and secondary zoning districts that are appropriate to implement that place type.

Plan (Place Type Map)	Zoning Ordinance (Zoning Map)
» Intended Future. Place Types describe a range of land uses and development characteristics that are intended and appropriate in an area in the future.	» Allowed Today. Defines land uses and development characteristics that are allowed on a specific property today.
» A wider range of options (one to many). Place Types often but do not always align with properties. Within a Place Type there may be multiple appropriate zoning districts depending on location, property size, and other factors.	» Specific rules (one parcel, one zone). One zoning district is assigned to each property. That district has specific rules for allowable uses and development characteristics.
» A guide. Zoning changes are guided by the Plan. Updates to the plan go through a legislative process.	» A Law. A zoning change (rezoning) must go through a legislative process. » A rezoning that is in conflict with the plan may require a plan amendment.

STREET TYPOLOGY

One of the primary functions of streets are to provide mobility within and between places. However, streets are also an integral part of our communities. Every business, neighborhood and school interacts with a street in some way. Plan Chattanooga envisions a future street network that safely and effectively moves people and goods while preserving and enhancing the surrounding community. This is possible through a balance between mobility and character.

Street Types: Functional Classification

Streets serve a number of different roles within a community, depending on the degree of mobility they provide. The system for defining streets is referred to as functional classification. All streets are functionally classified using criteria established by the Federal Highway Administration (FHWA). Surface streets generally fall into one of the following categories:

- **Arterials:** Arterials play a primary mobility role within communities. They are intended to move vehicles longer distances both within and between communities; thus, they typically span the entire length of a city providing both access and egress.
- ➡ **Collectors:** Collectors also play an important mobility role within communities, moving vehicles within communities or between rural and urban areas.
- ➡ **Local streets:** Local streets provide access within neighborhoods and activity centers and are intended to carry vehicles short distances.

Place Types and Context Areas

Plan Chattanooga uses place types as a way of both preserving existing places as within Chattanooga as well as identifying places the city aspires to create. Each of these places is intended to convey a specific look and feel in terms of layout, form, appearance and functionality. There are a number of different place types identified in the Plan. They can be grouped into one of five context areas:

- **Rural/Higher Speed:** These places are characterized by wide open spaces. Activities are generally spaced far apart and away from the street (often not visible from the street). The emphasis is on moving vehicles quickly over long distances. Bicycle and pedestrian travel is regional/recreational in nature and often occurs on separate (but parallel) facilities.
- **Industrial:** These are places where industrial activity, such as manufacturing, warehousing, mining and some agricultural activities, take place. The emphasis is on ease of travel for trucks and other large vehicles.
- **Neighborhood/Suburban:** These are residential and less intense commercial areas where there is a balance between moving vehicles and surrounding places. There is some walking and cycling activity, both for recreation and for function (shopping, etc.). Vehicles move at higher speeds and more emphasis is placed on separating pedestrians and cyclists from traffic.

Walkable/Urban Infill: These are places within Chattanooga's urban infill area or within designated nodes and centers in suburban locations. Buildings are positioned more closely together and to the street and the intent is to facilitate multimodal activity. Vehicle move slowly in acknowledgment of their surroundings.

Downtown: These are areas within the city's downtown where the most intense activity levels are found. People and places are the priority and motor vehicles are intended to move slowly. Congestion is inherent to this area.

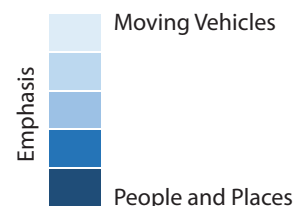
Downtown, Transit-Oriented: Streets that prioritize transit movements, walking, and biking. People and places remain a priority with the addition of dedicated transit lanes to efficiently move transit vehicles.

PLACE TYPE CORRESPONDENCE WITH CONTEXT AREAS

Place Type	Rural	Industrial	Suburban	Walkable/Infill	Downtown
Countryside Residential					
Suburban Residential					
Urban Residential					
Mixed Residential					
Crossroads					
Neighborhood Node					
Neighborhood Center					
Village Center					
Town Center					
Downtown					
Transit Corridor					
Mixed Use Corridor					
Suburban Corridor					
Maker District					
Industrial					
Regional Facility					
Campus					
Agricultural					
Preserve					

Putting it together: Context-Sensitive Street Typology

The proposed street network is context-sensitive, meaning the look and feel of the street is reflective of the surrounding land use and activities. Streets that pass through activity centers place more emphasis on lower vehicle speeds, wider sidewalks and on-street parking. Roads in rural areas place an emphasis on moving vehicles at higher speeds, which means that objects (trees, people, buildings, etc.) are farther from the road.



Street Type	Rural	Industrial	Suburban	Walkable/Urban Infill	Downtown
Arterial					
Collectors					
Local Streets					

Citywide Street Typology Map

The street typology map depicts the proposed context-sensitive street network. The map is supported by street design guidance on the following pages. Each planning area chapter contains a larger version of the street typology map for that area.



Context Street Classification

Rural	Local	Downtown	Local
	Collector		Collector
	Arterial		Arterial
Suburban	Local	Urban Infill	Local
	Collector		Collector
	Arterial		Arterial
Industrial	Local		
	Collector		
	Arterial		

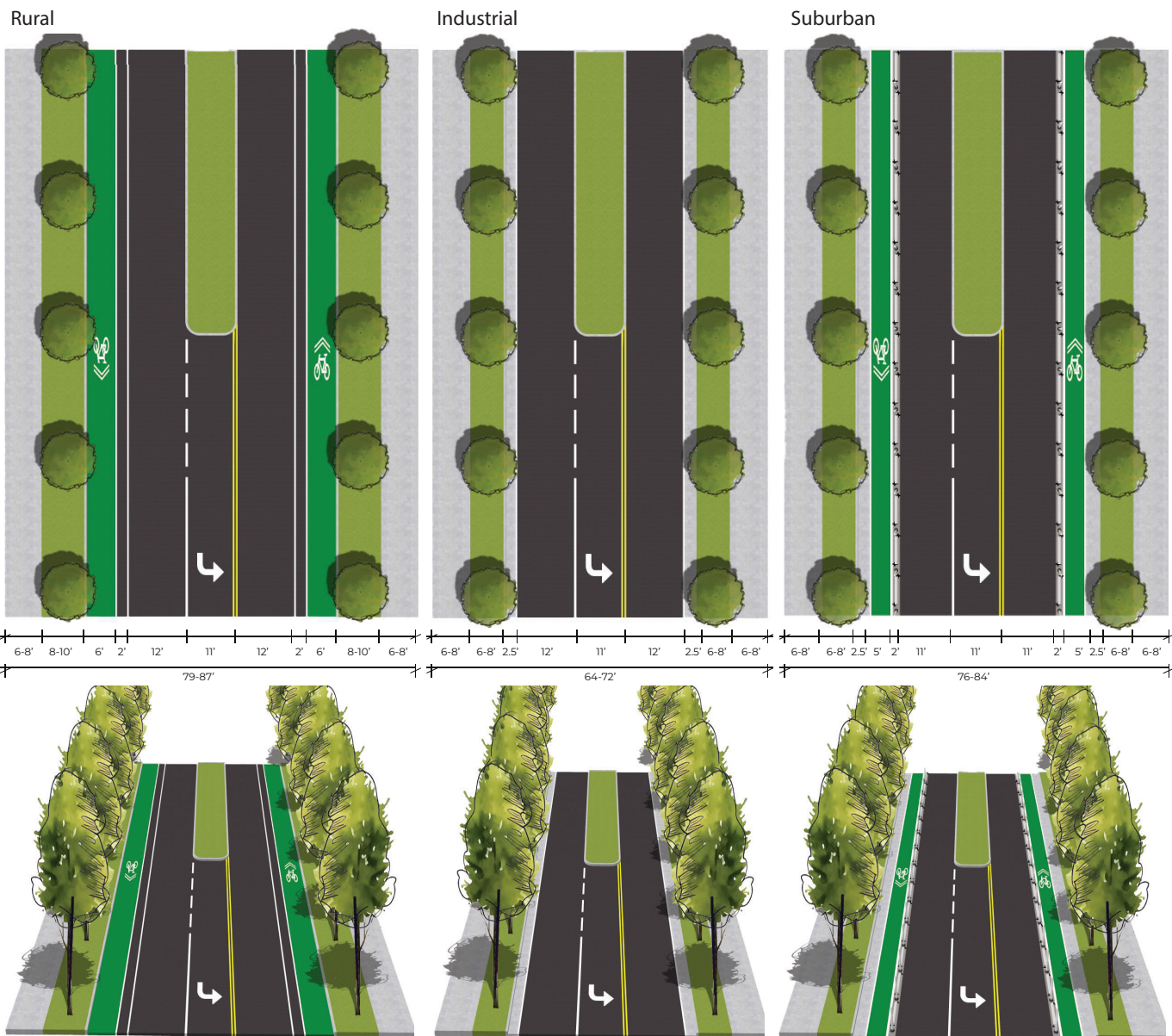
Downtown - Transit Oriented Streets are shown in Area 1 Downtown / North Shore street typology map.

Street design guidance

The following tables and illustrations are guidelines for preferred street design within various contexts across Chattanooga.

ARTERIAL

Context	Motor Vehicle Lanes	Sidewalks	Bike Lanes	Median	Planting Zone/Buffer/Furniture	Curb & Gutter	Offstreet Bikeway
Rural	12'	6-8'	6' buffered	11'	8-10'	N/A	--
Industrial	12'	6-8'	--	11'	6-8'	2.5'	--
Suburban	11'	6-8'	5' protected	11'	6-8'	2.5'	--

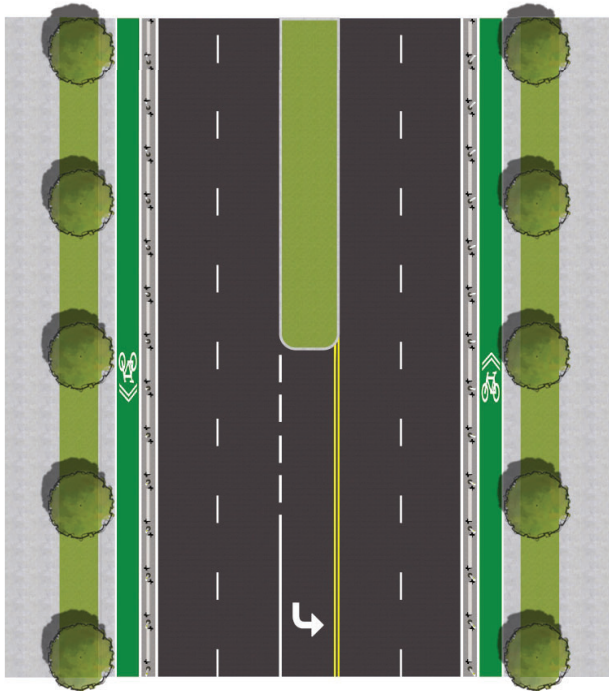


These street typology guidelines create a framework for preferred street design within various contexts across Chattanooga. In reality, right-of-way, cost and other constraints will limit how the typology is applied. The city and its partners must consider the specific context when applying the typology. For example, if a given street segment does not have an active street frontage or significant passenger or freight loading needs, the inclusion of curbside zone may not be necessary. Similarly, a dedicated bicycle facility may not be needed if one exists on a parallel street or path in close proximity. Ultimately, the city could update its major street plan to address modal conflict and priority when assigning street use and geometry in a constrained environment.

ARTERIAL

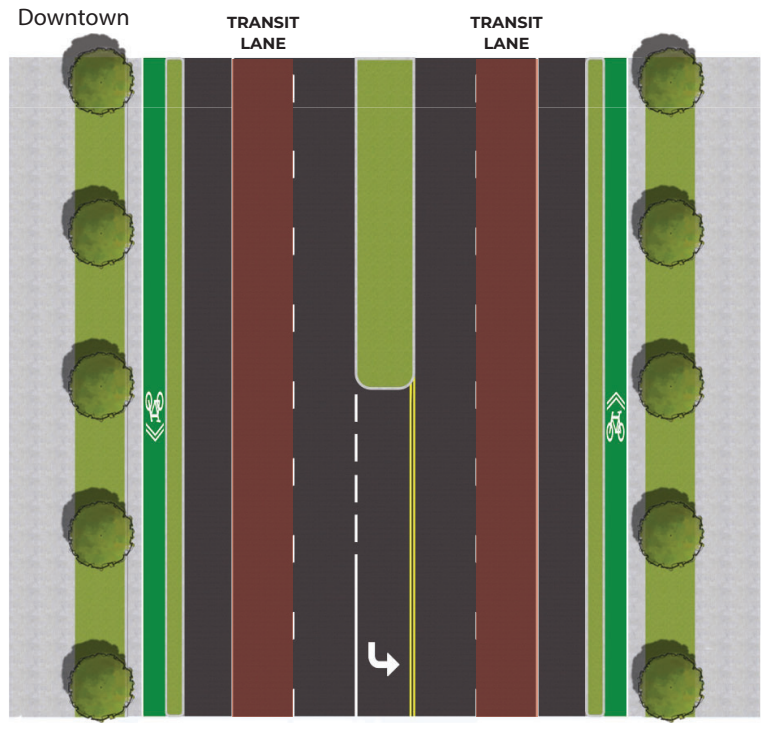
Context	Motor Vehicle Lanes	Sidewalks	Bike Lanes	Median	Planting Zone/Buffer/ Furniture	Curb & Gutter	Offstreet Bikeway
Walkable/ Urban Infill	11'	8-12'	8' protected	11'	6-8'	2.5'	--
Downtown	11'	10-15'	8' buffered	11'	5-10'	2.5'	9'
Downtown, Transit	same street section with one dedicated transit lane in each direction						

Urban Infill

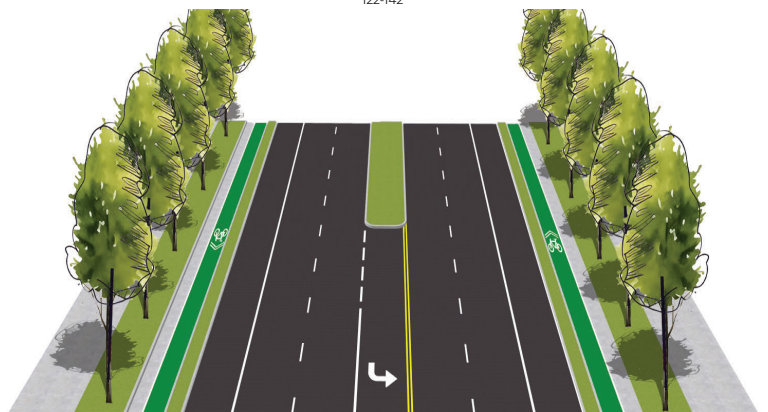
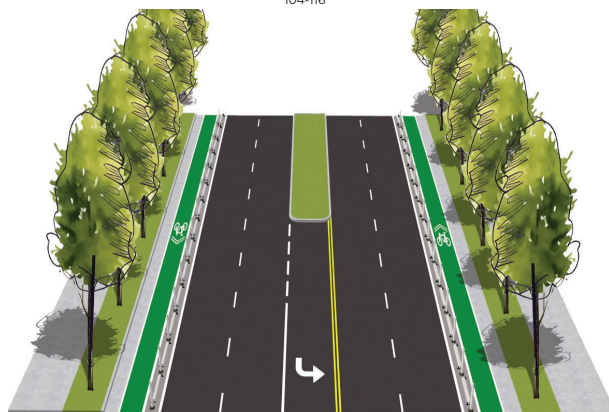


104-116'

Downtown



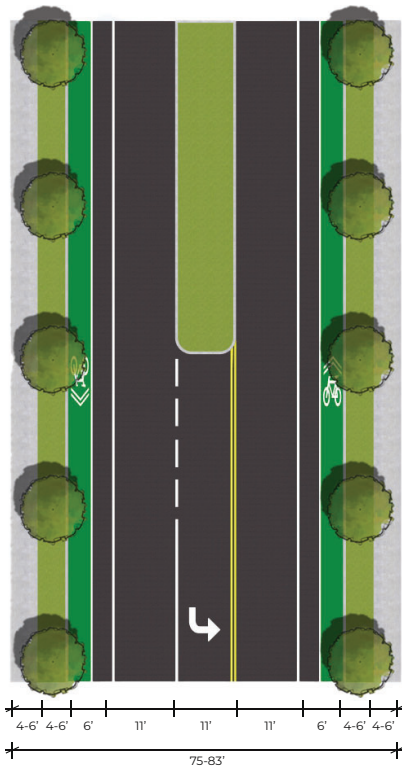
122-142'



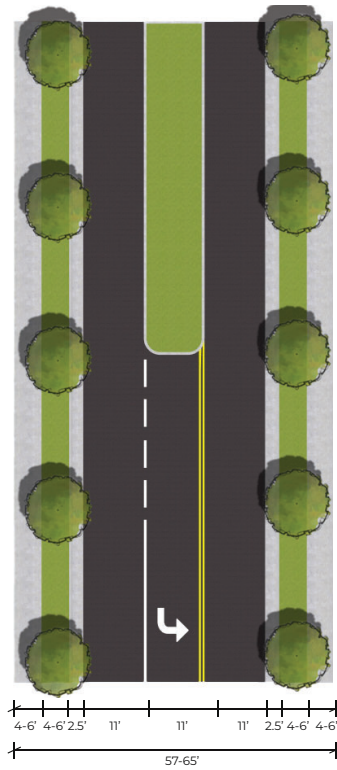
COLLECTOR

Context	Motor Vehicle Lanes	Sidewalks	Bike Lanes	Median	Planting Zone/Buffer/Furniture	Curb & Gutter	Offstreet Bikeway
 Rural	11'	4-6'	6' buffered	11'	4-6'	--	--
 Industrial	11'	4-6'	--	11'	4-6'	2.5'	--
 Suburban	11'	6-8'	6' protected	11'	4-8'	2.5'	--

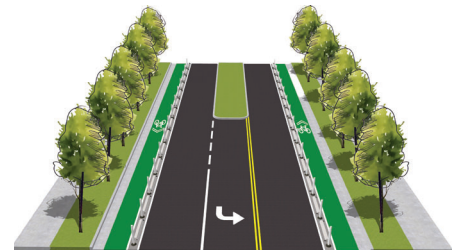
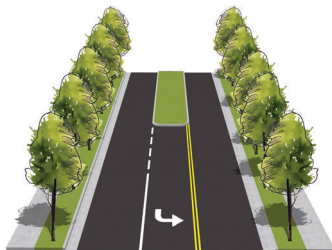
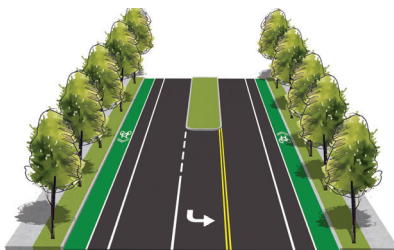
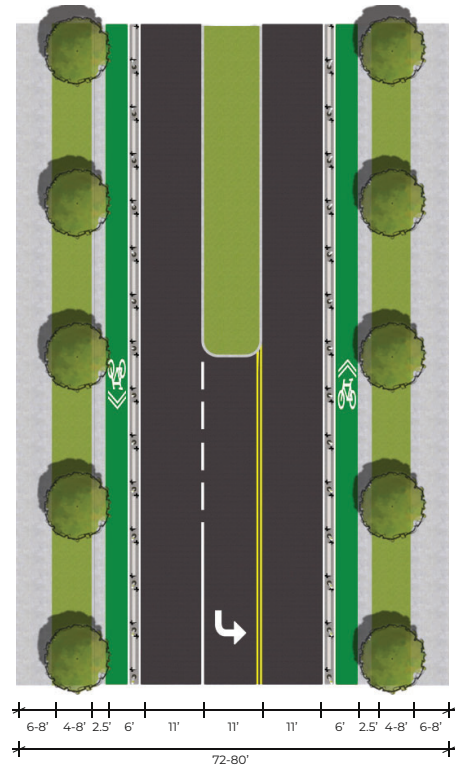
Rural



Industrial



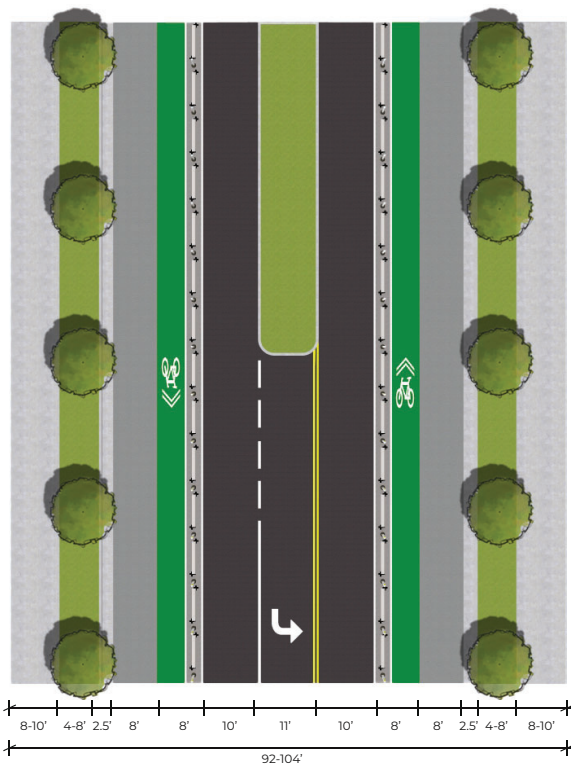
Suburban



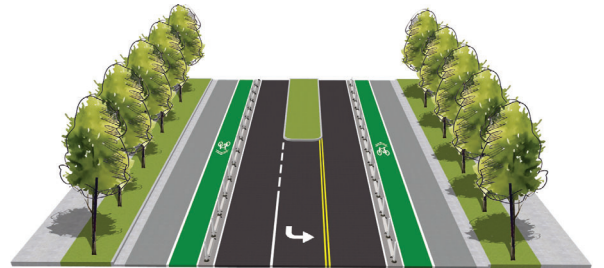
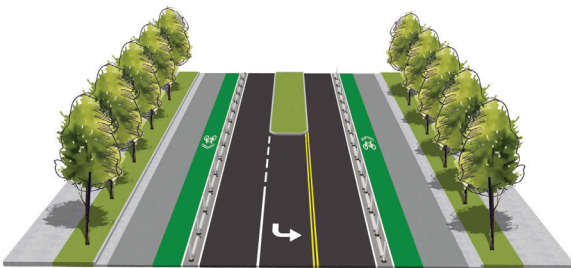
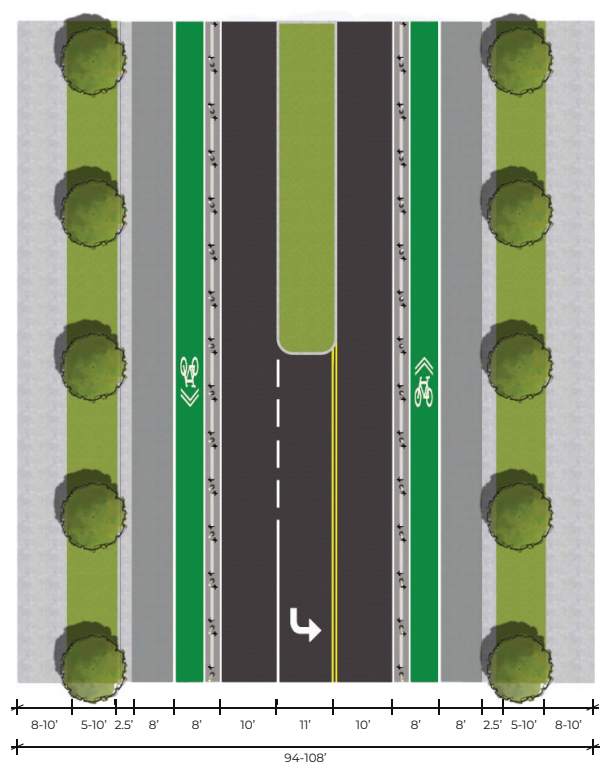
COLLECTOR

Context	Motor Vehicle Lanes	Sidewalks	Bike Lanes	Median	Planting Zone/Buffer/Furniture	Curb & Gutter	Offstreet Bikeway
 Walkable/ Urban Infill	10'	8-10'	8' protected	11'	4-8'	2.5'	8'
 Downtown	10'	8-10'	8' protected	11'	5-10'	2.5'	8'

Urban Infill



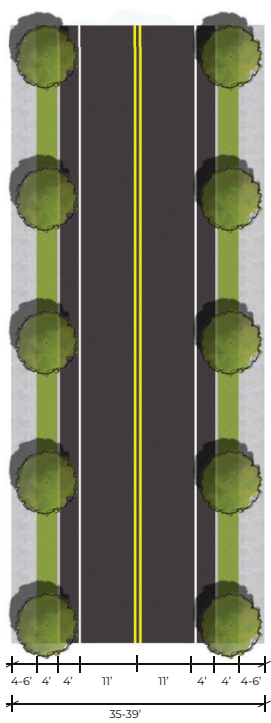
Downtown



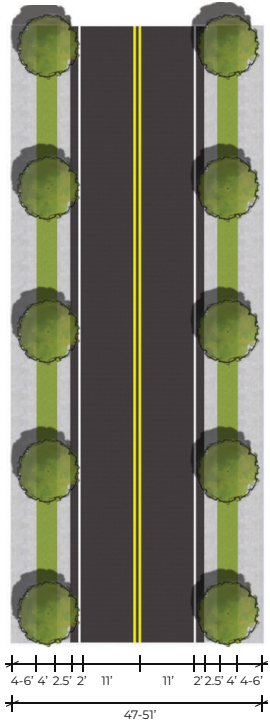
LOCAL

Context	Motor Vehicle Lanes	Sidewalks	Bike Lanes	Median	Planting Zone/Buffer/Furniture	Curb & Gutter	Offstreet Bikeway
 Rural	11'	4-6'	--	--	4'	--	--
 Industrial	11'	4-6'	--	--	4'	2.5'	--
 Suburban	10'	4-6'	5' or shared	--	4'	2.5'	8'

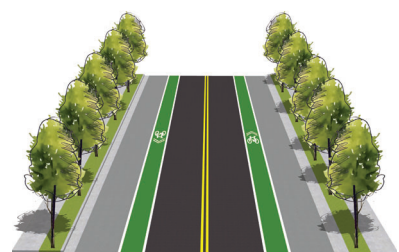
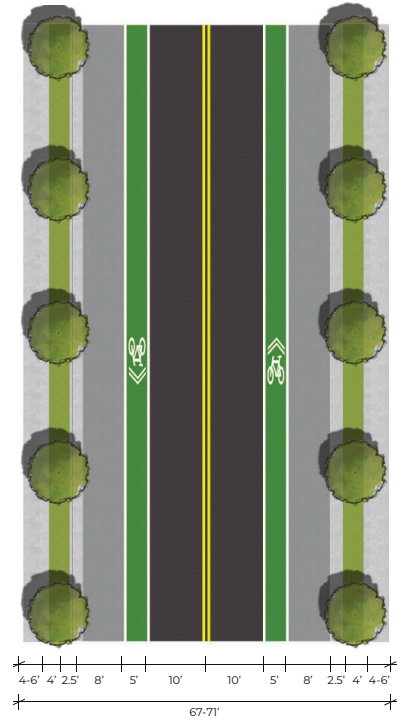
Rural



Industrial



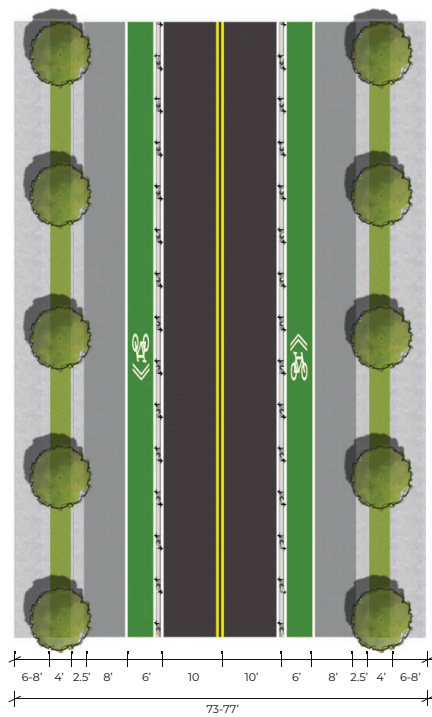
Suburban



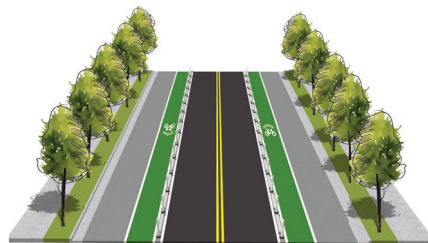
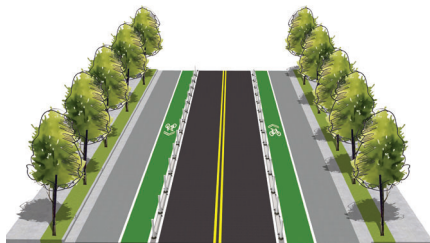
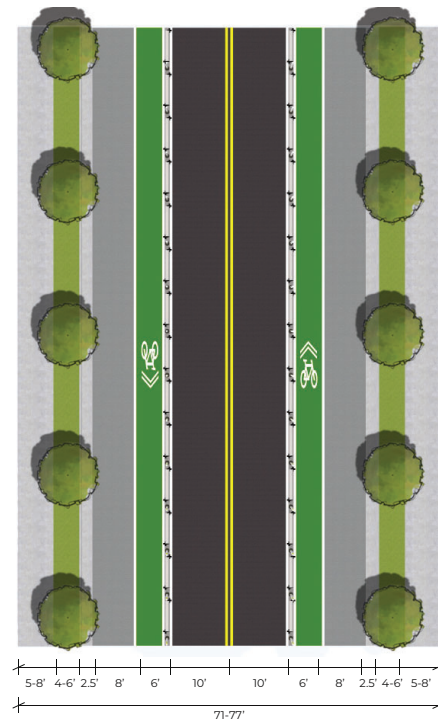
LOCAL

Context	Motor Vehicle Lanes	Sidewalks	Bike Lanes	Median	Planting Zone/Buffer/ Furniture	Curb & Gutter	Offstreet Bikeway
 Walkable/ Urban Infill	10'	6-8'	6' protected	--	4'	2.5'	8'
 Downtown	10'	5-8'	6' protected	--	4-6'	2.5'	8'

Urban Infill



Downtown



Definition of transportation project terms

The following terms are used in the transportation project recommendations within each area plan.

Crossing enhancements

Modifications made to pedestrian crossings to improve safety and accessibility, such as the installation of crosswalks, pedestrian refuge islands, countdown timers, audible signals, or raised crosswalks

Curb Bump Outs

Designed as a curved or angled extension of the sidewalk, creating a larger pedestrian area at the corner, and also known as a curb bulge or a curb bulb

Curb Extensions

Widening of the sidewalk area at a street corner by extending the curb line into the roadway to reduce the width of the roadway or parking lanes and increase pedestrian space, improve visibility at intersections, and enhance safety by reducing crossing distances

Curb Radii

Curved portion of a curb or sidewalk at a street corner that can affect the turning radius for vehicles with smaller curb radii causing vehicles to slow down

Cycle Track

Dedicated bicycle path that provides a safe and comfortable space for cyclists to travel and is separated from motor vehicle traffic, often by a barrier or buffer zone

Green Cycle Crossings

Designated crossings for cyclists at intersections or roadways that are painted green to increase visibility and indicate that cyclists have the right of way

Hawk Signals/ Pedestrian Hybrid Beacon (PHB)

Traffic control devices designed to facilitate safe pedestrian crossings at midblock locations and are activated by pedestrians when they want to cross the streets

Landscaping and Beautification

Use of plants, trees, and other aesthetic elements to enhance the visual appeal of transportation infrastructure and public spaces

Median Refuges

Raised islands or sections in the middle of a road or street that provide a safe place for pedestrians to stop and wait while crossing multiple lanes of traffic

Midblock Crossings

Pedestrian crossings that are located between intersections, typically where there is significant distance between signalized intersections, are often marked with crosswalks, and may include additional safety measures such as pedestrian warning signs or flashing beacons

Mobility Hub

Central location where various modes of transportation converge, making it easier for people to switch between different modes such as walking, cycling, transit, and ridesharing

Multi-use Trail

Path designed and designated for use by a variety of users, including pedestrians and cyclists

Pedestrian Leading Intervals

Traffic signal timing feature that gives pedestrians a head start to enter the cross walk before vehicles receive a green light, which improves pedestrian safety by increasing their visibility and reducing conflicts with turning vehicles

Right on Red Management

Implementation of strategies and policies to regulate or control the movement of vehicles making right turns on red traffic signals, including restrictions on right turns on red, signage, and signal timing adjustments

Road Diet

Strategy that involves reallocating road space from motor vehicles to other modes of transportation, such as pedestrians, cyclists, or transit by reducing the number of travel lanes, adding bike lanes, or widening sidewalks

Rectangular Rapid Flashing Beacon (RRFB)

Pedestrian-activated warning device that uses flashing lights to alert drivers to the presence of pedestrians at crosswalks

Shade Trees

Trees that are strategically planted to provide shade and relief from the sun and placed along streets, sidewalks, or in parks

Shared-use Path

Type of multi-purpose trail that is designed to accommodate both pedestrians and cyclists (this term is interchangeable with Multi-use Trail)

Striping Improvements

Application or modification of road markings, such as lane lines, crosswalks, or bike lanes to enhance traffic flow, safety, and organization

Traffic Calming Measures

Strategies and physical design elements implemented in roadways to reduce vehicle speeds and improve safety for all users, especially speed humps, raised crosswalks, alternating curves or bends, and roundabouts

Wayfinding

Signage, maps, and other navigational aids that help people navigate through a transportation network or a specific area

TRANSIT AND MOBILITY VISION

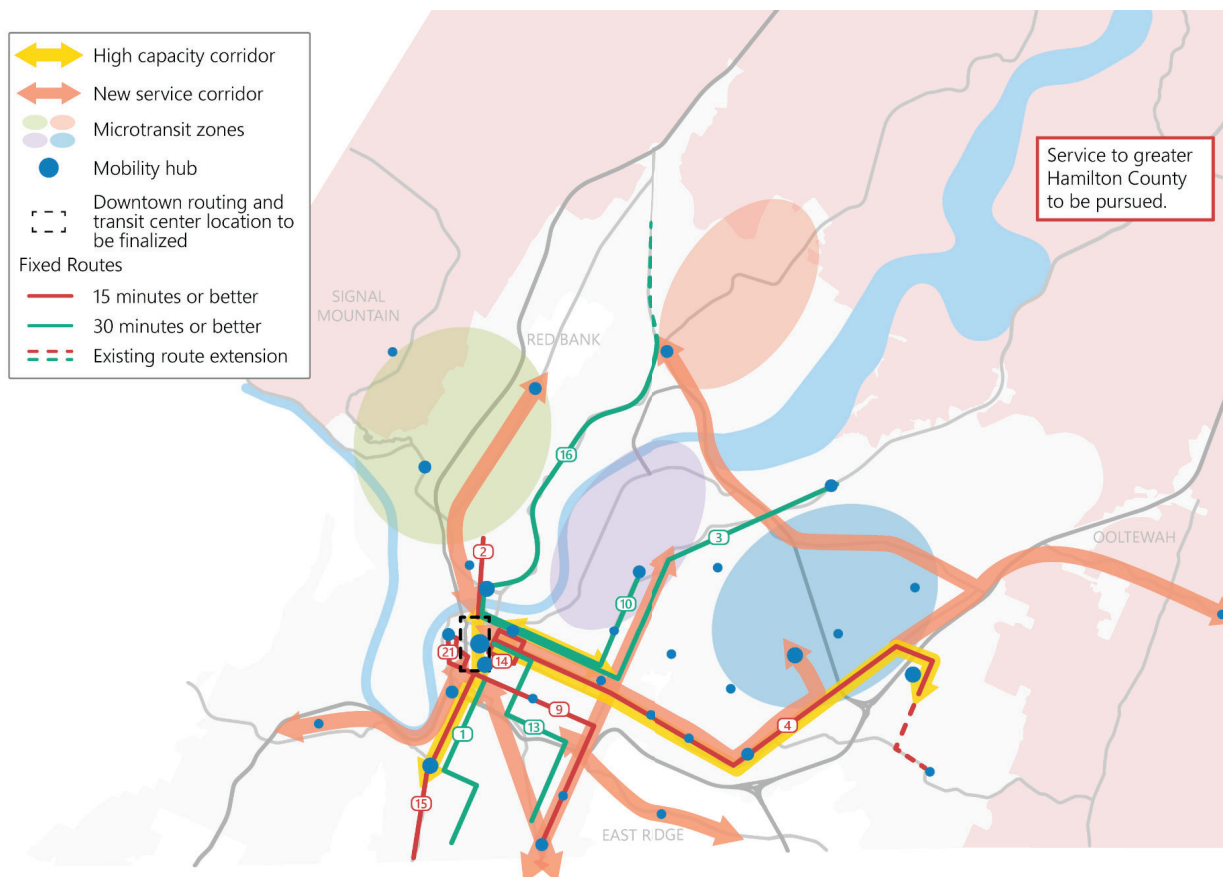
Plan Chattanooga's Growth Framework emphasizes urban infill and the evolution of commercial areas into more dense walkable centers, linked by a network of corridors. Transit and complementary mobility options, including walking and cycling, are important components of this framework. Thoughtful, quality mobility options can have a catalytic effect on complementary development patterns.

*See the full
Transit Vision
document in
the Appendix.*

Chattanooga's transit and mobility system provides essential transportation to Chattanooga's residents, employees, and visitors. The Chattanooga Area Regional Transit Authority (CARTA) currently operates a transit network made up of local bus routes, shuttles, paratransit, and microtransit. The long term vision for Chattanooga's transit and mobility system will expand and integrate these elements with other layers of mobility to serve all Chattanoogaans.

One Chattanooga: Transit for All

Plan Chattanooga envisions **an integrated transit and mobility system** that **serves all Chattanoogaans**. The system will provide a **variety of mobility options** that **meet the varying needs** of Chattanooga's residents, employees, business owners, and visitors.



To achieve this vision in the next 20 years, the following objectives have been identified:

- » Provide high-quality mobility options to all Chattanoogaans, whether they rely on transit, own a vehicle, or are visiting.
- » Provide a seamless system of integrated mobility options, including fixed route transit, microtransit, walking, cycling, parking for private vehicles, and other micromobility options.
- » Identify a web-based network that recognizes changing travel patterns in the region and builds on high capacity transit corridors.

Mobility Layers

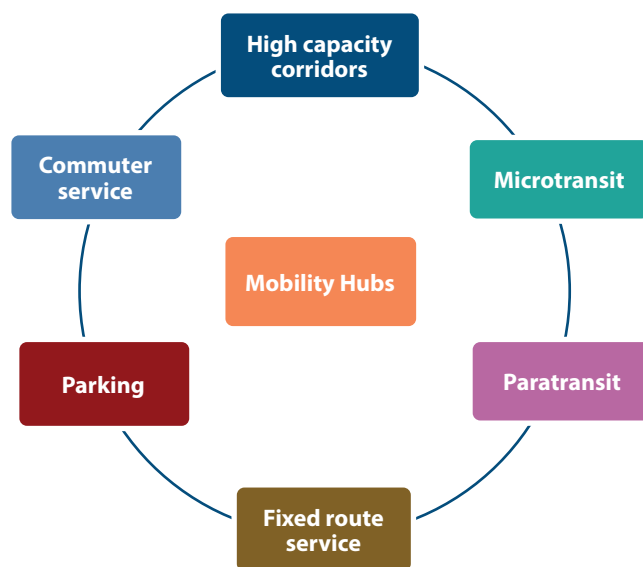
One Chattanooga: Transit for All is comprised of several layers of mobility that build upon one another to form an integrated mobility system. The vision includes goals for each of these mobility layers and potential areas to serve with each mobility layer.

Fixed Route Service

Fixed route service operates on a published route with designated stops on a fixed schedule, and is the backbone of CARTA's service. To make the transit system a more accessible, useful, and competitive transportation option, the Plan Chattanooga Transit and Mobility Vision recommends several service and routing changes.

A minimum of 30-minute frequencies throughout the system will provide Chattanoogaans with a reliable and efficient mobility option. Increases to 15-minute frequencies on CARTA's highest performing and core routes, such as Route 4, will strengthen existing high-ridership corridors and connect residents, employees, and visitors to key destinations with little to no wait times.

New service corridors to Collegedale/Ooltewah, Red Bank, East Ridge, and along Bonny Oaks Drive, Rossville Blvd, and Dodds Ave will form a more comprehensive and connected web-based network that serves emerging travel patterns and transit markets. These include communities outside of Chattanooga not previously served by fixed routes and cross-town routes that address travel patterns outside of downtown.



Downtown transit service will be reconfigured to connect the new transit center, key downtown employment centers, and major visitor destinations, including hotels and the convention center.

DOWNTOWN TRANSIT CENTER

A central component of the downtown transit and mobility network is the future Downtown Transit Center. CARTA plans to consolidate their existing downtown facilities into one location, where travelers can connect to fixed route service, shuttle service, and other mobility options. Operations and maintenance activities would also occur at this location. CARTA has identified several potential locations for the Downtown Transit Center and will evaluate these locations for their feasibility in the near term.

Mobility Hubs

Mobility hubs, which serve as connection points between modes of transportation, will be a key component of Chattanooga's transportation network. These hubs exist informally in the city today, and the Mobility Hub Map on the following page identifies 33 locations where mobility hubs reflect Plan Chattanooga's growth framework.

MOBILITY HUB FRAMEWORK

Mobility hubs are not one-size-fits-all. Different locations and contexts throughout the city warrant different footprints, prioritized modes, and levels of investment. Hubs can range from a downtown multimodal transportation center to a street corner with a bus stop and bicycle rack. Plan Chattanooga proposes a preliminary framework for mobility hub typologies in Chattanooga, depicted below.

In this framework, Level 1 mobility hubs represent the most intense infrastructure and investment. This type of hub would be located in high-activity areas where all modes interact, likely in a downtown transportation center setting. Level 2 mobility hubs are located in moderate-to-high-activity areas, such as walkable communities with multiple destinations. Level 3 mobility hubs are more appropriate in places with less modal connections and/or fewer destinations and activity. Level 4 mobility hubs represent the least amount of investment and can be sited where a few modes interact, but the surrounding context does not warrant much infrastructure.

Several mobility hubs are sited with libraries and community centers. Plan Chattanooga envisions these hubs as all-encompassing community resource centers where Chattanoogaans can get information about mobility options, including purchasing transit fare cards.

High Capacity Corridors

"High capacity transit" refers to transit that operates in mixed traffic or on a partially- or fully-dedicated guideway with prioritization treatments at intersections and other pinch points, signal prioritization, premium transit stations, and other investments to reduce wait and travel times and provide a better customer experience.

The strongest potential high capacity transit corridors in Chattanooga are those with high existing ridership, existing and future transit-supportive land uses, and appropriate right-of-way and mobility infrastructure. Corridors identified as the most promising high capacity corridors are MLK Boulevard/McCallie Avenue, Brainerd Road/Lee Highway, South Broad, E 3rd Street, and downtown Chattanooga.

High capacity transit corridors will form the backbone of Chattanooga's transit system and have the greatest catalytic potential for redevelopment and urban infill. CARTA was recently awarded a grant by the Federal Transit Administration to create a plan for transit oriented development (TOD) along the Brainerd Road/Lee Highway corridor.

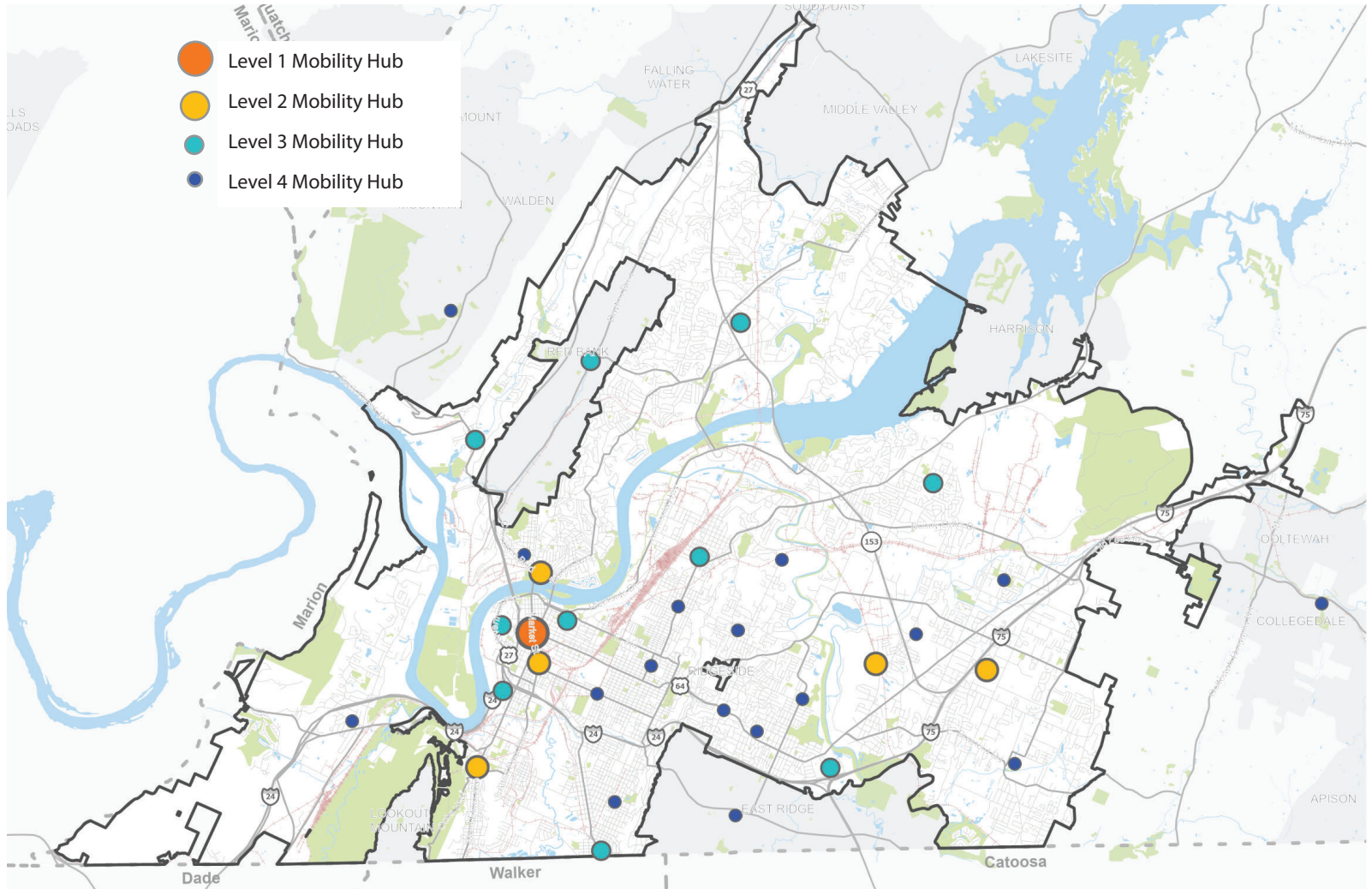
Microtransit

Microtransit is an on-demand service in which riders request a ride, usually through an app-based platform or over the phone, and a smaller vehicle will pick up and drop them off at their requested destination within a zone. Microtransit is a vital mobility option in places that lack density and definitive travel patterns for fixed route service. CARTA currently operates one microtransit zone in the Brainerd area under the brand of CARTA Go.

Plan Chattanooga identifies four microtransit zones: Amnicola, Enterprise South, Hixson, and Mountain Creek + Red Bank. These zones have common travel pattern data, transit propensity, ridership, and operational goals. Microtransit

Mobility Hub Map

- Level 1 Mobility Hub
- Level 2 Mobility Hub
- Level 3 Mobility Hub
- Level 4 Mobility Hub



	Transit								Bicycle			Pedestrian		Vehicles				Community			
	Bus layover	Bus stop amenities	Fare vending machine	Real-time information	Microtransit hub	Bus transfer	Electric bus charging	Driver facilities	Bikeshare/scooter share	Bike parking/storage	Access to bike facility	Pedestrian facilities	Wayfinding	Public space/activities	Rideshare/pick up/drop off	Car share	Park and ride facility	EV charging	Restrooms	Mobile retail	Package pick up/drop off
Level 1	●	●	●	●	●	●	●	●	●	●	●	●	●	●	●	●	●	●	●	●	○
Level 2	○	●	●	●	○	○	○	●	●	●	●	●	●	○	○	○	○	●	△	△	○
Level 3		●	△	△	△	○	△		○	●	○	●	○	○	○			△		△	△
Level 4		△							○	●	○	●	○	△	○						△

● Critical, in most cases
 ○ Recommended, but context-dependent
 △ May be beneficial

zones are recommended in areas where there is not a significant demand for fixed route transit service, but there is still a need for another mobility option. The zones also seek to remove duplicative services and provide first/last-mile connections to fixed routes.

Paratransit

CARTA's paratransit service, Care-A-Van, will continue to provide on-demand, curb-to-curb rides for people with disabilities or other mobility issues throughout Chattanooga and neighboring cities. .

Parking

In addition to transit, CARTA also operates public parking facilities as the Chattanooga Parking Authority (CPA). Several of these existing facilities are directly connected to transit routes, such as the CARTA North and South garages. By incorporating parking into this vision, Plan Chattanooga aspires to better integrate the transit and parking systems and implement a "park once" strategy in which people can complete their trip and reach multiple destinations via walking, cycling or convenient transit options.

As CARTA develops its plan for downtown transit service tied to the new transit center, it will evaluate how this service connects to parking facilities. CARTA will monitor parking usage as travel and development patterns change to identify potential new parking facilities in downtown Chattanooga and beyond.

Commuter Service

Commuter service can take on many different forms, but typically connects suburban or exurban residents to the downtown or other employment centers in a city through a direct, limited stop fixed bus route. CARTA currently does not operate commuter service but Plan Chattanooga aspires to provide new mobility options to connect residents of greater Hamilton

County and outlying counties to employment centers in Chattanooga, including downtown.

Based on a review of travel patterns, trip volumes, and projected population growth, a fixed route commuter service is not recommended at this time. This could change over time as outlying counties, such as Bradley and Catoosa, experience population growth and Chattanooga grows as an employment center. It is recommended that the potential for fixed route commuter service be revisited in several years. Flexible and lower-cost commuter solutions, such as carpool matching and park-and-rides, are recommended for outlying counties in the meantime until a fixed route is more feasible. A demand response service that connects to CARTA's fixed route service is recommended for unincorporated Hamilton County.

TRANSIT-ORIENTED DEVELOPMENT

Transit-Oriented Development (TOD) is a planning approach that concentrates housing, jobs, shops, and services within easy walking distance of transit stops. Rather than treating transit as a standalone investment, TOD connects mobility with land use and placemaking to support creating walkable, mixed-use neighborhoods where people can live, work, and run errands without depending on a car, while supporting the ridership that keeps transit viable.

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, reinforcing Plan Chattanooga's vision of walkable, connected centers citywide.

Parks and Greenways Map

The Parks and Greenways Map is based on the 21st Century Park System map in the Parks and Outdoors Plan (POP). It is updated to be consistent with Plan Chattanooga's Place Type Map that indicates Preserve land. This map identifies existing and potential future greenways and parks throughout the city. Some future greenways are planned and likely to be implemented over the next 10 years while others are aspirational and longer-term concepts. Future park opportunities are shown as general locations where there is a need and potential opportunity for a new park.



Parks and Outdoors Plan (POP)

Parks are a critical element of strong communities and are just as important to quality places as buildings, transportation systems, and other infrastructure. Chattanooga is home to world-class parks and a breathtaking natural environment. But its current system of public parks falls short of equitably delivering the “city-shaping” benefits of great park and outdoor systems. Some neighborhoods are better served than others, and for the last 25 years, the city and its partners have lacked a strategic, community-driven vision to guide park investments. In 2023, the city completed a Parks and Outdoors Plan (POP) that offers a road map and path to reinvent Chattanooga as a city in a park.

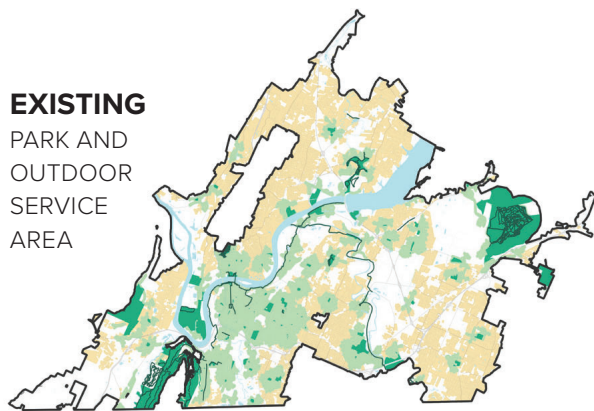
Plan Chattanooga reinforces the principles and goals in the POP. One strategic priority of the POP is to invest in new greenways, trailheads, and parks to ensure that at least 55% of residents have a high-quality park close to home.

PARK ACCESS

-  Park Walkshed
-  Walkshed Gap

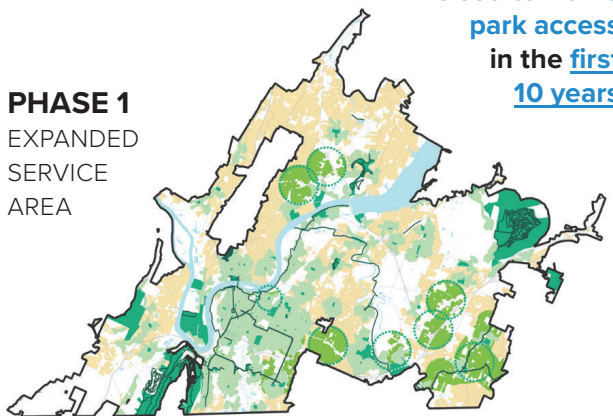
EXISTING

PARK AND
OUTDOOR
SERVICE
AREA



PHASE 1

EXPANDED
SERVICE
AREA



from **32%** to **55%**
of Chattanoogaans with
close-to-home
park access
in the first
10 years

Source: Chattanooga Parks and Outdoors Plan (POP)

NATIONAL PARK CITY

Chattanooga is North America's first National Park City. This plan's goals, objectives, and actions are opportunities to connect to the National Park City work and find ways to support that effort. Find out more at: ChattanoogaNationalParkCity.org.

CITYWIDE OBJECTIVES & ACTIONS

The following objectives focus on “how” growth and development should occur to meet our goals. They reflect a variety of themes that are mutually reinforcing, including the quality, appearance, pattern, character, and organization of development, environmental stewardship, efficient use of infrastructure, and expanding connectivity and mobility choices for residents.

Each numbered objective is supported by several actions, which are specific projects, policies, or programs the city and its partners can undertake.

Objectives

- Directly advances the goal
- Supports or reinforces the goal

GOALS



	Places	Housing	Transportation	Natural Resources, Parks	Equity	Economic Prosperity	Environmental Stewardship
1. Locate development in areas served by existing or planned infrastructure.	●	●	●	●	●	●	●
2. Build walkable, compact, mixed-use centers at various scales throughout the city as the preferred form of commercial development.	●	●	●	●	●	●	●
3. Encourage redevelopment of underutilized commercial land, particularly along corridors that connect centers.	●	●	●	●	●	●	●
4. Preserve land for industrial uses in suitable locations and sites away from neighborhoods.	●	●	●	●	●	●	●
5. Develop a variety of new housing that is compatible with its context, whether within a mixed-use center, corridor, or existing neighborhood.	●	●	●	●	●	●	●
6. Create new neighborhoods with qualities of traditional neighborhoods like walkable blocks, a mix of housing, and connections to community facilities and services.	●	●	●	●	●	●	●
7. Expand access to homeownership and support existing homeowners.	●	●	●	●	●	●	●
8. Increase the number of affordable, quality rental homes.	●	●	●	●	●	●	●
9. Make homelessness brief and non-recurring.	●	●	●	●	●	●	●
10. Close racial gaps in housing.	●	●	●	●	●	●	●

OBJECTIVES	GOALS	Places Housing Transportation Natural Resources, Parks Equity Economic Prosperity Environmental Stewardship						
								
11. Improve safety for all users of the transportation system.		●		●		●	●	
12. Make walking and biking attractive and viable transportation options throughout the city.		●		●		●	●	
13. Create more opportunities for future transit/public transportation.		●		●		●	●	
14. Increase street connectivity.		●		●		●	●	
15. Celebrate and protect Chattanooga's natural and cultural resources.		●			●	●	●	●
16. Protect ridges and steep slopes.		●			●	●	●	●
17. Protect floodplains and wetlands.		●			●	●	●	●
18. Protect and grow the urban tree canopy.		●			●	●	●	●
19. Ensure residents in all areas of the city have access to high quality parks and greenways.		●			●	●	●	●

Actions to support Objectives

1. Locate development in areas served by existing or planned infrastructure.

TO SUPPORT THIS OBJECTIVE:

- 1.1 **Prioritize areas that have already been developed before considering locations for new publicly funded infrastructure.** Promote efficient use of land and infrastructure by supporting redevelopment and infill on underutilized sites in alignment with the Place Type Map. Explore zoning and other regulatory tools that could make these sites attractive to future development.
- 1.2 **Limit new infrastructure in areas that are prone to flooding.** Chattanooga's floodplains are identified on the Place Type Map. Floodplains are susceptible to being inundated by water and come with a risk of damage to structures within those areas. Limit new infrastructure in these areas to minimize development pressure.
- 1.3 **Invest in green infrastructure where existing neighborhoods have been built in the floodplain.** Rain gardens, porous pavement, and other green infrastructure helps to absorb and store floodwaters to reduce the impact of flood events. Look for opportunities to include green infrastructure practices in ongoing or planned capital improvements, new development, and redevelopment.

Regionally-Significant Development

Determining the optimal location for many facilities and developments within the City of Chattanooga (and Hamilton County more broadly) involves a more regional perspective, or consideration of factors beyond the county line. These types of development have a more substantial impact on the region as a whole.

For example, hundreds of miles of federal and state highway systems cross through the city and county. These highway systems allow thousands of people from surrounding counties and states to access major employment and retail centers within Hamilton County and beyond. Highways are one example of regionally significant facilities. Regionally-significant facilities and development include:

- » Infrastructure (interstate highways, pipelines, railroads, airports, rivers, bridges and tunnels);
- » Universities and specialty schools;
- » Retail malls serving a multi-county market;
- » Industrial/manufacturing complexes;
- » Waste facilities (landfills and water/waste treatment); and
- » Security facilities (prisons and jails)

Outside influences drive the need for these facilities as well as determining their success. Therefore, planning for these facilities should extend beyond community or neighborhood planning. It is essential to consider the potential benefits and impacts as well as estimated public costs for future regionally-significant development.

Currently, there is no universal multi-jurisdictional process or mechanism for coordinating and planning regionally significant developments due to their specific nature. Previously, the Regional Planning Agency researched how other cities and counties manage the issue and asked the public for suggestions on where these types of development should be located. The following is the result of that research and public input and

will be used to identify appropriate locations for future regionally-significant development.

Information for the following should be provided by the applicant and the following questions should be considered when reviewing a site for rezoning or a special permit related to the regionally-significant development:

- » Can existing facilities be expanded or replaced before constructing new ones?
- » What other local, state or federal permitting processes or approvals are required?
- » Is the site served by transportation facilities or infrastructure with adequate capacity to support the proposed development? If not currently served, what plans are in place to provide needed upgrades?
- » Will there be provisions for multimodal access and circulation? If not, why?
- » What is the level of impact to occupants of adjacent and surrounding properties? What mitigation is the applicant proposing to mitigate impact (buffering, setbacks, etc.)?
- » What is the expected impact to natural resources?
- » Can the need for the development be met through other means? Examples include improving rehabilitation and education to reduce the need for jails, or increasing composting and recycling to reduce the need for landfills; and.
- » Are there alternative development forms? Examples include integrating a mix of uses, building a transit-oriented development, and using sustainable design and building materials versus building a conventional large retail center.

- 1.4 **Ensure that new development is adequately served by infrastructure upon completion of the development.** New developments directly impact adjacent transportation and utility infrastructure and may create the need for infrastructure improvements. For example, intersection safety improvements, sidewalk dedication, or bike lanes may be warranted by the addition of new housing. Work with developers to ensure these improvements are constructed before occupancy.

2. Build walkable, compact, mixed-use centers at various scales throughout the city as the preferred form of commercial development.

TO SUPPORT THIS OBJECTIVE:

- 2.1 **Create new zoning districts to implement the various centers and corridor place types.** The city's zoning code can encourage centers and commercial corridor to evolve by addressing, allowing for, and incentivizing appropriate building and site standards such as:

BUILDING DESIGN

- » Orient buildings toward main road
- » Percentage of frontage occupied by building
- » Percentage of building front with windows (transparency)
- » Minimum building height
- » Architectural features to break up long façades

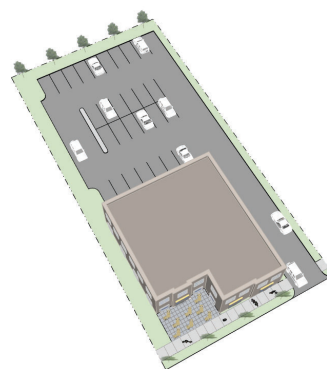
BUILDING PLACEMENT

- » Minimal building setbacks along main roads
- » Maximum side-yard setbacks

SITE STANDARDS

- » Parking lots and drive-throughs at side or rear
- » Reduce minimum required parking
- » Screen parking lots with landscaping
- » Landscape front yards
- » Plant shade trees along street
- » Wide sidewalks and pedestrian amenities

- 2.2 **Proactively rezone target areas in alignment with the Place Types.** Identify priority areas where redevelopment in strategic centers and corridors is desired and implement zoning map changes in those areas that apply appropriate mixed-use districts. Undertaking map revisions proactively rather than incrementally at owner/developer request, should provide an incentive for redevelopment by reducing developer risk. Note that this plan and Place Type map do not change zoning. Any change to zoning is a decision of Chattanooga City Council.



Zoning codes tend to regulate development at the parcel level (as shown above). But most centers will consist of multiple properties. In thinking about these centers as "places," there are several common components that should be part of the design of a successful center:

- » Larger centers such as Village or Town Centers should include a public space or park to create a focal point for development. In all centers, create strategic connections to the existing/planned trails and greenway system to help link surrounding areas to economic activity centers by way of low-stress bicycle and pedestrian facilities.
- » Ensure that larger scale buildings and more intense uses (including retail) are concentrated at major intersections. Development form should transition in massing, height, proportion, and scale away from the "center" toward the surrounding context.
- » Create an interconnected street network for future development and redevelopment if a grid street pattern does not already exist in the area. Well-connected streets should be designed with short blocks. Even when new street connections are not feasible, provide sidewalks, bicycle facilities, or shared-use paths to improve mobility.

2.3 **Utilize financial incentive programs.**

Continue to utilize and Tax Increment Financing (TIF) districts to help finance public infrastructure improvements in targeted centers. Support the creation of new Business Improvement Districts to enhance the maintenance of Chattanooga's centers.

2.4 **Partner to create a catalytic redevelopment project.** In some locations, it may be necessary to the "prove the market" by leading the development of a catalytic project. The city or an institution could form a public-private partnership to redevelop a significant site as an anchor for a center. The city should outline process incentives such as expedited review or financial incentives such as property acquisition they can offer to private developers. A request for proposals will provide options to consider and evaluate redevelopment opportunities that can provide a model for the region. An agreement can then be established between the city and private partner that defines the expectations for supporting the redevelopment project.

2.5 **Use trails and greenway connections to create a focal point for development.** Similar to transit-oriented development, trail-oriented development leverages the city's investments in active transportation infrastructure. In locations where trails meet a major corridor or center, development can be designed to integrate with the trail and support trail users. Zoning standards should incentivize trail-oriented building and site design for development that has direct access (frontage or dual-frontage) to adjacent trails. Trail supportive investments range from:

- » low cost: landscape furnishings, water stations, dog amenities;
- » medium cost: public art, shade structure;
- » higher cost: improved sidewalks and trails, bike and pedestrian bridges, spurs, etc.



TRAIL-ORIENTED DEVELOPMENT. Communities across the country are investing in local trails and reaping the benefits of active transportation and enhanced property values. Through strategies such as public art, outdoor furniture, and trail-themed events, trails can prompt investment in trail-adjacent properties. Several communities have established partnerships, education, and incentives, to provide trail oriented features and maintenance of those features for properties with direct access to trails.

2.6 **Revise parking requirements in Centers to support a shared parking model.** Examine parking requirements for these urban, walkable areas to reduce excessive surface parking lots. Consolidate curb cuts to reduce the potential for traffic congestion and to improve pedestrian safety. For large scale developments (typically over 4 acres) in the Centers, require a network of alleys or streets that connect to the existing street system and a parking plan that includes shared parking and driveways.

3. Encourage redevelopment of underutilized commercial land, particularly along corridors that connect centers.

TO SUPPORT THIS OBJECTIVE:

- 3.1 **Limit future commercial zoning along corridors to prevent "strip development".** Many of the city's existing commercial corridors are characterized by underused parking lots and little to no landscaping. Encourage rezoning of properties along these corridors in line with the Place Type Map. Discourage new single-use commercial zoning that is outside of a designated "center." Use significant intersections as the focal point for density and mix of uses, specifically retail, to create a hierarchy along corridors. These intersections should provide uses, services, and experiences that are appropriate to their locations. Design commercial areas in a compact manner that maximizes pedestrian activity, supports transportation alternatives, and minimizes surface parking needs.

In encouraging these transitions, the city should consider that a zoning map change that reduces development potential on a site could be deemed to be a "taking" and should be avoided. In most cases, transitioning from a single-use commercial zone to a mixed-use or corridor zone would support greater development potential.

- 3.2 **Identify and revise regulatory standards that are barriers for redevelopment.**

Certain zoning regulations may actually prevent redevelopment from occurring such as minimum parking requirements, use restrictions, lot coverage, and other similar regulations. Assessing standards and pursuing appropriate updates to reduce these barriers will make redevelopment easier to pursue.

- 3.3 **Ensure that the zoning code encourages interim (temporary) uses.** Low-cost activation of a space with food trucks, farmer's markets, or similar activities can be a precursor to redevelopment. They offer low-cost and low-risk ways to respond quickly to changing conditions and demands, allow for experimentation, and often lead to permanent investment.

- 3.4 **Meet with key property owners.** Approach property owners in target redevelopment areas to discuss the potential acquisition of key properties or to build awareness of the city's support for redevelopment.



Often redevelopment takes time to materialize and occurs incrementally. Temporary uses such as pop-up retail stores, festival spaces, food trucks, business start-up and shared spaces, can rapidly and efficiently bring underutilized land into productive use.

3.5 **Facilitate the reuse of large footprint commercial buildings for office, light industrial, or "maker" uses.**

Redevelopment may not be the most viable option for all properties. Ensure that zoning regulations do not prohibit the reuse of underutilized commercial structures for other uses.



Big box commercial uses can often be converted to other uses if local regulations allow it. In the above example, a grocery store was repurposed for office and light manufacturing space.

4. Preserve land for industrial uses in suitable locations and sites away from neighborhoods.

TO SUPPORT THIS OBJECTIVE:

- 4.1 **Map zoning districts within industrial Place Types to ensure protection of production and distribution lands and reduce encroachment of incompatible land uses.** The location, size, and operations of industrial businesses should be regulated to minimize impacts on surrounding properties or residents.
- » Create new zoning categories for large industrial uses, or those with the potential to create nuisances, and rezone areas designated as Industrial (IN).
 - » Create new zoning categories for smaller, non-nuisance industrial businesses that can be located convenient to, and be compatible with urban neighborhoods; and rezone areas designated as Maker District (MD) on the Place Type maps.

5. Develop a variety of new housing that is compatible with its context, whether within a mixed-use center, corridor, or existing neighborhood.

TO SUPPORT THIS OBJECTIVE:

- 5.1 **Provide best practice examples and standard plans for ADUs and engage lenders to expand construction financing.** Accessory Dwelling Units (ADUs) are currently permitted as an accessory use to a single-unit detached residence throughout the City of Chattanooga. However, they face barriers to widespread adoption. The development of standard plans which have been preapproved for permitting and the expansion of public financing options are proven methods for establishing "comps" for lenders so that the private sector will take over greater levels of production in the long term. *See details in the 2023 Housing Action Plan.*

- 5.2 **Improve zoning to allow for missing middle housing in single-family neighborhoods, building code and related policies to increase the supply and reduce the cost of new for-sale homes.** Expansion of zoning districts which will allow two, three, and four unit buildings provides several benefits, including providing wealth building opportunities for homeowners, creating transit ready densities, and providing more affordable housing options for renters. *See details in the 2023 Housing Action Plan.*
- 5.3 **Align zoning with Place Type maps to increase the variety of housing options, sizes, and densities in strategic locations.** Rezone properties adjacent to Centers to allow Mixed Residential (MR) development that will support transit and the commercial businesses, and to provide more housing options without infringing on core single-family residential areas.

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

TO SUPPORT THIS OBJECTIVE:

- 6.1 **Ensure development standards create new neighborhoods with a well-connected street network and walkable blocks.** Regulatory updates may include refinements to block-length and connectivity standards. Standards should include minimum dimensions for sidewalks and planting areas between the travel lane and private property. Exceptions to these standards could be accommodated for topography or other natural constraints.
- 6.2 **Identify and fill gaps in the pedestrian and bicycle network within ½ mile of community destinations.** This may include parks, public open space, trails, greenways, and transit stops. Efforts should focus on neighborhoods outside of the central core, where a higher percentage of streets lack sidewalks and bicycle facilities.
- 6.3 **Strengthen connections between new residential neighborhoods and corridors.** Ensure that the design of development along a corridor and new residential development near a corridor provide opportunities for through-connections between the corridor and the surrounding neighborhoods. Those connections could be pedestrian paths or public streets. In corridor development, development standards that promote walkability to nearby neighborhoods, include:
- » Maximum building footprint sizes for mixed-use buildings
 - » Parking in the rear, or to the side, of buildings
 - » Buildings that front directly onto the sidewalk
 - » Sidewalks with shade trees, pedestrian level lighting, benches, and other pedestrian amenities.

Missing Middle Housing Options

Missing middle housing refers to a range of multi-unit or clustered housing types that fall between detached single family homes and mid-rise developments. Missing middle housing types are compatible in scale with detached single-family homes and could provide alternative housing options to meet various lifestyle and affordability needs. The term "Missing Middle Housing" was coined by Opticos Design and is also sometimes referred to as "gentle density." The images below are some examples of missing middle housing.



Duplex

A small- to medium-sized structure consisting of two dwelling units, either side-by-side or stacked one on top of the other, which face the street and have separate entrances.



Fourplex

A medium-sized structure which consists of four dwelling units, typically stacked with two on the ground floor and two above, that face a street and are accessed through a shared entrance.



Multiplex

A medium-sized structure consisting of five to ten side-by-side or stacked dwelling units, typically with a single shared or series of shared entrances.



Townhouse

A small- to medium-sized structure consisting of usually three to eight attached single-family homes placed side-by-side. Each townhome would face the street and be accessed by a private entrance.



Cottage Court

A series of small, detached structures providing multiple units arranged around a shared court that is perpendicular to the street. The shared court replaces the private backyard as a shared amenity by all the units.



Courtyard Apartment

A medium- to large-sized structure consisting of multiple side-by-side or stacked dwelling units accessed from a shared courtyard or series of courtyards. Units may have separate entrances or shared entrances.

7. Expand access to homeownership and support existing homeowners.

TO SUPPORT THIS OBJECTIVE:

- 7.1 **Continue to assist with rehabilitation of older homes to maintain housing stock.** Many lower income homeowners face significant repair costs on older homes that may not be attainable to them, especially older homeowners on fixed incomes. In the long term, this delayed maintenance can have a blighting effect on entire neighborhoods, especially in places where the majority of homes were built around the same time. Expanding programs to provide maintenance assistance to elders and lower-income homeowners both helps keep people in their homes and protects the city's tax base by ensuring neighborhoods don't decline.
- 7.2 **Ensure continued viability and regulatory compliance of naturally occurring affordable housing, including manufactured housing (i.e. mobile homes).** Naturally occurring affordable housing often occurs in older buildings and manufactured homes. Protecting these assets provides significant housing choice, however, affordability should not come at the expense of safety. Establish programs to ensure landlords are keeping up with maintenance and regulatory compliance in order to safeguard housing security for the future.
- 7.3 **Coordinate and streamline existing programs that aid homeowners.** Programs aimed at providing aid to homeowners are a significant boon to wealth building opportunities, especially for those who have previously been shut out of homeownership, including black, indigenous, and people of color (BIPOC) and low-income populations, however programs are often difficult to access. Work to streamline existing programs to ensure equitable access. *See details in the 2023 Housing Action Plan.*

8. Increase the number of affordable, quality rental homes.

TO SUPPORT THIS OBJECTIVE:

- 8.1 **Update local tax increment financing (TIF) policy to include housing affordability requirements.** TIF financing holds significant potential for advancing housing affordability, whether deployed as a direct source of funds or used as leverage to encourage projects to include an affordable component. *See details in the 2023 Housing Action Plan.*
- 8.2 **Establish regulatory incentives (such as density bonuses) for affordable/workforce housing.** Density bonuses require strong market conditions, as such, these incentives will not provide housing in all areas of the city. However, density bonus programs are likely to be successful in Downtown areas and at major transit hubs, providing significant affordability where residents will also have good access to services. *See details in the 2023 Housing Action Plan.*
- 8.3 **Offer tools to small scale developers and provide landlord training in order create, manage, and maintain rental homes.** Establish training programs and small incentives to small scale landlords and encourage BIPOC community members and women to expand their presence in the real estate space.

- 8.4 **Encourage large companies to provide support for employer-assisted housing.** For larger employers, especially those who are located in areas not served by transit, encourage employer assisted or developed housing programs to support workers and expand both rental and homeownership opportunities.
- 8.5 **Work with regional housing partners to ensure that city goals and policies guide implementation of affordable and workforce housing developments.** Ensure good working relationships with the entire affordable and workforce housing development ecosystem to ensure that housing production meets needs.
- 8.6 **Adopt a public land disposition policy and process that prioritizes affordable housing.** Public land is one of the community's greatest assets in leveraging development for community needs. A policy that prioritizes affordability on public parcels sold for development will establish community benefits as a key component of catalytic development within communities.
- 8.7 **Develop zoning and other incentives that offer no-cost incentives to developers for housing developments that enhance affordability.** Taking advantage of an existing state law change championed by the Mayor Kelly's administration, the city can now offer local incentives to builders who agree to create homes that are affordable to more Chattanoogaans.

9. Make homelessness brief and non-recurring.

TO SUPPORT THIS OBJECTIVE:

- 9.1 **Strengthen partnerships with local developers, lenders, philanthropies, and nonprofit organizations.** In many cases, city funding is best leveraged through other organizations that provide direct assistance to the homeless. Ensure partnerships are seamless and meeting the need. *See details in the 2023 Housing Action Plan.*
- 9.2 **Maintain quality data on who is experiencing homelessness.** At the population level, track the changing size, composition, and dynamics of the population experiencing homelessness. Use this information to prioritize resources, test changes to policies, and understand whether efforts are helping to decrease those numbers.

10. Close racial gaps in housing.

TO SUPPORT THIS OBJECTIVE:

- 10.1 **Coordinate with the Department of Equity and Community Engagement to develop a common definition of 'equity' shared across the city.** A shared definition of Equity will support the de-siloing of resources and ensure Equity is pursued in all policies. *See details in the 2023 Parks and Outdoors Plan (POP).*

- 10.2 **Increase available down payment assistance (DPA) provided to potential homebuyers.**
See recommendation 7.3 and details in the 2023 Housing Action Plan.
- 10.3 **Consolidate and streamline owner-occupied repair (OOR) programs to increase impact.**
See recommendation 7.1 and details in the 2023 Housing Action Plan.
- 10.4 **Revise Development Approval Process to reward the provision of affordable housing, Streamline approval process for LIHTC Projects.** Streamline regulatory processes that create barriers to the use of Low Income Housing Tax Credits by developers. While interest rates stay high, these credits can often be the difference for project viability. *See details in the 2023 Housing Action Plan.*
- 10.5 **Fully fund and strategically use Chattanooga's Housing Trust Fund (HTF).** Expand the availability of resources devoted to the production of affordable housing. *See details in the 2023 Housing Action Plan.*
- 10.6 **Expand the availability of home improvement and purchase mortgages from traditional lenders.** *See recommendation 7.3 and details in the 2023 Housing Action Plan.*
- 10.7 **Engage lenders to adapt their mortgage products to address barriers for households facing systemic barriers.** Systemic barriers to access to credit remain an obstacle to expanded BIPOC homeownership. Ensure that lenders are complying with federal law and encourage lenders with a history of discrimination to undertake reparatory activities. *See details in the 2023 Housing Action Plan.*
- 10.8 **Launch Revolving Loan Fund (RLF) to provide acquisition and long-term financing to preserve existing affordable rental homes.** Establish funding to maintain the availability of affordable rental properties throughout the city. *See recommendation 7.2 and details in the 2023 Housing Action Plan.*

11. Improve safety for all users of the transportation system.

TO SUPPORT THIS OBJECTIVE:

- 11.1 **Adopt a Safe System Approach to address and mitigate the inherent risks in a complex transportation system.** Like many communities, fatal and serious injury crashes in Chattanooga disproportionately impact vulnerable road users like young people or seniors who don't drive, and frequently occur in lower income communities. The traditional approach to roadway safety is built on the "E's" foundation of Engineering, Education, Enforcement, etc. which has focused significantly on encouraging individual responsibility. A Safe System Approach, on the other hand, does not treat all crashes the same but aims for elimination of crashes that result in death and serious injuries. See more at visionzeronetwork.org.
- 11.2 **Complete a Safety Action Plan.** The Chattanooga-Hamilton County TPO is in the process of completing a Safety Action Plan (SAP) for the region, funded through the US DOT's Safe Streets For All program. The SAP will identify projects, programs and policies to address safety needs on Chattanooga's most dangerous streets.

12. Make walking and biking attractive and viable transportation options throughout the city.

TO SUPPORT THIS OBJECTIVE:

- 12.1 **Introduce traffic calming measures in strategic locations to reduce traffic speeds and encourage walkability.** Examples may include pedestrian crosswalks and bump-outs. Specific projects are recommended throughout the city within each Area chapter.
- 12.2 **Integrate "complete streets" designs to better connect people to centers and corridors.** Implement "complete streets" strategies to encourage walking and biking. Connect commercial and mixed-use development to residential areas - whether by streets, sidewalks, or greenways. Refer to the street typology in this chapter for guidance on how to incorporate bicycle and pedestrian facilities into street design.
- 12.3 **Update Chattanooga's Major Streets Plan...** to reflect the context-sensitive street typology. The Plan Chattanooga Street typology provides a framework for bicycle and pedestrian facilities consistent with the context of surrounding land use and character. The Major Street Plan will further enable the application of the street typology and provide a systematic process for resolving modal conflicts in situations where right-of-way, cost and other constraints are limiting factors.

13. Create more opportunities for future transit/public transportation.

TO SUPPORT THIS OBJECTIVE:

- 13.1 **Create a system level vision and long-term plan for transit.** Plan Chattanooga identifies a development framework for high capacity transit, but the region lacks a vision and plan for the corresponding infrastructure. Using the base of prior transit studies, this strategic plan should contain a phased approach for budgeting and implementation addressing fixed routes and microtransit, the mobility hub network, parking and the shuttle network. A high-capacity transit component would identify and evaluate candidate corridors, recommend specific modal investments, identify station areas and prepare the city, CARTA and other partners to pursue funding and implementation.
- 13.2 **Explore intercity passenger rail.** The City has been working on a long-term planning and feasibility study tied to passenger rail service. The project would connect Chattanooga to a corridor with stops in Memphis, Nashville and Atlanta — and from Atlanta, dozens of locations across the East Coast. As of early 2026, the \$500,000 research phase of the passenger rail project was coming to a close. This initiative, referred to as the "Sunbelt Atlantic Connector", aims to provide a reliable alternative to highway travel.

14. Increase street connectivity.

TO SUPPORT THIS OBJECTIVE:

- 14.1 **Limit the use of cul-de-sacs in future development.** Fewer dead-end streets provide greater connectivity and redundancy in the travel network disperses vehicular traffic and reduces pressure on arterial streets. Increased connectivity and shorter blocks can make walking and biking more viable by reducing travel distances. Increased connectivity also benefits emergency responders by reducing the response times needed to access residential areas. Increased connectivity is a priority in centers and near schools where multimodal activity and vulnerable users are the greatest.
- 14.2 **Create sidewalk standards according to place types.** These should best serve the character and needs of the surrounding development. Sidewalk standards may define the expected width, buffer, and lighting expectations based on the character of the surrounding development. The street typology in this chapter provides guidance on sidewalk design for different street types and contexts.

15. Celebrate and protect Chattanooga's natural and cultural resources.

TO SUPPORT THIS OBJECTIVE:

- 15.1 **Adopt an agreed upon Natural Resources Ordinance or Policy clarifying a balance between development and natural resources preservation including establishing development standards for the Natural Resources Overlay.** Chattanooga is a great place due to the rivers, mountains, and natural spaces that define the area. Natural resources such as floodplains, wetlands, and steep slopes are important features to preserve to maintain Chattanooga's character. These features also can be risky to develop due to an increase in extreme weather events and stressors that can create major environmental disturbances. Find ways to balance development and natural resources through ordinances, policies, development standards, and the purchase of sensitive lands. Add critical wildlife habitat to the Natural Resources Overlay. *See more in the 2019 Natural Resources Assessment.*
- 15.2 **Establish a density bonus for development that preserves natural resources.** Natural resources provide character and can be an important amenity for development projects. Providing density bonus opportunities for developments that preserve, protect, and enhance natural resources can help balance growth and preservation goals. *See more in the 2019 Natural Resources Assessment.*
- 15.3 **Allow property owners in environmentally sensitive areas to sell the development rights from their land for use on another site and protect the original property through a conservation easement.** Land harboring important natural resources is often privately owned. Incentivizing property owners to sell development rights or to create conservation easements can be an important strategy for preserving and protecting natural resources in Chattanooga. Creating relationships and working with conservation non-profits to negotiate

land donations and easements for parks and open space can help advance conservation goals. *See more in the 2023 Parks and Outdoors Plan (POP).*

- 15.4 **Direct developers to utilize the Planned Unit Development zoning tool when developing in areas of potentially important natural resources.** Planned Unit Developments (PUDs) allow for greater flexibility to address unique development conditions. While a PUD process may be more involved than a typical development process, it that may only be a more feasible way to protect sensitive land or achieve other development goals while allowing a property owner to maximize the potential of their property.

16. Protect ridges and steep slopes.

TO SUPPORT THIS OBJECTIVE:

- 16.1 **Develop an agreed upon definition for what constitutes steep slopes.** The parallel ridges in Chattanooga provide unique natural qualities, and house some of the area's important cultural landscapes. The steep slopes associated with these ridges are environmentally sensitive and require careful planning. A definition for what constitutes steep slopes within the region has not been officially agreed upon. This land classification needs to be defined so it can be mapped, and planning policies can be developed for these areas. *See more in the 2019 Natural Resources Assessment.*
- Slope and ridgeside protection involves a definition of "steep slopes" and corresponding development restrictions tied to those definitions. Those limitations may vary depending on degree of slope or other criteria. Slope protection ordinances vary, with regional examples including:*
- White County, GA (25% slope)*
- Sevier County and Gatlinburg TN (30% slope)*
- 16.2 **Establish land use restrictions for intensive uses such as hospitals, large public assembly spaces, and other intensive non-residential uses on steep slopes.** Steep slopes, especially when developed, are prone to environmental disturbances such as landslides, slope failures, large volumes of runoff, and higher rates of wildfire spread. These areas are not suited for intensive, public uses such as hospitals, libraries, public markets, or other large public assembly spaces. Land use restrictions should be considered for these areas to protect people and property. *See more in the 2019 Natural Resources Assessment.*
- Knoxville, TN (15% and greater slope and at least five acres in size and flatter areas on ridges, including their summits)*
- Ashville, NC (15% or greater)*
- 16.3 **Establish development standards that apply on steep slopes, hillsides, and ridgetops.** Land-related disturbances like clearing and grading can create hazardous conditions on steep slopes including landslides, slope failures, tree falls, major topsoil erosion, and infrastructure failure. To reduce the risk to people and property, establish standards that:
- » Limit the size of contiguous land disturbance
 - » Restricts the amount of clearing, grading, and disturbance permitted at one given time or at certain times of the year on steep slopes,

- » Reduces the square foot amount of contiguous impervious surfaces allowed on steep slopes,
- » Reduces visual impacts to off-site areas, and
- » Requires landscape improvements and vegetated buffers to supplement the current steep slope vegetation policy and planting requirements.

16.4 Establish Fire Wise building and land management standards on steep slopes. The rate of spread of fires in forested conditions is greater and more unpredictable on steep slopes. Thus, these areas are of higher risk for wildfire conditions that are difficult to control and put people and property in potential harm. Develop Fire Wise building strategies that can be implemented with any new development on steep slopes. Work with local fire services to develop land management strategies to reduce the forest biomass around developed areas on steep slopes. Use trails as firebreaks in parks to prevent fires from reaching steep slopes.

16.5 Develop clear requirements for development on steep slopes and develop a special permit process for reviewing projects on steep slopes. Development on steep slopes is challenging and can put people, property and the environment at risk. Requiring engineering reports and stormwater studies is critical to making sure development does not have any adverse effects on the surrounding community. Develop a special permit process for reviewing projects in steep slope areas. Require grading plans and peak flow stormwater requirements for developments on steep slopes. After a project is completed, require a geo-technical report or certificate for steep sloped sites that the slope is free of failures and groundcover has been successfully established. *See more in the 2019 Natural Resources Assessment.*

17. Protect floodplains and wetlands.

TO SUPPORT THIS OBJECTIVE:

17.1 Establish land use restrictions for intensive uses such as hospitals, large public assembly spaces, and other intensive non-residential uses in floodplains. Floodplains and wetlands, especially when developed, are prone to environmental disturbances such as hydric, unstable soils, flooding, and water pollution challenges. These areas are not suited for intensive, public uses such as hospitals, libraries, public markets, or other large public assembly spaces. Land use restrictions should be considered for these areas to protect people and property. *See more in the 2019 Natural Resources Assessment.*

17.2 Establish development standards that limit development in floodplains. Land-related disturbances like clearing and grading can create hazardous conditions in floodplains including flooding and water pollution challenges. To reduce the risk to people and property, establish standards that:

- » Limits the size of contiguous land disturbance
- » Limits the amount of clearing, grading, and disturbance in floodplains,
- » Limits the amount of impervious surfaces allowed in floodplains and the amount of land

disturbance from grading permitted at one give time or at certain times of the year, and.

- » Establish a "zero net increase" in floodplain fill, require compensatory storage to off-set any fill.

See more in the 2019 Natural Resources Assessment.

17.3 Assess, and update if feasible, stormwater fees based on cost of service, density, etc.

Stormwater fees fund necessary infrastructure improvements and treatment capacity. As the city grows and adds impervious cover to watersheds, stormwater infrastructure can become outdated, undersized, and in need of repair. Meanwhile infrastructure maintenance costs continue to rise. Stormwater fees help municipalities keep this critical infrastructure functioning and protect the community from flooding. The city should review its fees with an understanding of current and projected stormwater infrastructure needs and development impacts. *See more in the 2023 Climate Action Plan.*

17.4 Establish development standards that regulate development of land with karst limestone features.

Geologically, karst features are characterized by sinkholes, caves, and underground drainage systems that can quickly transport pollutants into groundwater. The first step in this process is to map the locations of karst features city-wide, then establish development regulations that protect water quality in locations with these features.

17.5 Establish policies and programs to encourage the establishment of Low Impact Development (LID) green infrastructure practices.

LID practices reduce stormwater runoff and improve water quality in creeks and streams. Improvements may include rain gardens, pervious pavement, improved stream buffer protection, invasive species removal, additional planting of native trees, understory, and ground flora. Programs and policies include:

- » Developing a green bond program to support conversion of impervious to pervious surfaces and construct green stormwater infrastructure (*See the 2023 Climate Action Plan*),
- » Establishing green stormwater infrastructure pilot projects in public right-of-way or on public lands,
- » Developing a bonus density incentives program for installing green stormwater infrastructure on new development projects, and.
- » Finding opportunities to add green stormwater infrastructure to existing and proposed parks and parkland.

17.6 Green stormwater infrastructure (GSI) is defined as nature-based solutions that mitigate water quality issues created by urban stormwater runoff.

GSI includes water-soil-plant systems that slow down, infiltrate, and evaporate stormwater, and release cleaner water back into the city storm system. When designed correctly, these system can provide multiple benefits to an area even creating more open space.

17.7 Develop residential buy-out, and home modification and repair programs in flood prone areas.

Historical development practices and lack of regulations led to the creation of neighborhoods situated within floodplains, disproportionately impacting black, indigenous, and other people of color (BIPOC) community members across many cities, including Chattanooga. Programs aimed at offering opportunities for relocation or facilitating the enhancement of homes through upgrades and modifications to elevate above the floodplain can mitigate these

challenges and provide opportunities to either remain in a neighborhood or relocate.

- 17.8 **Develop clear requirements for development in floodplains and develop a special permit process for reviewing projects in floodplains.** Development in floodplains is challenging and can put people, property, and the environment at risk. Requiring engineering reports and stormwater studies is critical to making sure development does not have any adverse effects on the surrounding community. Develop a special permit process for reviewing projects in floodplain areas. Require grading plans and peak flow stormwater requirements for developments on steep slopes. *See more in the 2019 Natural Resources Assessment.*

18. Protect and grow the urban tree canopy.

TO SUPPORT THIS OBJECTIVE:

- 18.1 **Strengthen and clarify the existing protective tree ordinance for city-owned trees.** An improved tree ordinance may include stronger tree preservation requirements specifying the types and sizes of trees that must be preserved or replaced, tree planting requirements, tree protection zones, tree replacement fees, tree canopy protection preservation goals, and other arboricultural standards that must be met in the development process. *See more in the 2023 Climate Action Plan.*
- 18.2 **Establish codified protections and incentives for preservation of privately-owned trees.** Privately-owned trees currently do not have any protection. An improved tree ordinance may include tree preservation requirements specifying the types and sizes of trees that must be preserved or replaced, tree planting requirements, tree protection zones, tree replacement fees, tree canopy protection preservation goals, and other arboricultural standards that must be met in the development process. Incentives may also be used to encourage the preservation of privately-owned trees.
- 18.3 **Establish a development credit program or other incentives for conserving open space and tree canopy that could go towards other landscape requirements.** Allow developers to earn credits for preserving open space and tree canopy. These credits can be used to offset other requirements, such as landscape requirements, either at the same site or another development project. Other incentives, such as density bonuses, tax breaks, or bypassing certain zoning restrictions, may also be established to encourage open space and tree canopy preservation. *See more in the 2019 Natural Resources Assessment.*
- 18.4 **Develop priority tree planting in the public right-of-way and work with city departments and developers to implement pedestrian comfort improvements.** Our urban centers are much hotter than surrounding rural lands during the summer months, but these dense cores are also a place to promote a walkable and a lively public realm. In urban parts of the city with relatively less tree canopy, fund a program to plant/replace street trees. Work with city departments and developers to incorporate street tree planting into other street improvement projects.

19. Ensure residents in all areas of the city have access to high quality parks and greenways.

TO SUPPORT THIS OBJECTIVE *See more about these actions in the 2023 Parks and Outdoors Plan:*

- 19.1 **Establish a Parkland Dedication or Open Space Set Aside Ordinance that requires a certain portion of new development to be dedicated for parks or greenways, or a fee-in-lieu.** Since new development generates a need for additional park space and amenities, developers creating that need should contribute to the cost of providing those amenities. Through the zoning code or other ordinance, the city should require developers to set aside a certain portion of any new development for a public park, greenway, or other public space amenity. This requirement could vary by development type and context (In more urban areas, outdoor dining spaces, pocket parks, art, or seating could be appropriate). If the developer is unable to provide this land or amenity on their site, a fee-in-lieu program may be established. This fee would be put into a special fund to be used for park acquisition and development or to improve existing green spaces.
- 19.2 **Ensure all future planning projects emphasize parks, public space, tree plantings, etc.** Ensure that all city planning efforts emphasize the establishment and development of parks, greenways, and other public spaces. Utilize the Parks and Outdoors Plan (POP) as a guiding document when developing plans.
- 19.3 **Provide incentives or allow developers to bypass certain zoning limitations in exchange for incorporating parkland into their development or contributing to a parks fund.** This type of incentive encourages developers to provide parkland or contribute to a park fund that would be used for park acquisition and development. Incentives may include increased building height, density bonuses, expedited permitting processes, or tax breaks.
- 19.4 **Establish accessibility standards for parks and greenways.** Establishing accessibility standards for parks and greenways is essential to ensure that these public spaces are inclusive and welcoming to all members of the community, regardless of age, ability, or mobility. By implementing such standards, the city can promote equitable access to nature, recreation, and social interaction, fostering a sense of belonging and well-being among residents while meeting the diverse needs of their population.
- 19.5 **Update park rules and ordinances to ensure they promote activation, like local vendors and events.** Currently, Chattanooga park rules may inhibit the activation of park spaces. For example, the selling or offering of goods and services or hosting an event is disallowed without required permits. Revisiting park rules and relaxing these restrictions or simplifying the permit process may encourage usage of parks.
- 19.6 **Acquire former industrial properties and brownfields for preservation or future park land.** Transforming former brownfields into parks revitalizes abandoned or contaminated land and mitigates environmental risks. The city should seek opportunities to acquire former industrial sites where those sites are no longer ideal for industry due to proximity to residential areas or floodplains. Portions of some sites could be used for other development (residential or commercial) while large portions could be conserved as parkland.

- 19.7 **Prioritize system improvements in areas of the city with a history of underinvestment in parks and other public services.** Analyze public and private spending both historically and on an annual basis to evaluate the equity of investments in parks improvements and programming. Adjust as needed to ensure equitable distribution of resources.
- 19.8 **Establish design and management guidelines to ensure all parks meet minimum standards for quality, amenities, programming, and maintenance.** Develop written design guidelines for all park classification types to establish a service standard for new parks and park improvements. Develop written management plans for all park classification types to establish a baseline standard for maintenance.
- 19.9 **Launch a ‘Safe Routes to Parks’ program that creates equitable sidewalk, bike lane, and transit connections to parks.** ‘Safe Routes to Parks’ programs will analyze how safely and easily community members can access parks and greenways without the use of a vehicle and uses that analysis to prioritize the development of sidewalks and other pedestrian safety features to create safer routes from neighborhoods to parks.
- 19.10 **Advance greenway development and public access within easement corridors.** Utility easements, such as overhead electric utility easements, are opportunities to establish publicly accessible greenways. Greenway development within easement corridors maximizes the use of existing infrastructure to help create interconnected networks. Ensure that the surface rights of these easements are preserved wherever they are taken by the city.
- 19.11 **Collaborate with CARTA, other city departments and Regional Planning Agency to continually identify new opportunities to connect parks and greenways to active and public transportation networks.** Chattanooga’s greenways are a critical piece of the city’s active transportation system, and as such, should connect to major public transportation networks to allow citizens to utilize greenways for everyday trips and commutes.
- 19.12 **Develop a Shared Use Agreement template to encourage public and private entities to permit public access to their park and outdoor amenities.** Many public and private entities, such as schools and non-profits, own and maintain their own recreational facilities. The city may partner with these organizations to provide public access to these amenities when the organization is not using them, for example, allowing for the public to access school playgrounds after school hours.
- 19.13 **Work with homeowners associations to allow for the construction and maintenance of public trail facilities on private homeowners association (HOA) land.** The city may enter into formal agreements with HOAs that support interconnected greenways by allowing for the establishment of publicly accessible greenways on HOA property.
- 19.14 **Create a system-wide plan for parks historical and cultural features.** Creating a cultural and historical plan for the Chattanooga parks system is essential to preserving the city’s rich heritage and fostering a deeper connection between residents and their environment. Chattanooga’s parks are uniquely tied to the region’s history, from its Native American roots to its pivotal role in the Civil War and industrial growth. By integrating cultural and historical elements into park planning, the city can enhance educational opportunities, promote tourism, and celebrate its diverse narratives. This approach ensures that these stories are preserved for future generations while enriching the community’s sense of identity and pride.

- 19.15 **Establish policy for urban agriculture on city parks and other city-owned lands.** Urban agriculture in Chattanooga's parks and publicly owned lands offers an opportunity to promote community engagement, food security, and environmental sustainability. By integrating community gardens or edible landscapes into public spaces, residents can access fresh, locally grown produce while fostering a sense of stewardship for their environment.

Chattanooga is North America's first National Park City. This plan's goals, objectives, and actions are opportunities to connect to the National Park City work and find ways to support that effort. Find out more at: ChattanoogaNationalParkCity.org.

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