

City of Red Bank

COMPREHENSIVE PLAN

2045



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CITY OF RED BANK

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EXECUTIVE SUMMARY



About the Project
Red Bank Today
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Needs & Opportunities
Goals
Vision

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Conclusion

EXECUTIVE SUMMARY

The City of Red Bank Comprehensive Plan is the City's overarching policy statement and blueprint for the community's future. The plan captures Red Bank's long-term aspirations and provides targeted goals, needs, and opportunities that are realistic, practical, and achievable to ensure the plan is oriented for implementation.

ABOUT THE PROJECT

The plan builds on past efforts, notably updating the *Red Bank Plan: 2035*, and is aligned with regional planning initiatives. It incorporates key elements such as land use, mobility, housing, economic development, parks and recreation, and infrastructure improvements. The overarching goal is to enhance livability, foster economic vitality, and ensure responsible stewardship of the city's resources. The comprehensive plan breaks down the recommendations into the following elements that were highlighted as priorities from the community input process:

- ◆ Land use
- ◆ Mobility
- ◆ Parks, recreation, & open space
- ◆ Housing
- ◆ Economic development



Community input at the Kickoff Meeting

RED BANK TODAY

Red Bank is a well-established community with a stable population, vibrant neighborhoods, and a growing local economy. Despite its proximity to Chattanooga, Red Bank maintains a strong identity and offers residents a balance between small-town charm and urban convenience.

Key demographic trends show a gradual increase in younger professionals and retirees, reflecting the city's appeal across different age groups. However, limited housing options and aging infrastructure pose challenges. The plan addresses these issues while leveraging opportunities for thoughtful growth and redevelopment.

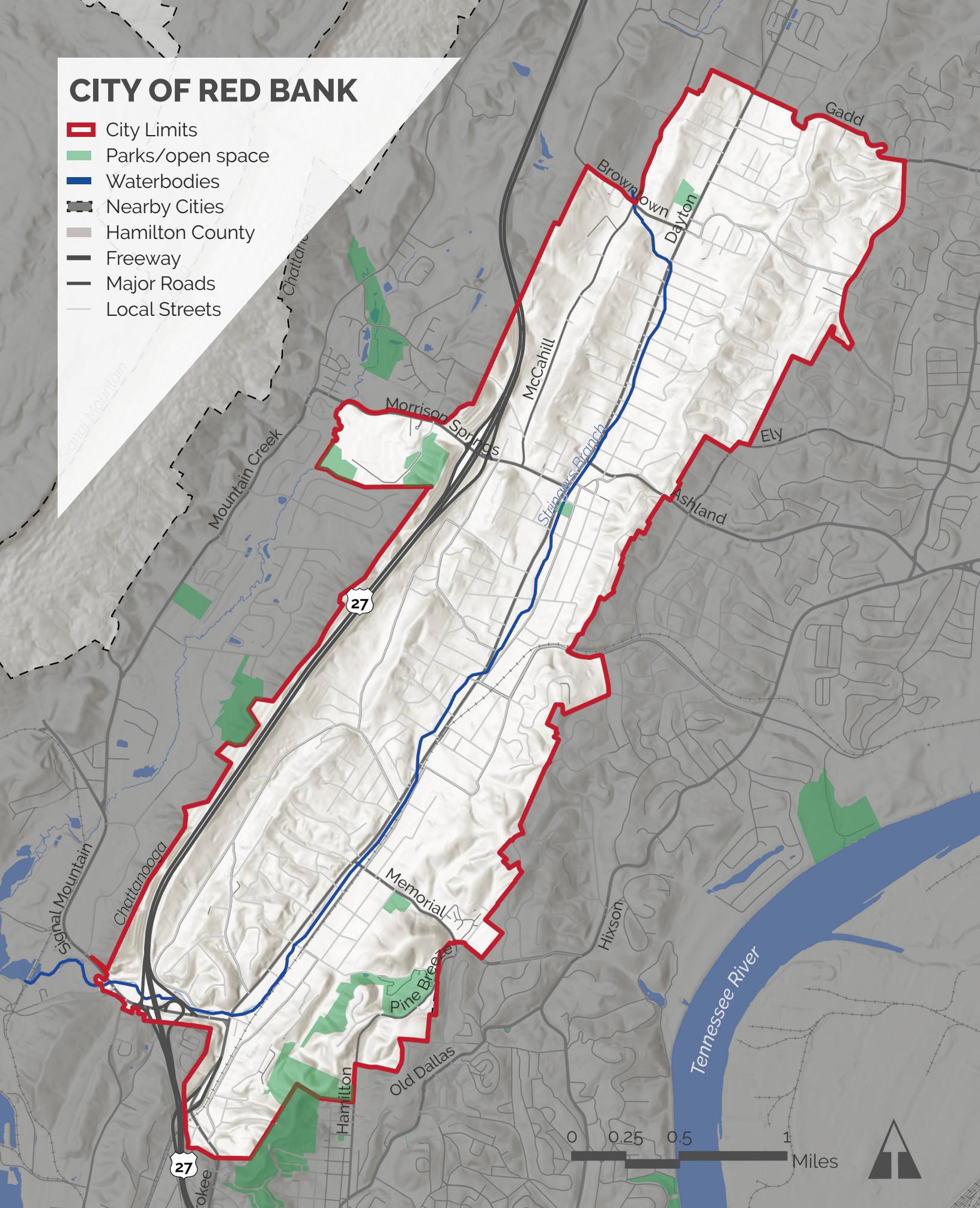
COMMUNITY INPUT

The planning process involved extensive public outreach through surveys, stakeholder interviews, a steering committee, pop-up events, and public workshops. Residents identified several priorities that informed the plan's recommendations, ensuring alignment with community aspirations:

- ◆ Balanced, strategic growth that maintains affordability and community character.
- ◆ Enhanced mobility, including pedestrian and bicycle infrastructure.
- ◆ Improved infrastructure such as parks, public facilities, and appearance of public streets.
- ◆ Updating zoning regulations to allow for diverse housing, including smaller dwelling units and options for young families and long-term residents to remain in Red Bank as they age.
- ◆ Additional public facilities and community spaces.
- ◆ Economic revitalization, particularly along Dayton Boulevard.
- ◆ Beautification, greenspace preservation, and environmental restoration.
- ◆ A vision for the former Red Bank Middle School site into a central community gathering space.

CITY OF RED BANK

- City Limits
- Parks/open space
- Waterbodies
- Nearby Cities
- Hamilton County
- Freeway
- Major Roads
- Local Streets



NEEDS & OPPORTUNITIES

The plan identifies key needs and opportunities across multiple sectors:

NEEDS

- ◆ Better places for community celebrations
- ◆ More public amenities
- ◆ Safer ways to walk and bike
- ◆ More things to do
- ◆ Housing options for all stages of life
- ◆ Approach growth with a strategic mindset
- ◆ Revamp empty strip malls
- ◆ Beautify the city
- ◆ Preserve communal greenspace
- ◆ Protect Red Bank's natural resources

OPPORTUNITIES

- ◆ Celebrate Red Bank's small-town feel
- ◆ Upgrade infrastructure for growth
- ◆ Connect neighborhoods to destinations
- ◆ Explore creative transit options
- ◆ Build a livable city by tailoring housing solutions
- ◆ Increase civic spaces for public use
- ◆ Leverage proximity to Chattanooga
- ◆ Support local businesses
- ◆ Expand on Stringers Branch restoration
- ◆ Increase access to the outdoors

GOALS

The following goals address the needs and opportunities and guide the recommendations of the comprehensive plan:

- ◆ Identify nodes and destinations to enhance community connections and foster economic growth.
- ◆ Allow and incentivize quality redevelopment that promotes a variety of uses along Dayton Boulevard.
- ◆ Foster a viable local economy that supports existing businesses and attracts new ones.
- ◆ Generate branding and marketing strategies for Red Bank that celebrate and elevate its uniqueness.
- ◆ Provide a range of housing types that are attainable for people of diverse economic backgrounds.
- ◆ Improve multi-modal transportation networks.
- ◆ Invest in parks and open spaces by prioritizing planning, increasing resources, and expanding accessibility.
- ◆ Promote beautification throughout the city.
- ◆ Increase efforts to create and maintain a healthy environment.



Jubilee attendees stopping by the pop-up to provide feedback on the plan's draft needs, opportunities, and goals.

VISION OVERVIEW



VISION

Red Bank envisions a vibrant, inclusive, and resilient community that balances growth with quality of life. The City seeks to:

- ◆ Focus change along a dynamic, high-quality greenway along Dayton Boulevard and Stringers Branch.
- ◆ Maintain the character of residential neighborhoods.
- ◆ Expand multimodal connectivity and network safety.
- ◆ Improve Dayton Boulevard through right-sizing, streetscape improvements, and bicycle and pedestrian infrastructure.
- ◆ Beautify the city through placemaking, streetscaping, updated design standards, and high-quality developments and redevelopments.
- ◆ Create a connected network of parks and greenspaces that enhances community well-being, integrates with new developments, and maximizes accessibility across Red Bank.
- ◆ Diversify and balance housing to support growth, preserve community character, and expand options for all residents.
- ◆ Build a thriving, walkable economy that fosters local businesses, attracts investment, supports additional investment in the city, and helps fund more public amenities.

IMPLEMENTATION

The plan outlines key projects to be implemented over the next two decades to achieve the recommendations. These include:

- ◆ **Updates to land use regulations to support the vision of the comprehensive plan.***
- ◆ **Next steps for implementing the Boulevard Greenway project.***
- ◆ **Next steps to implement the small area study for the former Red Bank Middle School.***
- ◆ Future planning efforts to improve the mixed-use centers along Dayton Boulevard.
- ◆ Intersection improvements, roadway projects, bicycle and pedestrian projects to encourage pedestrian-friendly, multi-modal, and improved streetscapes.
- ◆ Housing Initiatives to increase Red Bank's housing inventory, encourage a wider range of housing options for all, allow economic uses within residential neighborhoods, and continue to improve the overall appearance of Red Bank's neighborhoods.
- ◆ Economic development initiatives to increase economic development capacity, diversify and increase tax revenue, reimagine the commercial environment with the Boulevard Greenway, and foster entrepreneurship and encourage small business formation and growth.

*Priority Project



Bicycle Boulevard (NACTO)

WHO IS INVOLVED IN IMPLEMENTATION?



Citizens

Participate in the public process to share their ideas

City Staff

Implement public policy to ensure things are on track



Elected Officials

Create legislation and carry out plans

Community Partners

Work with the City to achieve shared goals



Interest Groups

Work to advance community goals and influence public policy

Private Sector

Fund and carry out projects outside the City's jurisdiction



NEXT STEPS

To realize the plan's vision, the City will adopt an implementation framework that includes:

- ◆ Annual Progress Reviews: Ensuring alignment with evolving community needs.
- ◆ Partnerships: Collaborating with regional agencies, private sector partners, and local organizations.
- ◆ Funding Strategies: Leveraging grants, public-private partnerships, and municipal investments.
- ◆ Policy Adjustments: Making necessary amendments to zoning and regulatory frameworks to support long-term goals.

CONCLUSION

The Red Bank Comprehensive Plan 2045 serves as a guiding document for shaping the city's future. By implementing its recommendations, Red Bank will cultivate a dynamic and livable community where residents can thrive. Through proactive planning, strategic investments, and ongoing community engagement, the City is setting itself up for a prosperous future that honors its past while embracing innovation and growth.



01

INTRODUCTION



WHITE OAK PARK

What is a Comprehensive Plan?

Red Bank History

Red Bank Demographics

Using this Document

INTRODUCTION

WHAT IS A COMPREHENSIVE PLAN?

The City of Red Bank Comprehensive Plan is the City's overarching policy statement and blueprint for the community's future. The plan captures Red Bank's long-term aspirations and provides targeted goals, needs, and opportunities that are realistic, practical, and achievable to ensure the plan is oriented for implementation.

SCHEDULE

The planning processes for the comprehensive plan and small area study formally kicked off in January of 2024 when the consultant team met with City staff and leadership to outline goals. The planning team immediately began collecting community input through stakeholder interviews and analyzed the city's existing conditions across each element.

The Public Kickoff Meeting in March 2024 introduced the project to the broader community, and five more community meetings occurred throughout the planning process. These meetings were a combination of workshops and pop-up events concluding in the Open House. Workshops were used to collect detailed input while pop-ups were used to confirm recommendations were headed in the right direction and gather clarification on outstanding questions.

The community engagement informed the development of plan recommendations throughout the summer and fall. After refining the plan in the winter, the Draft Plan Open House gave residents and stakeholders a final opportunity to provide input in January 2025.

PROJECT SCHEDULE

2023 2024

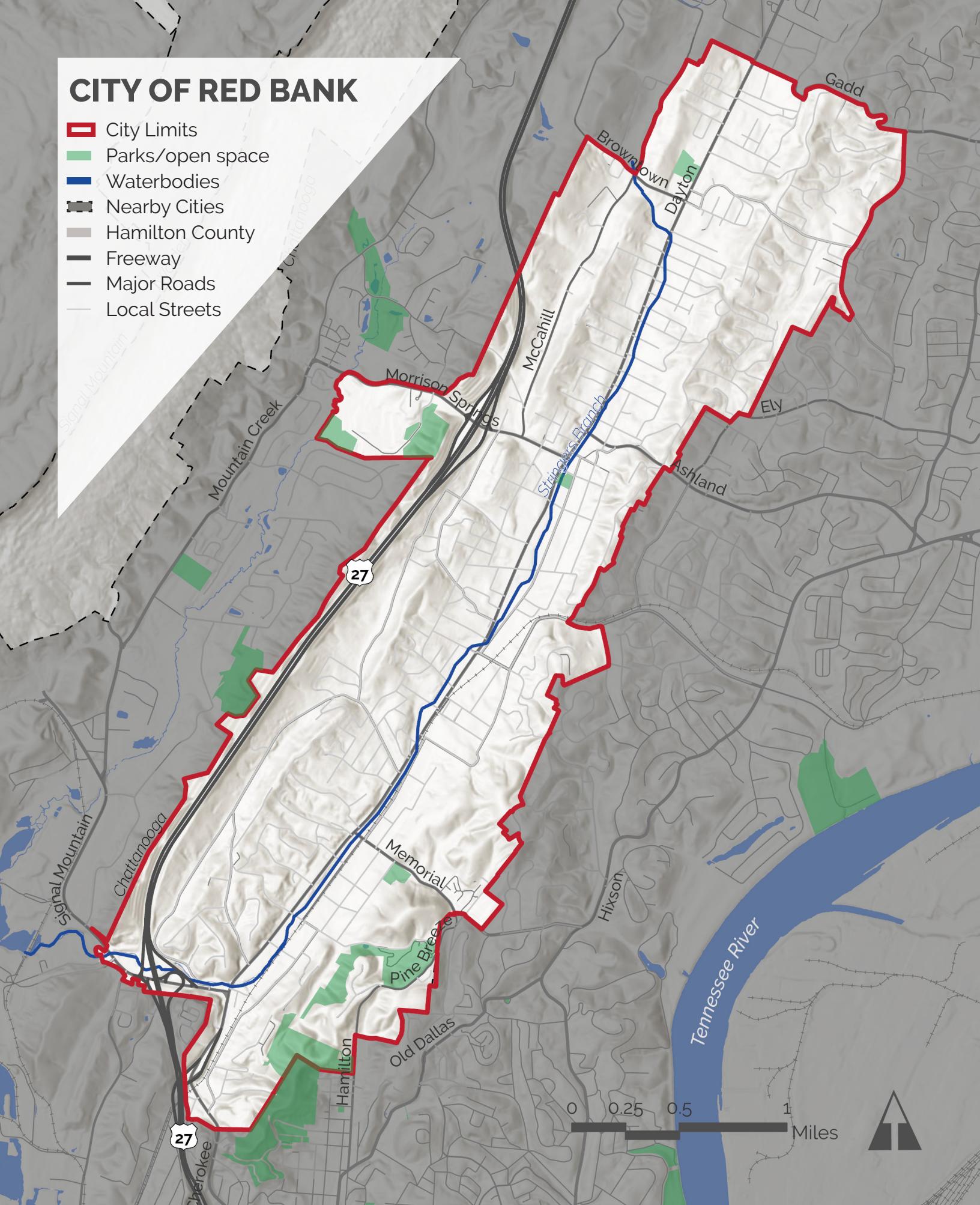


2025



CITY OF RED BANK

- City Limits
- Parks/open space
- Waterbodies
- Nearby Cities
- Hamilton County
- Freeway
- Major Roads
- Local Streets



RELATIONSHIP TO OTHER PLANS

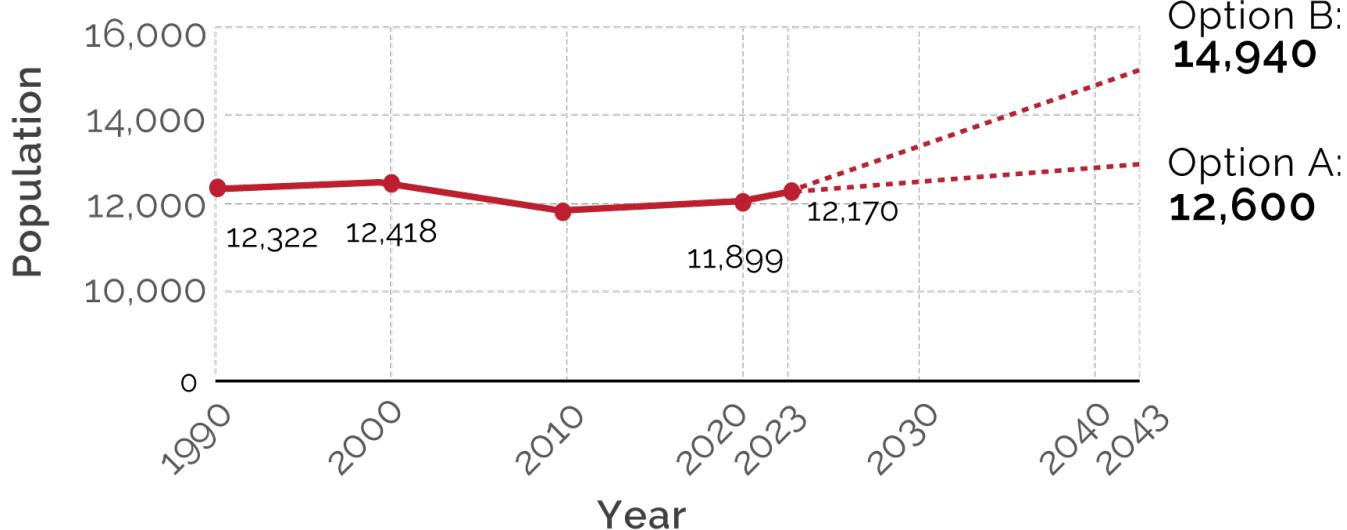
This planning effort significantly updates the *Red Bank Plan: 2035*, the City's previous zoning study and land use plan completed in 2014. The team reviewed several other Red Bank-focused and regional plans to ensure the City aligns with neighboring Chattanooga and takes advantage of regional opportunities. This current plan synthesizes key projects identified in the plan review process, integrating them into one easy-to-use document for the City, its regional partners, developers, and residents to use moving forward. A summary of each plan that was reviewed can be found in the appendix.

RED BANK HISTORY

Red Bank's history is deeply rooted in its early settlement and natural landmarks. Originally known as "Pleasant Hill," the area's name changed in 1881 when a local post office was established, as "Pleasant Hill" was already in use elsewhere. The wife of the first postmaster chose the name "Red Bank," inspired by the distinctive red clay ridges visible from her house.

Before the establishment of the post office, the area played a role in significant historical events. During the Civil War, General Sherman's troops encamped near "White Oak Spring" to secure vital supplies before the Battle of Missionary Ridge. The spring continued use as a water source laid the groundwork for development in the region. The name "White Oak" endures in landmarks such as the White Oak Ridge Connector Trail, White Oak Park, and local churches.

POPULATION PROJECTIONS: 2043



Incorporation came in 1955 when the communities of Red Bank and White Oak joined as "Red Bank-White Oak." However, in 1966, the city voted to simplify its name to "Red Bank." Since then, it has grown into a sought-after haven, blending the charm of small-town life with a close-knit community and convenient access to the nearby city's amenities.

DEMOGRAPHICS

CONSISTENT POPULATION

Red Bank, home to 12,170 residents, has maintained a stable population over the past 30 years despite the surrounding area's growth. Chattanooga's population has increased by 10 percent since 2010, while Red Bank's grew by just 3 percent. The city's racial composition has remained consistent, with a slight rise in the multiracial population between 2010 and 2020.

CHANGING DEMOGRAPHIC MAKEUP

In 2022, 19 percent of Red Bank's residents moved homes within or to the city, with most new arrivals coming from elsewhere in Hamilton County and 6 percent relocating from out of state. The city has seen an increase in residents aged 25-44 and 55-74, reflecting key life stages such as family formation, career progression, and retirement. Although the number of children in Red Bank has declined, the growing 25-44 age group suggests potential future growth in this demographic.

Educational attainment in Red Bank has risen significantly. In 2022, 43 percent of residents held a bachelor's or advanced degree, doubling since 2010 and surpassing both Chattanooga and Hamilton County averages.

Economically, Red Bank is predominantly middle-class, with a median household income of \$59,027, comparable to Chattanooga but below Hamilton County as a whole. Adjusted for inflation, median income rose from \$45,500 in 2010 to \$59,000 in 2022. The younger working-age population has seen notable income growth, with 42 percent earning over \$75,000 in 2022, up from 14 percent in 2010.

HOW IS RED BANK'S POPULATION EXPECTED TO CHANGE OVER THE NEXT 20 YEARS?

Based on current conditions and forecasted regional growth, Red Bank is expected to grow over the next 20 years. However, Red Bank has an opportunity to guide how much growth occurs to align with community goals.

Population projections show that between 2023 and 2043, Red Bank's population will grow by at least 5 percent, or approximately 400 new residents if existing development policies remain in place. However, more aggressive projections show that Red Bank's population could increase by 25 percent or approximately 2,700 new residents. Red Bank's actual 2043 population will largely be determined by how much additional housing supply is allowed or encouraged to be built within the city.

If the city's average household size (2.04 residents per household) remains unchanged, Red Bank's future growth could support the construction of up to 1,300 new residential units by 2043. Shifts in broader socioeconomic patterns and preferred housing types may influence future household sizes.

These population growth estimates blend projection models to understand how the population may grow in the coming years. However, it is essential to remember that these figures are merely projections, and population growth could vary considerably based on future market forces and economic conditions in the region and

country. Future residential development and the community's appetite for growth will be the primary factors for the magnitude of Red Bank's population growth in the coming decades. Considerations for why the community may choose to embrace growth can be found on page 69 of this document.

USING THIS DOCUMENT

This document delves into five crucial aspects of city planning:

- ◆ Land use
- ◆ Mobility
- ◆ Parks, recreation, and open space
- ◆ Housing
- ◆ Economic development

Each chapter focuses on one element, examining current conditions; identifying needs and opportunities; and setting out goals, objectives, and recommendations. These elements collectively shape the implementation chapter, which emphasizes key policies, projects, and capital improvements. The final implementation matrix presents a community work program, outlining short-, medium-, and long-term tasks, along with responsible parties, potential funding sources, and estimated costs.

This plan serves as a vital tool for guiding decisions on land use, zoning, infrastructure, and community programs. By referencing the plan during project evaluations and policy development, decision-makers can ensure that future growth aligns with the community's vision and goals. The executive summary provides a concise overview of the plan's key points.



02

COMMUNITY INPUT

WHAT IS YOUR BIG IDEA FOR THE FUTURE OF RED BANK?

RBMS SITE:
PUBLIC SPACE.
ALL 12 ACRES.
ALL OF IT.

WHAT MAKES RED BANK SPECIAL?

CULTURAL AND ECONOMIC DIVERSITY.

COULD CHANGE ONE THING ABOUT RED BANK...

DEWALKS.
MORE OF THEM.

WHAT MAKES RED BANK SPECIAL?

Family-friendly
Community

WHAT MAI BANK SP

Small busi

IF I COULD CH ONE THING A RED BANK

More par

Community Input Process What We Heard Community Input Summaries

COMMUNITY INPUT PROCESS

Community input is key to ensuring that the **comprehensive plan reflects the community's values**. By gathering a broad range of feedback, the Red Bank City Commission can trust that the plan will effectively guide decisions about future development.

To hear from as many people as possible, multiple avenues for input were provided for residents, business owners, and visitors to share their ideas and thoughts. The timeline for the community input process is outlined below.

OUTREACH METHODS

The planning team hosted a variety of in-person and virtual activities to make sure participation was easily accessible. Outreach methods included a dedicated page for project updates and past meeting materials on the City's website, an online survey, public meetings, and pop-up events.

MARKETING TACTICS

The planning team worked with City staff to widely advertise opportunities for community engagement. To get the word out, the team leveraged the City's website, used social media, attended local events, and installed yard signs and street banners around the city. Some materials were translated to reach residents and stakeholders who speak Spanish as their primary language.

OUTREACH METHODS



STAKEHOLDER
INTERVIEWS
& STEERING
COMMITTEE



COMMUNITY
SURVEY



PUBLIC
MEETINGS
& POP-UP
EVENTS



ONLINE AND
IN-PERSON
MARKETING
EFFORTS

COMMUNITY INPUT PROCESS TIMELINE



WHAT WE HEARD

KEY THEMES

Across the various public engagement events, the planning team heard many of the same opportunities and challenges repeatedly. The following identifies the key themes across the feedback. **These themes collectively shape the community's vision for Red Bank, emphasizing balanced growth, improved infrastructure, enhanced public spaces, and celebrating its strong community ties.**

Public Engagement and Participation

High priority was placed on broad public engagement throughout the planning process, ensuring that the plan aligns with community needs and goals.

Balanced Growth

Red Bank is seen as having strong potential for growth due to its desirable location, close-knit community, and remaining developable spaces, attracting interest from new residents and developers. Residents desire to plan for this growth, while protecting Red Bank's benefits today including affordable housing options, close community ties, and local businesses.

Mobility and Connectivity

Residents want to have more mobility options throughout the city, particularly along Dayton Boulevard and from the neighborhoods to key destinations. There is a strong focus on safety, pedestrian and biking infrastructure, and increasing ability to walk or bike to neighborhood amenities.

Need for Improved Infrastructure

In addition to improved multimodal facilities, there was a call for enhanced infrastructure overall, such as improvements to existing parks, public facilities, and appearance of public streets.

Zoning and Housing Challenges

People felt the current zoning code is restrictive for building diverse housing options, especially building smaller dwelling units and accessory dwelling units. There is a desire to update codes to expand affordable housing options, particularly for seniors and new families.

Revitalization through Economic Development

There is a strong desire for new economic development policies to revitalize empty storefronts and old strip malls to celebrate and support existing small businesses and attract businesses that support local needs.

Need for Additional Public Facilities and Community Spaces

Residents expressed a need for more public facilities, such as a library, larger gathering and event spaces, and more park space.

Environmental Protection and Beautification Efforts

Residents emphasized the importance of preserving and expanding greenspaces, pursuing ecological restoration and stormwater management efforts, and beautifying the city to make it more attractive and livable.

Vision for the former Red Bank Middle School site

There is broad support for transforming this site into a central community gathering space that features mostly open space with supportive uses of civic, educational, and commercial/retail space. While residents were open to expanding residential growth across the city, they did not think it was an appropriate use for this site.

COMMUNITY INPUT SUMMARIES

STAKEHOLDER INTERVIEWS

Stakeholder interviews provide a foundation for creating inclusive, realistic, and community-supported plans. When completed early in the process, they help ensure the planning process is well informed, participatory, and aligned with the community's needs and goals. For this plan, 11 stakeholder interviews were conducted in both one-on-one and group settings. These individuals included community leaders, City leadership, local business owners, developers, Red Bank High School students, and other residents. The planning team asked stakeholders questions regarding the opportunities, challenges, and aspirations for the City to inform the comprehensive plan and small area study.

KEY TAKEAWAYS

Key takeaways from the stakeholder interviews include:

- ◆ Red Bank has potential to grow. Its strong community ties, unique homes, and remaining developable space attract interest from new residents and potential developers.
- ◆ Red Bank needs better pedestrian and bike paths, both within the city and connecting to Chattanooga.
- ◆ Red Bank's zoning code makes it challenging to build a variety of housing types. Updating the code to allow for more housing types could provide more affordable options for seniors and new families.
- ◆ Red Bank needs new economic development policies to fill empty storefronts, revitalize old strip malls, and celebrate existing small businesses.
- ◆ Red Bank's community ties would benefit from more public facilities. Stakeholders desired a library, improvements to the public pool, larger public spaces for gathering and events, and more accessible parks.

SMALL AREA STUDY FINDING

There were many different ideas for the future of the former Red Bank Middle School site, but many agreed it should serve as a central gathering space for the community with ample greenspace.

WHO IS CONSIDERED A STAKEHOLDER IN RED BANK?

Anyone with a vested interest in the city, including residents, business owners, community groups, and government agencies



STEERING COMMITTEE MEETINGS

Steering committees help direct the planning process through guiding the development of goals, providing insight on key decisions, and ensuring recommendations are feasible and aligned across departments and partner groups. The City chose representatives from City departments, the City Commission, and the Planning Commission to serve on the steering committee. The responsibilities of the steering committee were to:

- ◆ Represent their group or agency's interests.
- ◆ Contribute to developing plan recommendations.
- ◆ Provide feedback on plan recommendations.
- ◆ Assist with community outreach.

The steering committee met three times throughout the process.

STEERING COMMITTEE MEETING #1

The first steering committee meeting occurred at Red Bank City Hall on February 7, 2024. The objective of the meeting was to introduce the comprehensive plan and the small area study processes, their role as the steering committee, the project schedule, and the public participation plan. The meeting included questions about Red Bank's strengths, needs, and opportunities to identify potential goals for the comprehensive plan and small area study processes.

KEY TAKEAWAYS

The most important takeaway was that broad public engagement was a high priority for the planning process. The steering committee also identified initial draft goals for the plan related to:

- ◆ Expanding housing options.
- ◆ Addressing economic development needs.
- ◆ Improving Dayton Boulevard through safety interventions and streetscaping improvements.
- ◆ Exploring policies and programs that can transform Red Bank into a destination.

STEERING COMMITTEE MEETING #2

The second steering committee meeting occurred at Fire Station #2 on July 16, 2024. The objective of the meeting was to review the draft plan goals, needs, and opportunities as well as to provide feedback on the activities for the first community workshop.

KEY TAKEAWAYS

- ◆ The goals, needs, and opportunities received positive feedback. Language related to housing was updated to ensure it considered current staff capacity.
- ◆ The proposed workshop activities were well received, and several updates were made to the instruction diagrams for additional clarity.

STEERING COMMITTEE MEETING #3

The third and final steering committee meeting occurred at the Red Bank Community Center on November 13, 2024. The objective of the meeting was to collect detailed feedback on the initial draft comprehensive plan and two preliminary illustrative visions for the small area study.

KEY TAKEAWAYS

Overall, the committee expressed positive feedback for the draft comprehensive plan. Most of the feedback focused on areas of refinement for the place type maps and mobility framework. Larger, plan-wide feedback focused on better integrating the City's Complete Streets Policy, ensuring policies allow for a variety of housing types, reducing parking requirements, and considering stormwater and flood zones with increased density.

SMALL AREA STUDY FINDING

The steering committee also provided specific feedback on the layout of various elements in the two preliminary illustrative visions for the small area study. The visions' programming elements received broad support and discussion focused on the best arrangement of those elements to meet community needs, ensuring parking is provided for future development sites, and providing connectivity for the neighborhood. Suggested changes were incorporated into both illustrative visions, which were presented at the 2024 Christmas Festival for public input.

CHRISTMAS POP-UP 2023

Before the planning process officially started, the planning team attended Red Bank's annual Christmas Festival and Parade on December 1, 2023. This pop-up was an opportunity to introduce and promote the upcoming planning process informally. The team also gathered initial feedback on the city's strengths, challenges, and opportunities. More than 40 people stopped by the tent to learn about the project and share their thoughts on Red Bank.

Key opportunities were identified for the future of Red Bank such as enhancing its infrastructure, creating economic vibrancy, and offering more community amenities.

KEY TAKEAWAYS

- Residents view Red Bank's community and neighborhood feel as its top strength. They also like the city's events, location, future potential, and civic leadership.
- Residents are concerned about walkability and transportation issues. They specifically cited the lack of connected sidewalks, bike lanes, transit, and crosswalks as reasons for the issues.
- Residents were also concerned about enhancing downtown to bring more amenities and services.



A community member discusses Red Bank with a project team member at the first Christmas Pop-up.

PUBLIC KICKOFF MEETING

The Public Kickoff Meeting took place on March 14, 2024 at the Red Bank Community Center. Over 100 people attended the meeting, which was advertised to the public on the City's website and Facebook page, and through marketing signs posted across Dayton Boulevard and throughout the city.

The meeting began with a presentation reviewing the comprehensive plan and small area study processes and key findings of the existing conditions analysis. Those who were unable to attend in person could find the presentation slides and recording of the meeting on the City's website.

After the presentation, participants provided input on both the comprehensive plan and small area study. Using cards with different prompts, participants identified strengths and areas for improvement across the city, which expanded the initial list of needs and opportunities for the plan. Participants informed the initial stages of the small area study by voting for their desired land uses and features for the former Red Bank Middle School site through a series of visual preference surveys.

KEY TAKEAWAYS

The community identified the following needs and opportunities for Red Bank:

- It is important to maintain Red Bank's small-town feel despite its proximity to Chattanooga.
- The community wants to protect greenspaces and create larger community gathering areas. Current opportunities are not accessible to all residents.
- There is a lack of public transportation connecting Red Bank and Chattanooga.
- Dayton Boulevard needs improvements, including more safety features, biking and walking infrastructure, and overall beautification.
- Participants want to see vibrant, small businesses come to Red Bank and revitalize vacant areas.
- Participants identified sustainable growth and increased housing options as challenges for the future of the city.

SMALL AREA STUDY FINDING

The community showed strong support for greenspace and civic uses and less support for commercial and residential uses. The results from the activity identified native gardens, an open lawn, and space for pop-up events as the most popular features the community would like at the site.



Community members at the Public Kickoff Meeting presentation.



These cards directed residents to share Red Bank's strengths and weaknesses.



Visual preference surveys helped the team identify priority uses and programming for the small area study.

SMALL AREA STUDY SURVEY

Surveys are valuable tools for engaging a broad range of residents and stakeholders. Following the Public Kickoff Meeting, the planning team launched the community survey to further explore the vision for the former Red Bank Middle School site and inform the small area study.

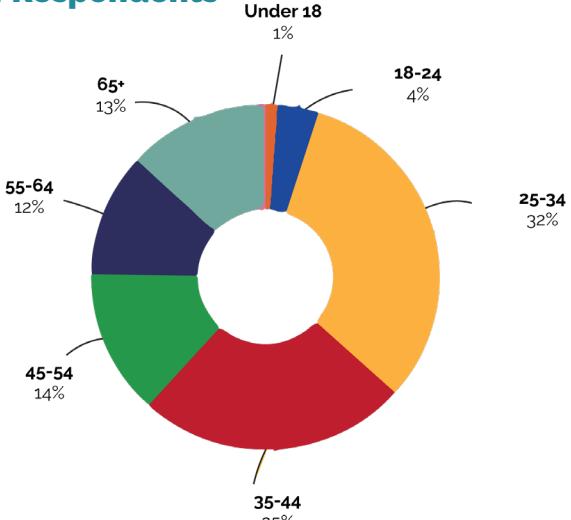
The kickoff meeting revealed varying perceptions of the site and its potential as a central node; in response, the planning team used the survey to take a deeper dive into balancing community expectations with long-term financial feasibility.

This survey served as a critical pivot in the public engagement process, ensuring that community input directly shaped the study's direction.

The primary objective of the survey was to clarify land use preferences for the site, particularly the balance between greenspace and other potential uses. The survey yielded both quantitative and qualitative data, offering insight into key needs and opportunities.

The community survey was conducted from April 15 to May 31, 2024, in both English and Spanish. It was available online through the City's website and in print at City Hall. A total of 1,365 responses were received, representing 11.2% of Red Bank's population—exceeding the typical 5–10% response rate for cities of similar size. This strong participation is considered a statistically significant representation of the city, enhancing the validity of the results. The raw survey data is provided in the Appendix.

Age of Respondents



RESULTS

Of the 1,365 people who took the survey, 88 percent lived in Red Bank. Others worked in Red Bank or visited often and felt invested in the community's future. The age distribution of respondents matched that of the city's population more broadly. There were three key findings from this survey:

- ◆ The most important land uses for the site are greenspace, park, and recreation.
- ◆ Other uses that received support were civic, educational, and commercial. Residential and mixed-use were not selected as important.
- ◆ On average, people would like to see eight acres of the site devoted to greenspace, park and recreation uses.

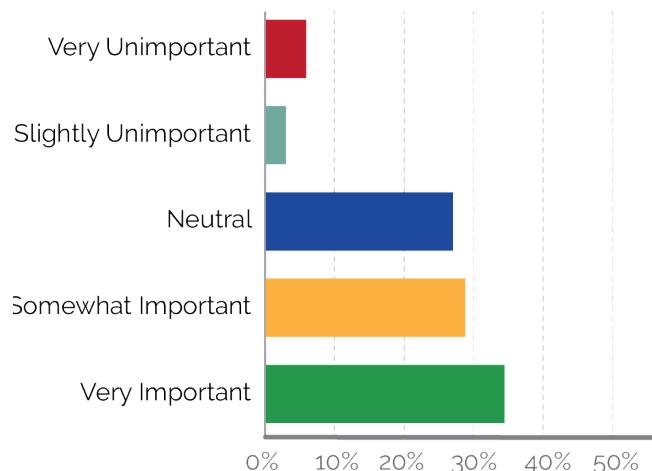
The City's long-term financial obligations are a key concern for most respondents. However, several comments noted that the question was somewhat unclear and open to multiple interpretations. As a result, it will be essential to provide education for the public on how the City's Capital Improvements Plan provides the long-term financial and strategic architecture for infrastructure, parks, and transportation projects.

Relationship of Respondents to Red Bank

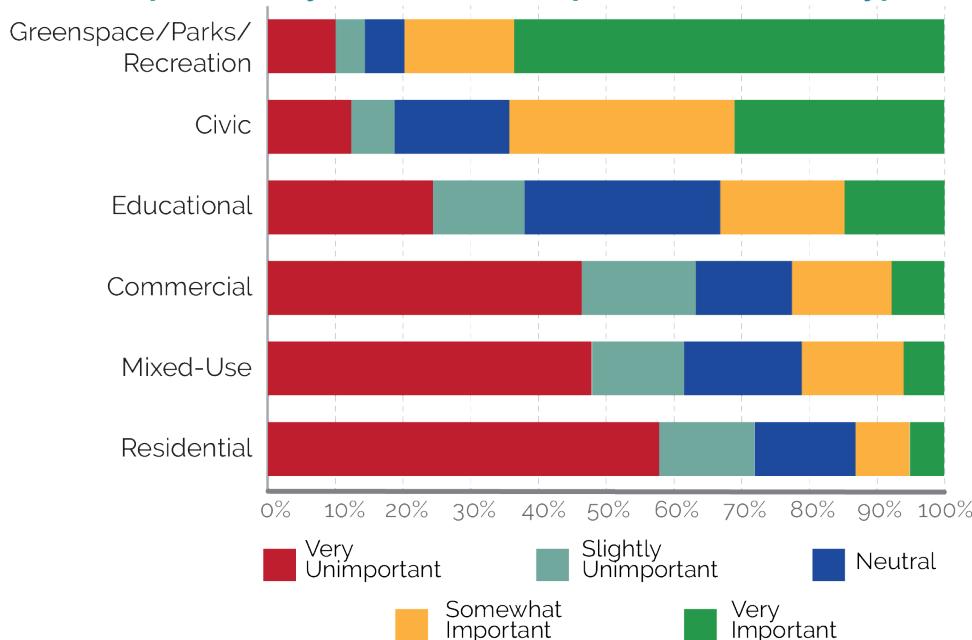
- **88% live in Red Bank.**
- **5%** own a business in Red Bank.
- **11%** work in Red Bank.
- **9%** don't live or work in Red Bank, but visit often.
- **1%** don't have a current connection to Red Bank, but are interested in its future.

Note: totals exceed 100% because respondents were able to select more than one option to describe their relationship to the city.

How important to you are the City's long-term financial obligations to the site?



How important to you is each of the potential land use types?



JUBILEE POP-UP

The planning team attended Red Bank's Annual Jubilee event on May 5, 2024. The purpose of attending the Jubilee was to collect public feedback on draft goals, needs, and opportunities for the comprehensive plan, gauge opinions on future population growth, and share initial results of the small area study community survey. Over 50 people stopped by to provide input and talk with the planning team.

KEY TAKEAWAYS

- Participants supported draft goals around fostering economic growth, incentivizing redevelopment along Dayton Boulevard, providing a range of housing types, improving multimodal transportation networks, investing in parks, increasing efforts to maintain a healthy environment, and promoting beautification throughout the city.
- Participants supported most of the draft needs and opportunities, but were particularly excited about safer ways to walk and bike, revamping empty strip malls, and supporting local businesses.
- Participants provided mixed or negative feedback on draft needs and opportunities about increasing growth to attract CARTA service and capitalizing on new housing demand.
- Slightly more participants (53%) voted to capture a share of regional growth to increase the city's population (approx. 14,940 by 2043)



Jubilee attendees stopping by the pop-up to provide feedback on the plan's draft needs, opportunities, and goals.

SMALL AREA STUDY FINDING

Additional comments on the small area survey findings highlighted various desired uses for the site, with greenspace and civic uses remaining highly important.

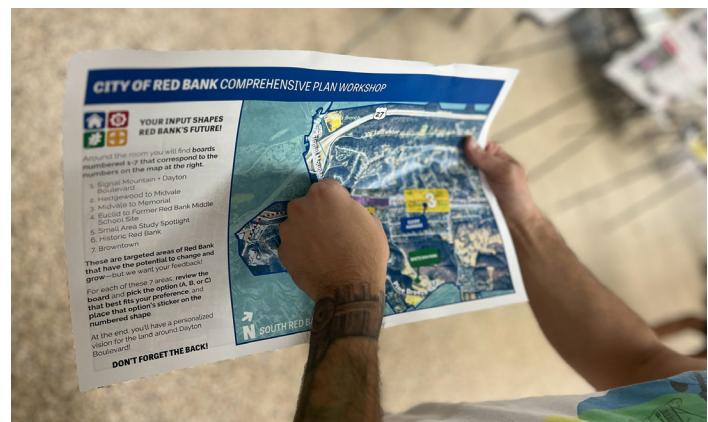
COMMUNITY WORKSHOPS

Community workshops provide guided visioning exercises for participants to inform draft recommendations. Workshops were hosted for both the comprehensive plan and the small area study to refine draft ideas for the recommendations of each plan.

WORKSHOP 1: LAND USE VISIONING

The first community workshop was hosted on July 25, 2024 at the Red Bank Community Center. The workshop introduced the overall vision for the comprehensive plan and featured activities that allowed participants to create their own land use vision along Dayton Boulevard, designate mobility improvements throughout the city, and prioritize the plan's needs and opportunities. Over 70 participants participated in the activities. At the end of the exercise, they had a custom-made land use vision for the city.

The land use activity identified seven areas of change along Dayton Boulevard, including the small area study site. Three different potential land use scenarios were provided for each area: one where the area remained as is, one in which it grew moderately, and one in which it experienced high growth. For the mobility activity, participants identified areas in need of mobility improvements by placing a sticker representing the improvement or sketching out ideas on a large map.

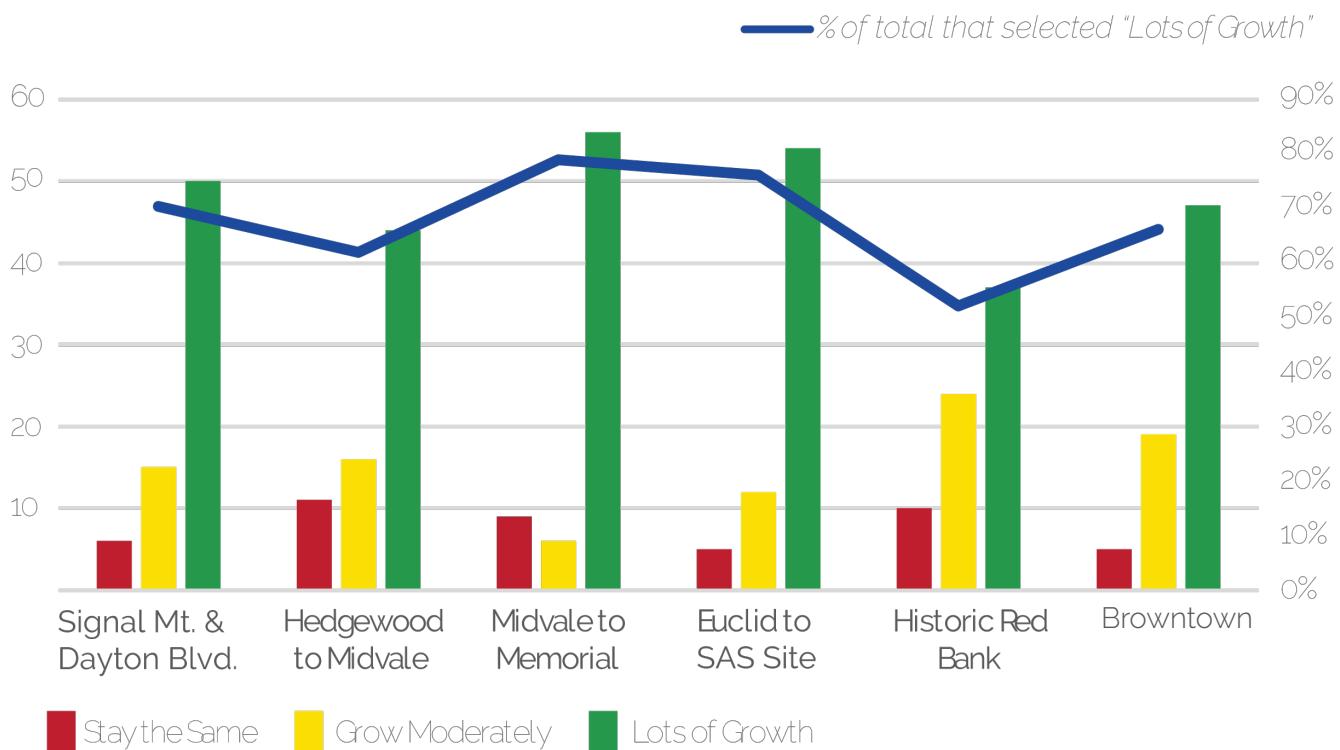


Land use vision activity at the workshop.

KEY TAKEAWAYS

- ◆ Participants overwhelmingly selected high-growth visions for each area of change.
- ◆ Mobility improvements were concentrated along Dayton Boulevard, with sidewalks and bike boulevards being the most suggested improvements.
- ◆ Residents preferred greenway options that were completely off-street.
- ◆ Mobility-related needs and opportunities are the highest priorities for residents: safer ways to walk and bike and connecting neighborhoods to destinations.

WORKSHOP 1 ACTIVITY RESULTS: MAKE YOUR OWN LAND USE VISION



Mobility activity to inform recommendations for the comprehensive plan.



Participants creating their vision for the future public space at the Former Red Bank Middle School site.

WORKSHOP 2: SMALL AREA STUDY

The second community workshop was held on September 21, 2024, at the former Red Bank Middle School site to generate ideas for the small area study, including the programming of public space and potential additional uses. The workshop was well attended with 98 community members participating. Based on the previous survey results, which indicated a preference for 8 acres of public open space, participants were given a worksheet to design the allocated open space. Stickers, scaled to represent various amenities, were provided for participants to place on their worksheets, helping to identify preferred amenities and their desired locations. Additionally, a question asked participants to select preferred land uses for the remaining four acres from options including civic, educational, or restaurant/retail—selections that were runners-up in the survey. Three open-ended questions also invited participants to share personal memories of the site and their hopes for its future.

The workshop also included an activity for reviewing and grading preliminary land use and mobility visions for the comprehensive plan to ensure alignment with community input, and submitting any further thoughts through comment cards.

KEY TAKEAWAYS

The top preferred features included an open lawn space, a food truck area, water features, flexible seating and tables, a playground, a stage/amphitheater, native plant gardens, public art, and a covered pavilion. A central plaza, an adventure zone, and yard games received moderate results.

- Over half of participants wanted to see the additional four acres of the site used for civic space (52 votes), while restaurant/retail received 36 votes and education received 15 votes. Retaining all acreage for park space received 15 votes.
- In the write-in response option, 15 people indicated they'd like to see the additional four acres also used as park space.

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EXAMPLE WORKSHEET FROM WORKSHOP 2 WITH TOP RESULTS

FORMER RED BANK MIDDLE SCHOOL SITE
DESIGN YOUR PUBLIC SPACE!

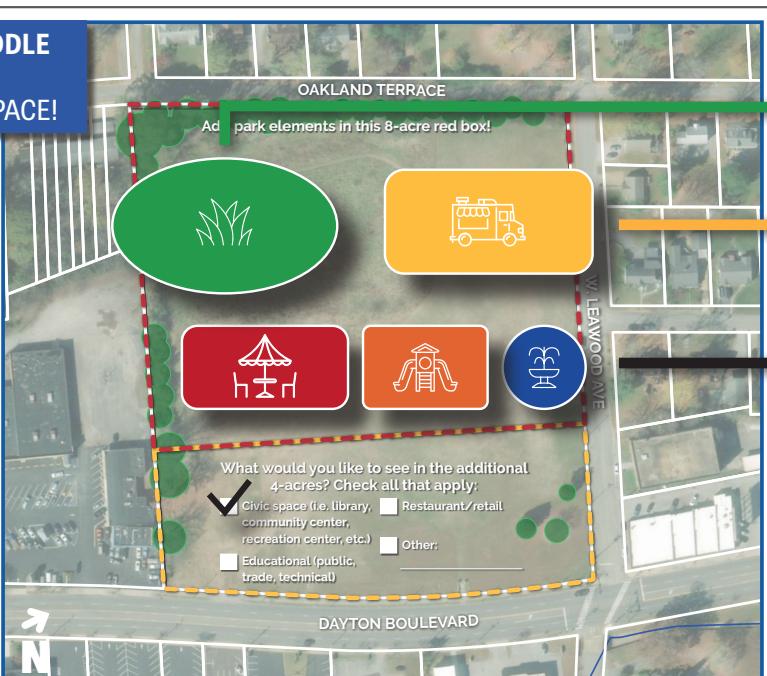
Based on the 1,365 responses from the public survey conducted earlier this year, **8 acres** was the average amount of the 12-acre site that respondents felt should be devoted to greenspace, parks, and recreation.

We need your input on what site elements you would like to see in the 8 acres of greenspace, parks, and recreation! On the table, you will find a variety of potential site element stickers to choose from. The stickers are scaled to approximately represent the amount of space that element requires. Once you have filled in the allocated 8-acre space on your map, it will be complete. **Please note that the exact placement of the outlined areas are likely to change based on final designs to create the most suitable layout.**

Directions:

- Choose your preferred site elements and place them within the 8-acre red boundary on the adjacent map. **Each site must include parking and restrooms!**
- Use a marker to draw in trails/sidewalks.
- If you don't see something you want, draw/write it in!
- In the yellow boundary to the right, select what you want to be included in the additional 4-acres.

DON'T FORGET THE BACK!



Open Lawn:
87 votes

Food Truck Area:
61 votes

Tied with 59 Votes:
Water Features,
Flexible seating,
Playground

- ◆ Many expressed a desire to utilize the site for open, flexible greenspace, preserve its natural beauty, and engage in community events, social gatherings, recreational activities, and outdoor pursuits.
- ◆ Overall, participants felt the site should be comfortable, safe, and welcoming.
- ◆ The preliminary land use and mobility visions for the comprehensive plan passed with almost all A's on the grading activity.

CHRISTMAS POP-UP 2024

The planning team returned to the Christmas Festival and Parade in 2024 to get input on the two draft illustrative visions for the small area study site. Over 80 participants voted for their favorite vision and were able to provide specific feedback for each vision by writing down favorite elements and needs for improvement.

KEY TAKEAWAYS

General feedback for both visions was overwhelmingly positive, but **the public had a slight preference for Option A over Option B.**

Option A was preferred for its focus on longer trails and more paved paths, the bouldering area and playground, and its emphasis on native plants, pollinators, and restoration efforts. Amenities like the stage, pavilions, food trucks, and water features were also popular, along with centralized parking.

For each vision activity, three to four comments expressed a desire to keep all 12 acres in public ownership or to not sell for commercial development, however, this was not expressed by the majority of the 80 participants. Another concern, expressed by three comments on the board recommended minimizing parking on site. Yet, other comments desired more parking for restaurants.

Option B is praised for its accessible and unpaved trails, garden areas, and yard games. People valued the amphitheater, covered stage, fountains, yard games, and large pavilions. Recommended improvements included the proximity of key amenities like the plaza and bathrooms. Consolidated parking is preferred, with

general parking limited to handicapped spaces. Suggestions included expanding the food truck area and repositioning the natural trail to avoid conflicts with open areas.

RESULTS FROM CHRISTMAS POP-UP COMPARING DRAFT ILLUSTRATIVE VISIONS



Participants providing feedback on the small area study visions at the Christmas Pop-Up 2024.

PUBLIC OPEN HOUSE

The Public Open House occurred on Tuesday, January 28, 2025. The purpose of the Open House was to provide the public with an opportunity to view the final comprehensive plan recommendations and provide final input on the illustrative vision and plan for the former Red Bank Middle School site. More than 45 residents attended and provided feedback through commenting on the comprehensive plan recommendations directly and filling out a "report card" for the small area study recommendations with space for further comments. The input was incorporated into the plan before the adoption hearing.

KEY TAKEAWAYS

- ◆ Attendees responded positively to the comprehensive plan recommendations, though several mentioned confusion sparked by technical planning terms. This prompted the planning team to include a glossary of terms within the report.
- ◆ There was mostly positive feedback for the vision and layout of the small area study, particularly for the parks and open space. The average grade for the overall vision was a "B."
- ◆ Key concerns about the illustrative vision included labeling the future development as "undefined" or mixed opinions about the land use ratio reflected from the survey. Many of the negative comments focused on details of the design which were beyond the scope of this study but were cataloged for the future.
- ◆ The top three highest priority elements for the site were green space and trails, community spaces and structures such as large covered pavilions, an amphitheater, and play spaces and activity areas.
- ◆ Feedback on the small area study's implementation plan acknowledged that it was realistic, but emphasized the need for sustainable funding sources.



ADOPTION HEARING

The planning team presented the draft comprehensive plan and draft small area study at a Board of Commissioners work session in March 2025. This plan was formally adopted by the Red Bank City Commission at its public hearing in April 2025. The plan represented a culmination or continuation of many of the goals of the City Commission, both past and present, which are summarized below for reference.

2023 GOALS

- ◆ Revamp the stormwater ordinance, processes, and fee structure. *Vice Mayor Dalton*
- ◆ Improve multi-modal transportation networks. *Mayor Berry*
- ◆ Develop a comprehensive plan, including fulfilling the land conversion agreement and the former Red Bank Middle School site. *Commissioner Phillips*
- ◆ Create a Red Bank Community Library and Civic Center. *Commissioner Fairbanks-Harvey*
- ◆ Develop parks, trails, and recreation services. *Commissioner Wilkinson*

2024 GOALS

- ◆ Identify and celebrate areas of Stringer's Branch in which the City can take ownership of and/or partner where possible. *Vice Mayor Dalton*
- ◆ Improve multi-modal transportation networks *Mayor Berry*
- ◆ Develop a comprehensive plan, including fulfilling the land conversion agreement and the former Red Bank Middle School site. *Commissioner Phillips*
- ◆ Update entrances to the City. *Commissioner Fairbanks-Harvey*
- ◆ Develop parks, trails, and recreation services. *Commissioner Wilkinson*

Participants providing feedback at the Public Open House.



03

LAND USE



Existing Conditions
Needs and Opportunities
Goals and Objectives
Land Use Vision
Benefits of Embracing Growth

EXISTING CONDITIONS

Red Bank is well established as a bedroom community of Chattanooga, and as such, it is largely comprised of stable, single-family residential neighborhoods.

CURRENT LAND USE

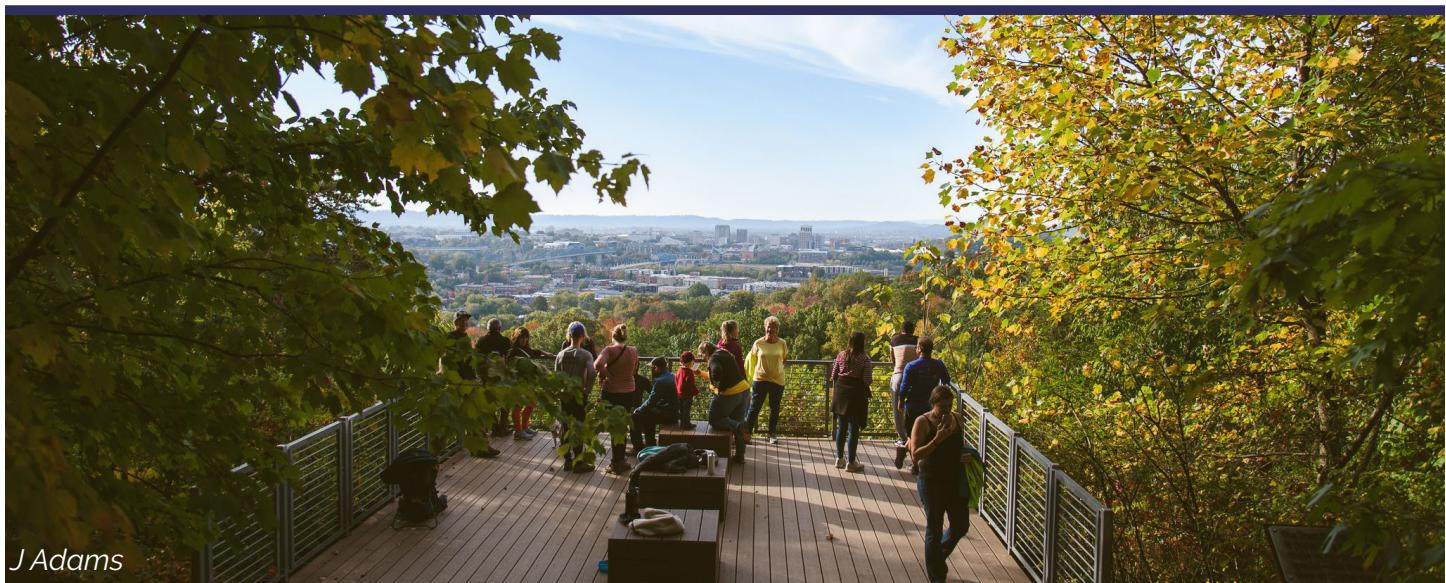
Single-family residential is the primary existing land use in Red Bank consisting of more than 56 percent of the land, or 1,945 acres covering the city. These single-family uses are present throughout the city, but are concentrated in the hillsides a block or two off of Dayton Boulevard.

Undeveloped/vacant land is the second largest land use in Red Bank with 503 acres comprising 13 percent of the city. These vacant parcels occur through Red Bank, and include prime locations along Dayton Boulevard, which is otherwise heavily commercial. Although commercial uses are present along the entire span of Dayton Boulevard, there are three primary commercial centers: one entering the city from the south via Signal Mountain Road; one at historic downtown Red Bank; and one further north at Browntown Road.

Red Bank's linear orientation around Dayton Boulevard—which serves as its main commercial spine—means that most residents are making relatively short trips to access goods and services.

Red Bank's existing land use patterns are similar to both Chattanooga and Hamilton County. Both Hamilton County and Chattanooga's largest land use is single-family residential followed by vacant land. However, a key difference is that Chattanooga and Hamilton County have a larger percentage of public parkland and heavy industrial uses. These differences can be partially attributed to their larger geographies.

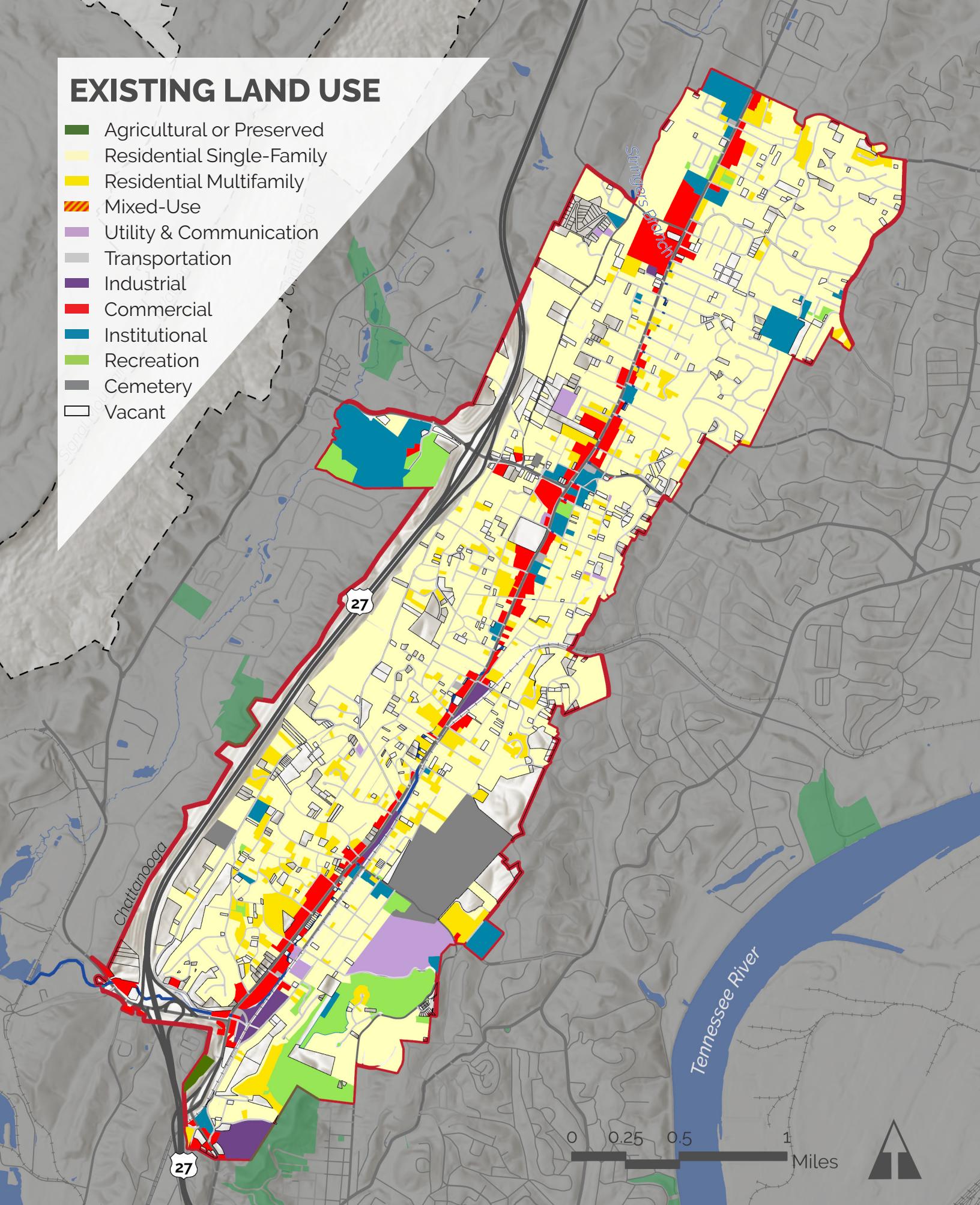
These findings reveal a pattern of mixed-use areas along Dayton Boulevard, bordered by single-family residential neighborhoods. The areas with the highest concentration of mixed uses form three distinct 'town centers' in Red Bank: a gateway area in the south, the downtown hub at the intersection of Dayton Boulevard and Morrison Springs, and a northern area that transitions out of the city



J Adams

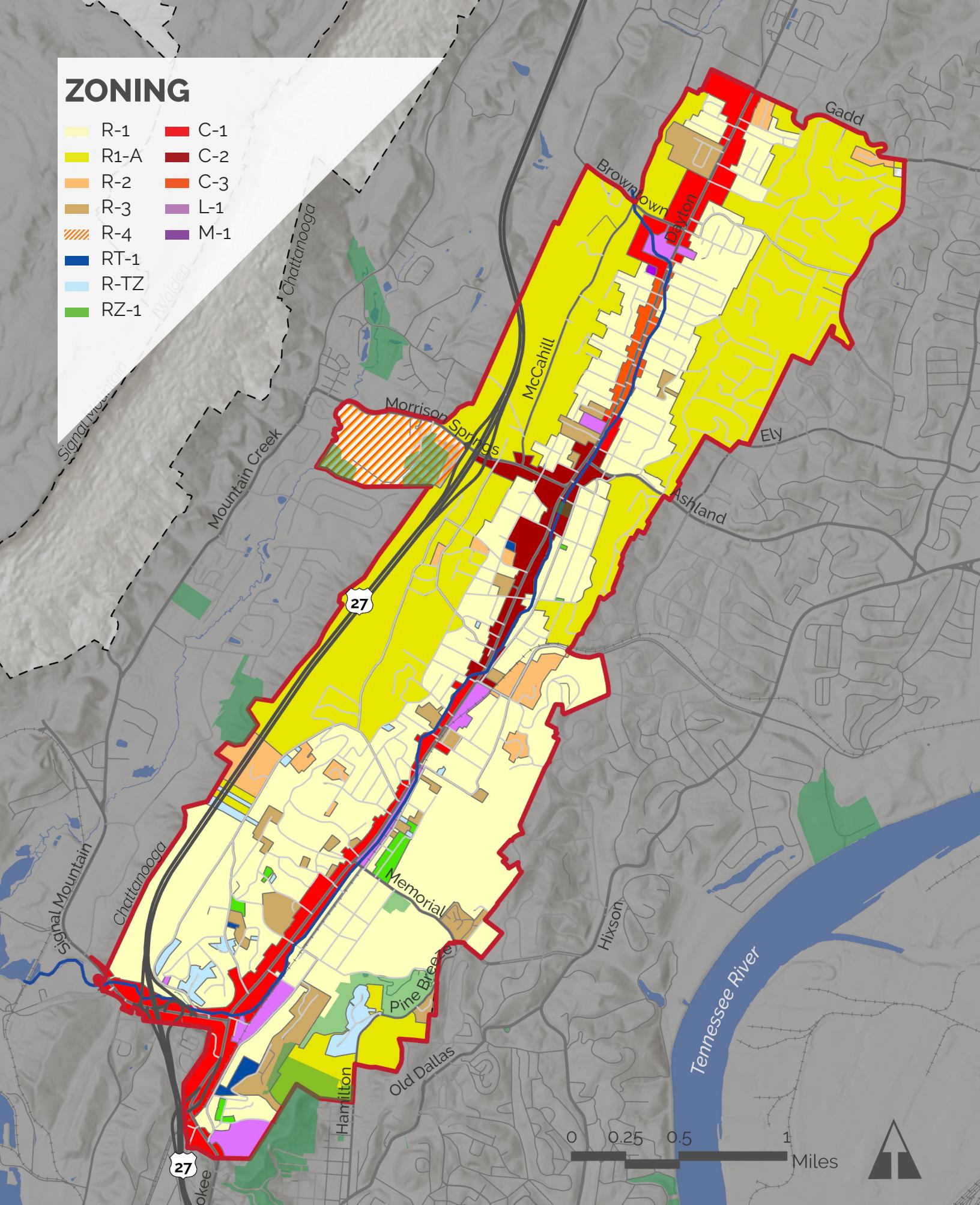
EXISTING LAND USE

- Agricultural or Preserved
- Residential Single-Family
- Residential Multifamily
- Mixed-Use
- Utility & Communication
- Transportation
- Industrial
- Commercial
- Institutional
- Recreation
- Cemetery
- Vacant



ZONING

- R-1
- R1-A
- R-2
- R-3
- R-4
- RT-1
- R-TZ
- RZ-1
- C-1
- C-2
- C-3
- L-1
- M-1



ZONING

The majority of Red Bank's parcels are zoned for residential uses. There is a mix of residential zoning types, but most of the city is zoned R-1 and R1-A (Residential). The second most common zoning designations are commercial, which are concentrated along Dayton Boulevard. C-1 (Convenience Commercial Zone) is the most common non-residential use, followed by C-2 (Central Business District Commercial Zone).

Other notable categories are the L-1 (Light Industrial) parcels also located along Dayton Boulevard and the R-4 Special Zone by the schools and hospital. Though technically residential, R-4 allows for many non-residential uses that support both the high school and hospital such as office, restaurants, and services.

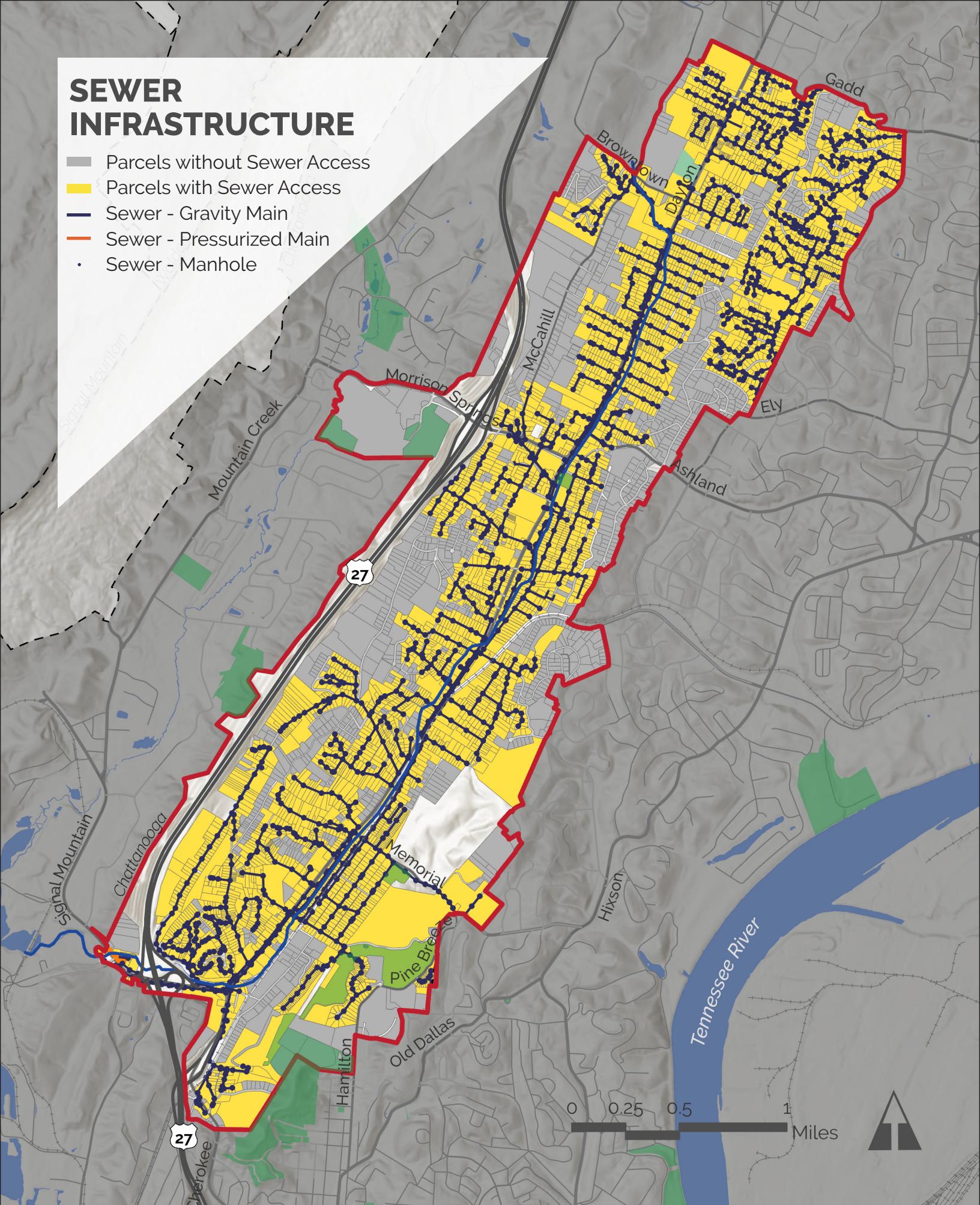
Red Bank's zoning designations and existing land uses are mostly consistent with one another, a product of how the zoning reflects the previous plan's long-term goals and vision.

RED BANK'S VARIOUS ZONING DISTRICTS & LOCAL EXAMPLE IMAGERY

	R-1 Residential		RZ-1 Zero Lot Line Residential
	R-1A Residential		C-1 Commercial
	R-2 Residential		C-2 Commercial/ Central Business District
	R-3 Residential		C-3 Neighborhood Commercial
	R-4 Special Zone		L-1 Light Manufacturing
	RT-1 Residential Townhouse		M-1 Manufacturing
	R-TZ Residential Townhouse/ Zero Lot Line		

SEWER INFRASTRUCTURE

- Parcels without Sewer Access
- Parcels with Sewer Access
- Sewer - Gravity Main
- Sewer - Pressurized Main
- Sewer - Manhole



SEWER & STORMWATER

Sewer service in Red Bank is provided by the Hamilton County Water and Wastewater Transmission Authority (WWTA). Most of the properties within Red Bank have access to sewer infrastructure, primarily through gravity mains. Gravity mains are sewer pipes designed to move wastewater through natural downward flow. A small segment of the pressurized mains are located along Signal Mountain Road where the topography is challenging; these pressurized mains use a pump to build pressure that transports wastewater to treatment plants and are necessary—but expensive—infrastructure for serving users on steep hillsides.

Almost all of the properties along and near Dayton Boulevard have access to sewer, but residential pockets on the periphery of the city and the institutional uses along the northern end of Morrison Springs Road do not have sewer access. These areas have larger lot sizes due to the requirements for septic tanks, and are essentially prohibited from denser growth because of their limited infrastructure.

The City's Public Works Department is responsible for stormwater management, and is partially funded by utility fees. Most of the stormwater infrastructure in Red Bank consists of man-made storm drains, culverts, catch basins, and ditches. The City is completing a mapping exercise of its stormwater assets to better mitigate flooding challenges.

TOPOGRAPHY & HYDROLOGY

Despite its proximity to the Tennessee River, Red Bank's hydrology is defined by its streams and creeks. The most notable of these is Stringers Branch, a southwest-flowing tributary of the Tennessee River. Dayton Boulevard, and consequently Red Bank's city center, follows the valley made by Stringers Branch between the steep slopes on either side. The combination of the steep slopes and flood zones makes development and redevelopment challenging, particularly south of Central Red Bank where there are few parcels that do not experience either obstacle.

STEEP SLOPES

The elevation changes in Red Bank produce areas of steep slopes with a wide range of inclines. To ensure areas on or near these steep slopes develop safely, the City updated its steep slope ordinance in 2023 to guide developments where properties have more than a 20 percent slope. The City does not recommend developing parcels with slopes greater than 30 percent. Even with this guidance, parcels with this steep of hillsides are extremely difficult to develop land on; it is a development best practice to avoid slopes greater than 25 percent, but many developers will not build at even 15 percent. This challenging topography discourages development in Red Bank's ridges, making the vacant land closer to Dayton Boulevard more attractive for potential development and redevelopment.

FLOOD ZONES

Stringers Branch is associated with a 1 percent Annual Chance Flood Hazard zone along Dayton Boulevard, meaning there is a 1 percent chance the area will flood each year. This zone runs two-thirds the length of Dayton Boulevard within the city limits. Although it does not outright prevent growth from happening, it does require special consideration to mitigate this potential hazard.

CURRENT & FUTURE DEVELOPMENT PROJECTS

Over the past ten years, there has not been a significant amount of development in Red Bank. An analysis of building permit data from the past 18 years (the longest period available) shows that permits for single-family residential units are the most common. A modest amount of commercial and industrial development has also occurred in accordance with the city's current zoning.

However, some change is afoot. An upcoming project at the old Save A Lot site on Dayton Boulevard proposes a more dense, mixed-use development that includes over 200 apartments, several live-work units, and 7,000 square feet of retail.

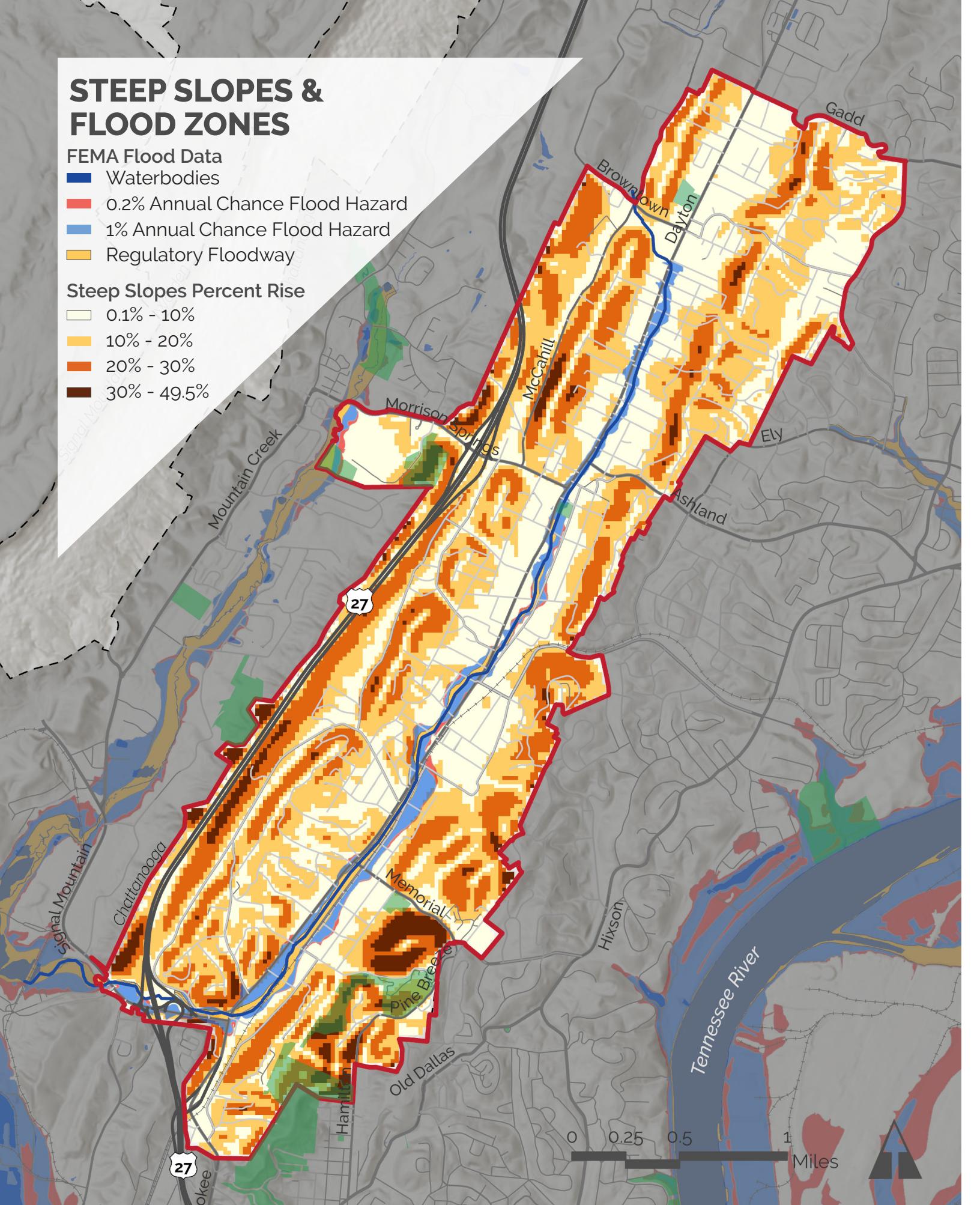
STEEP SLOPES & FLOOD ZONES

FEMA Flood Data

- Waterbodies
- 0.2% Annual Chance Flood Hazard
- 1% Annual Chance Flood Hazard
- Regulatory Floodway

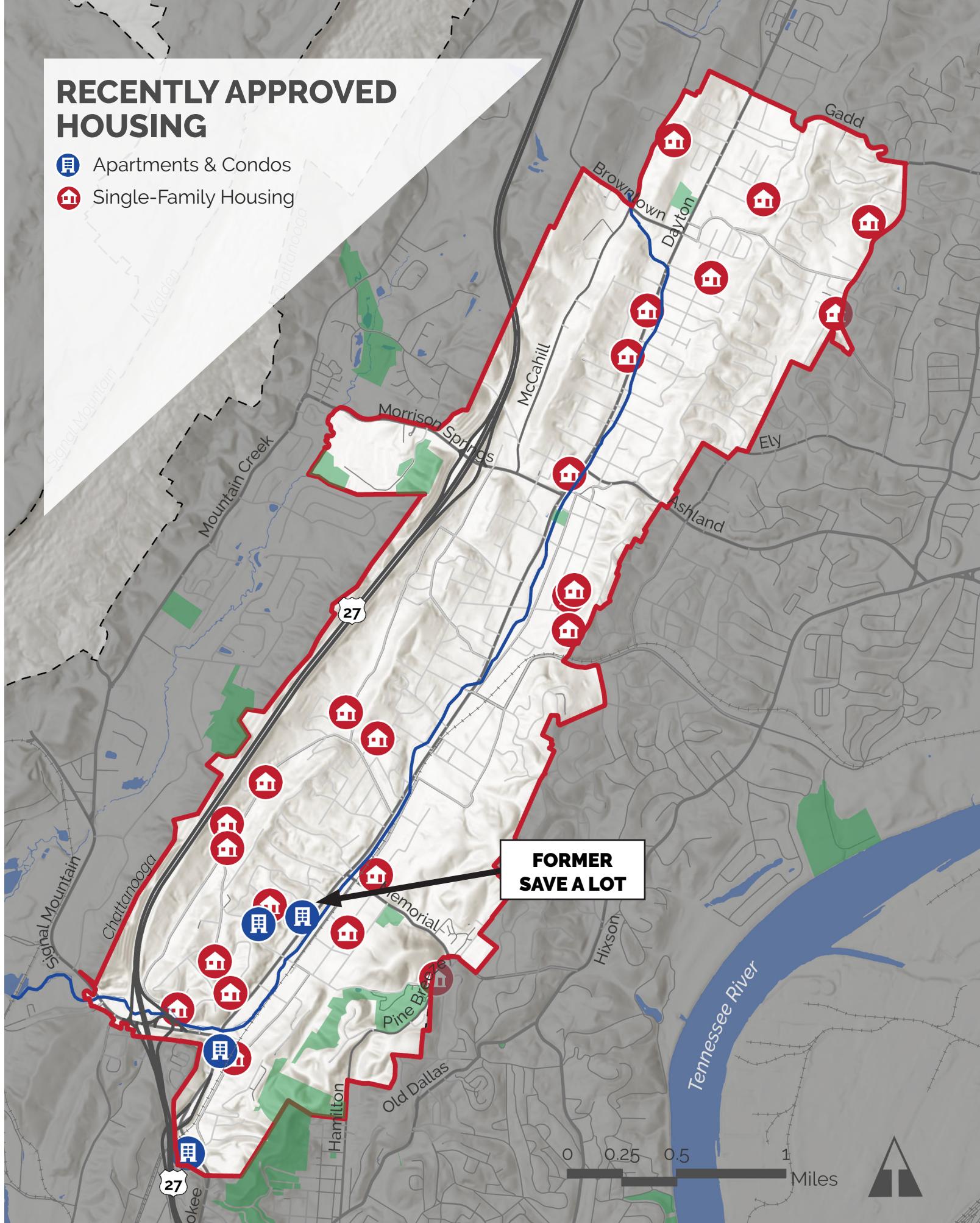
Steep Slopes Percent Rise

- 0.1% - 10%
- 10% - 20%
- 20% - 30%
- 30% - 49.5%



RECENTLY APPROVED HOUSING

- Apartments & Condos
- Single-Family Housing



SUSCEPTIBILITY TO CHANGE

Although land use changes in recent years have been modest, there is growing development interest in Red Bank due to its small town charm, natural areas, and proximity to downtown Chattanooga.

The planning team conducted a susceptibility to change analysis to determine which parcels in Red Bank are most likely to see new development or major land use changes. Some parcels with certain uses, such as cemeteries, were removed from the analysis completely. The results of this analysis highlight the relative likelihood of change in the next 10-20 years based on a number of factors.

METHODOLOGY

To evaluate each parcel's susceptibility for change, the planning team looked at eight characteristics:

- ◆ Parcel size
- ◆ Land value versus building value
- ◆ Current land use
- ◆ Ownership
- ◆ Proximity to Dayton Boulevard
- ◆ Served by sewer
- ◆ Presence of a waterbody/wetlands
- ◆ Steep slopes

For each of the characteristics, a parcel was assigned a specific point value, with scores from all categories combined for a total susceptibility to change score. The full methodology can be found in the Appendix.

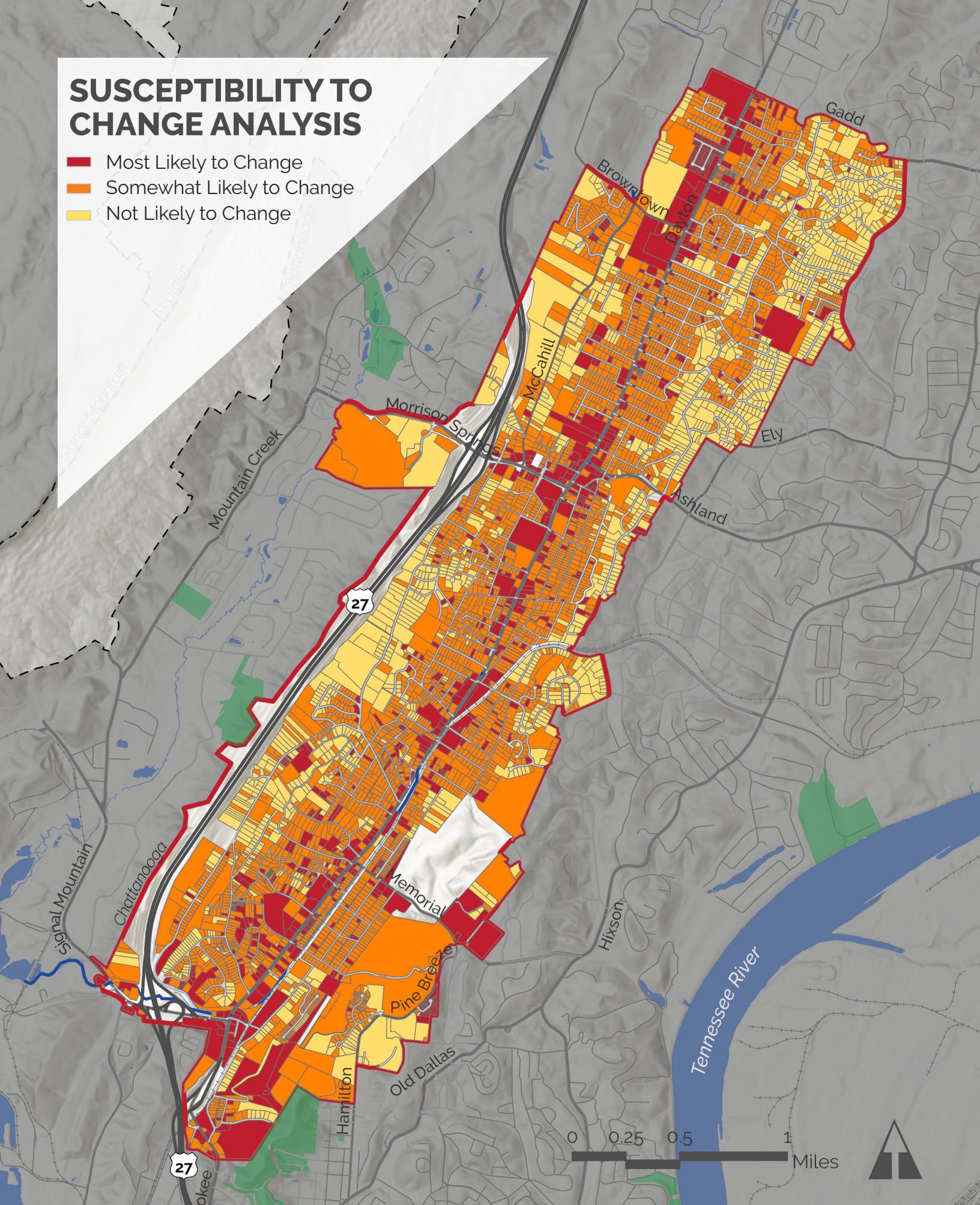
RESULTS

In general, the parcels most likely to experience change are those that are relatively larger in size, on or near Dayton Boulevard, are vacant, or have a smaller and/or older building in place. Areas least likely to change are single-family homes in subdivisions or established neighborhoods, parcels with steep slopes, and parcels lacking sewer access.

Parcels that are not along Dayton Boulevard, but are still susceptible to change include parcels that are large, have sewer connections, and are vacant. For example, the north end of Red Bank near Browntown Road has notable potential for change due to its proximity to Dayton Boulevard, large vacant lots, and sewer access.

SUSCEPTIBILITY TO CHANGE ANALYSIS

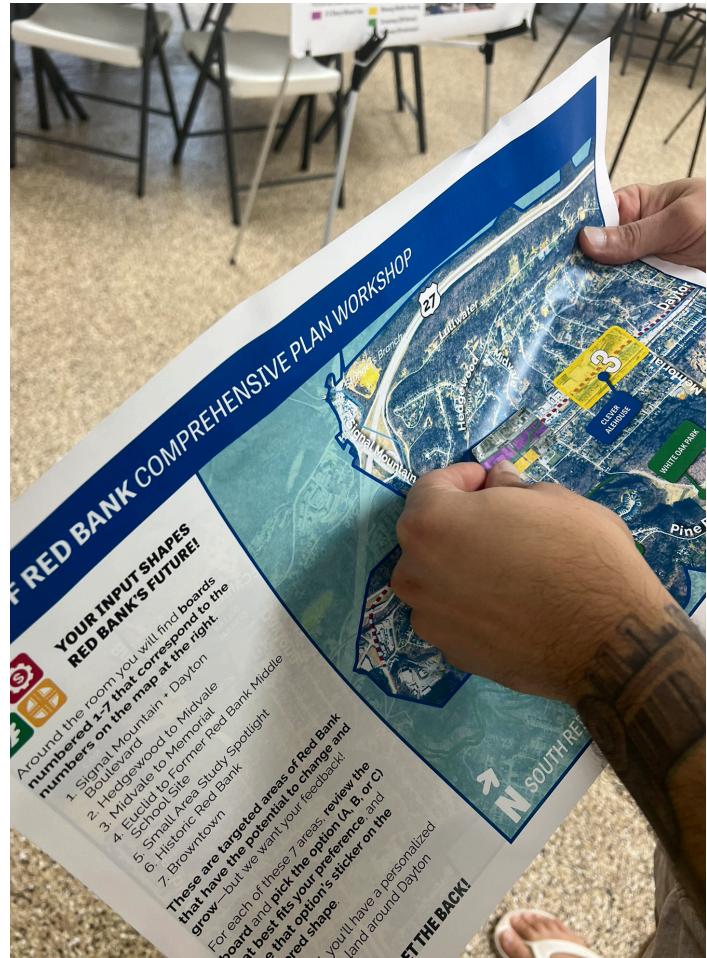
- Most Likely to Change
- Somewhat Likely to Change
- Not Likely to Change



NEEDS & OPPORTUNITIES

WHAT WE HEARD FROM THE COMMUNITY

- ◆ Red Bank has potential to grow. Its strong community ties, unique homes, and remaining developable space attract interest from new residents and potential developers.
- ◆ Red Bank's zoning code makes it challenging to build non-single-family housing. Updating the code to allow for more housing types could provide more affordable options for seniors and new families.
- ◆ Red Bank's community ties would benefit from more public facilities. Stakeholders desire a library, larger gathering and event spaces, and more accessible parks.
- ◆ Residents view Red Bank's community and neighborhood-oriented feel as its top strength.
- ◆ Residents are concerned about enhancing downtown to bring more amenities and services.
- ◆ Residents are excited about potential growth across the city in the identified areas of change.



Community input at the Comprehensive Plan workshop.



Public Kickoff Meeting.

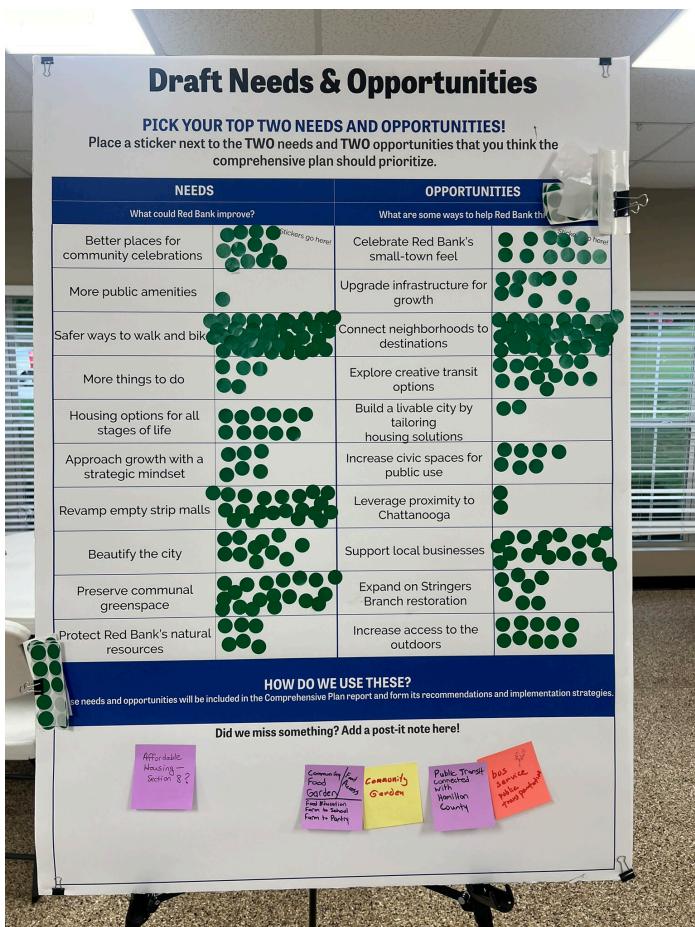
GOALS & OBJECTIVES

NEEDS

- ◆ Better places for community celebrations.
- ◆ Housing options for all stages of life.
- ◆ Approach growth with a strategic mindset.
- ◆ Beautify the city.
- ◆ Preserve communal greenspace.

OPPORTUNITIES

- ◆ Celebrate Red Bank's small-town feel.
- ◆ Upgrade infrastructure for growth.
- ◆ Connect neighborhoods to destinations.
- ◆ Increase civic spaces for public use.
- ◆ Increase access to the outdoors.



Community input on draft needs and opportunities.

GOALS

- ◆ Preserve the existing character of Red Bank, particularly regarding single-family neighborhoods.
- ◆ Expand opportunities to incorporate parks and green space into the community.
- ◆ Improve and redevelop Dayton Boulevard in a way that brings new businesses and amenities to Red Bank.
- ◆ Promote beautification throughout the city.
- ◆ Promote development that provides spaces for the community to gather.



Community input on draft goals.

LAND USE VISION

The future land use vision for Red Bank is rooted in the development of a dynamic, high-quality greenway along Dayton Boulevard and Stringers Branch.

A robust greenway along Dayton Boulevard can anchor future development and redevelopment by integrating natural resources, multimodal transportation, and public space into one corridor. Defining Dayton Boulevard and Stringer's Branch as the city's key arteries is the cornerstone of activating economic sustainability, attractive recreational use, and infrastructure-resilience. The vision is for new green spaces to punctuate this greenway in the three mixed use centers of South End, Central Red Bank, and North End. In between these centers, lower-scale development that fronts the greenway is envisioned with a mix of commercial and housing.

The intent is that the greenway is built incrementally as new development is constructed and with the City as a major partner and steward of the vision, termed by the City as the "Boulevard Greenway."

Change and redevelopment is focused mostly on the Dayton Boulevard corridor. Much of the existing single-family neighborhoods are not expected to change very much in the coming years in terms of land use. However, the vision does recommend better pedestrian connections from neighborhood areas to the greenway and at mixed-use centers to encourage people to walk or bike for shorter trips and less reliance on personal vehicles.



Greenway inspiration imagery.



Greenway inspiration imagery.



Mixed-use center inspiration imagery.



Mixed-use center inspiration imagery.

VISION OVERVIEW



PLACE TYPES

The Boulevard Greenway Land Use vision is a high-level concept meant to guide "big picture" thinking for Red Bank's future. Place types have been developed to help guide future land use decisions.

The place type map was created using the framework established in the *Plan Chattanooga Area 2* plan. To plan for the broader Chattanooga region, the Regional Planning Authority (RPA) uses a future land use system rooted in a series of place types. These place types are generalized land uses that help communicate the type of development a community wants to see in certain locations. There are 23 place types organized into four overarching categories: Residential, Centers and Corridors, Specialty Districts, and Overlays.

RPA's place types are very useful as high-level designations, but in some cases do not provide the level of detail needed to direct growth and investment in Red Bank. The chart below "crosswalks" the RPA Place types to those specifically developed for Red Bank. These are not

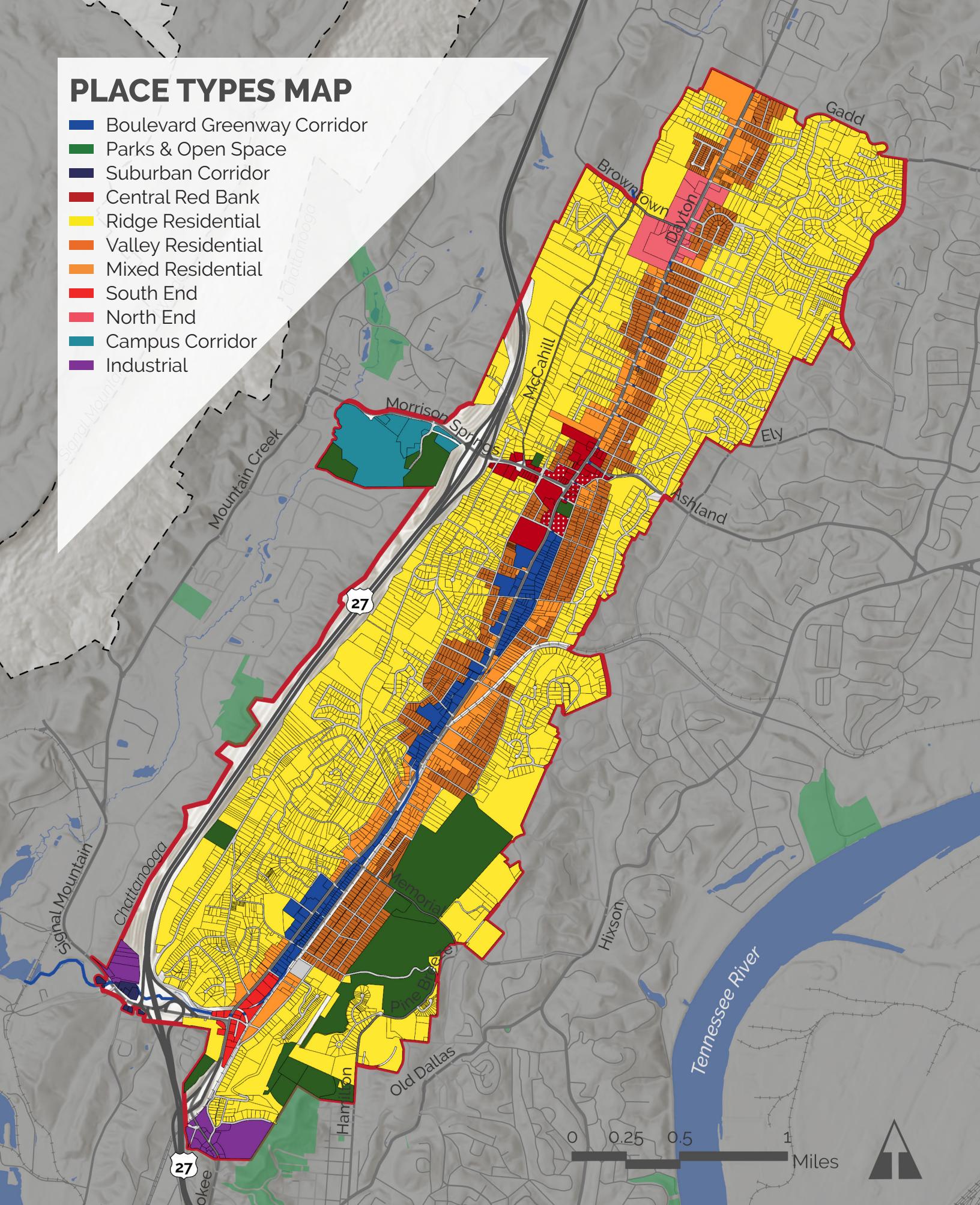
intended to be replacements or major departures from the RPA place types; instead, they should be considered as Red Bank-specific subtypes that take high-level cues from the RPA place type guidance. The adjacent map provides the location of each place type and are described in more detail on the following pages.

For each place type, applicable Complete Streets policies, specific considerations, and key implementation actions are provided. The Complete Streets Policy is a strategy for planning, designing, and constructing streets that ensures safe access for all users, including pedestrians, cyclists, motorists, and transit riders of all ages and abilities. More information on the overall Complete Streets Policy can be found on page 79 in the Mobility chapter.

RPA PLACE TYPE	RED BANK PLACE TYPE
Suburban Residential	Ridge Residential
Urban Residential	Valley Residential
Mixed Residential	Mixed Residential
Mixed Use Corridor	Boulevard Greenway Corridor
Village Center	South End
Town Center	Central Red Bank
Neighborhood Center	North End
Suburban Corridor	Suburban Corridor
Campus	Campus Corridor
Industrial	Industrial
Preserve	Parks and Open Space

PLACE TYPES MAP

- Boulevard Greenway Corridor
- Parks & Open Space
- Suburban Corridor
- Central Red Bank
- Ridge Residential
- Valley Residential
- Mixed Residential
- South End
- North End
- Campus Corridor
- Industrial



RIDGE RESIDENTIAL

Much of Red Bank's future land use vision is identified as Ridge Residential. These areas are mostly single-family in their use and reflect the current character of many of the city's neighborhoods. Lots are large for a jurisdiction so close to the heart of Chattanooga (most are above 0.5 acres) and can be fairly irregular in their size and shape. Street networks are varied, with roads either running at a roughly 90-degree angle up a hillside or parallel following topography. The overall feel ranges from rural to suburban, with significant slopes, few sidewalks, and open ditches instead of curbs. Houses are typically from the 1900s-1960s and are relatively modest in their size and scale. Many lots (about 30 percent) are on septic systems.

Ridge Residential is a subtype to RPA's Suburban Residential, which is broadly characterized by:

- **Predominantly low intensity, single-family detached, residential development pattern, especially within the same block.**
- **Open spaces are typically private (backyards), but greenways may provide connectivity and small parks may be integrated that serve the adjacent residential properties.**
- **Residences in this place type are generally further from key destinations than those in others, and typically require a personal vehicle.**
- **Street networks are often curvilinear, and dead ends and cul-de-sacs are common.**

COMPLETE STREETS ELEMENTS

Due to limited space and steep grades, sidewalk capacity is limited in most areas. Where possible, complete streets should consist of shared-use paths or sidewalks on one side of the road for pedestrians and cyclists, and natural stormwater management like swales on the other side to blend in with the terrain while ensuring accessibility and safety.



An existing example of Suburban Residential.

POLICIES & CONSIDERATIONS

Ridge Residential areas are not envisioned to change significantly over the next 20 years. These areas are not only very important to the community to protect in terms of their character, but are also not well suited for additional development due to steep slopes and limited access to sewer.

Recommended policies include:

- Maintain the pattern of hillside suburban development.
- Protect the health of the tree canopy.
- For larger parcels, it is preferable to subdivide into smaller lots (of similar size to neighboring lots) for single-family homes, rather than construction of multifamily buildings.
- Because of the steep hillsides, extra erosion controls should be put in place.
- Accessory Dwelling Units (ADUs) should be allowed on lots with sewer, but should reflect the character of the neighborhood and be located at the rear of properties.
- Sidewalks are not part of the character of these areas, but where these lots are within a half mile of a Town Center or Village Center, the City should look for opportunities to provide off-street trail facilities and stair connections to provide walkable links that reduce walking trip length to these activity centers.

KEY IMPLEMENTATION ACTIONS

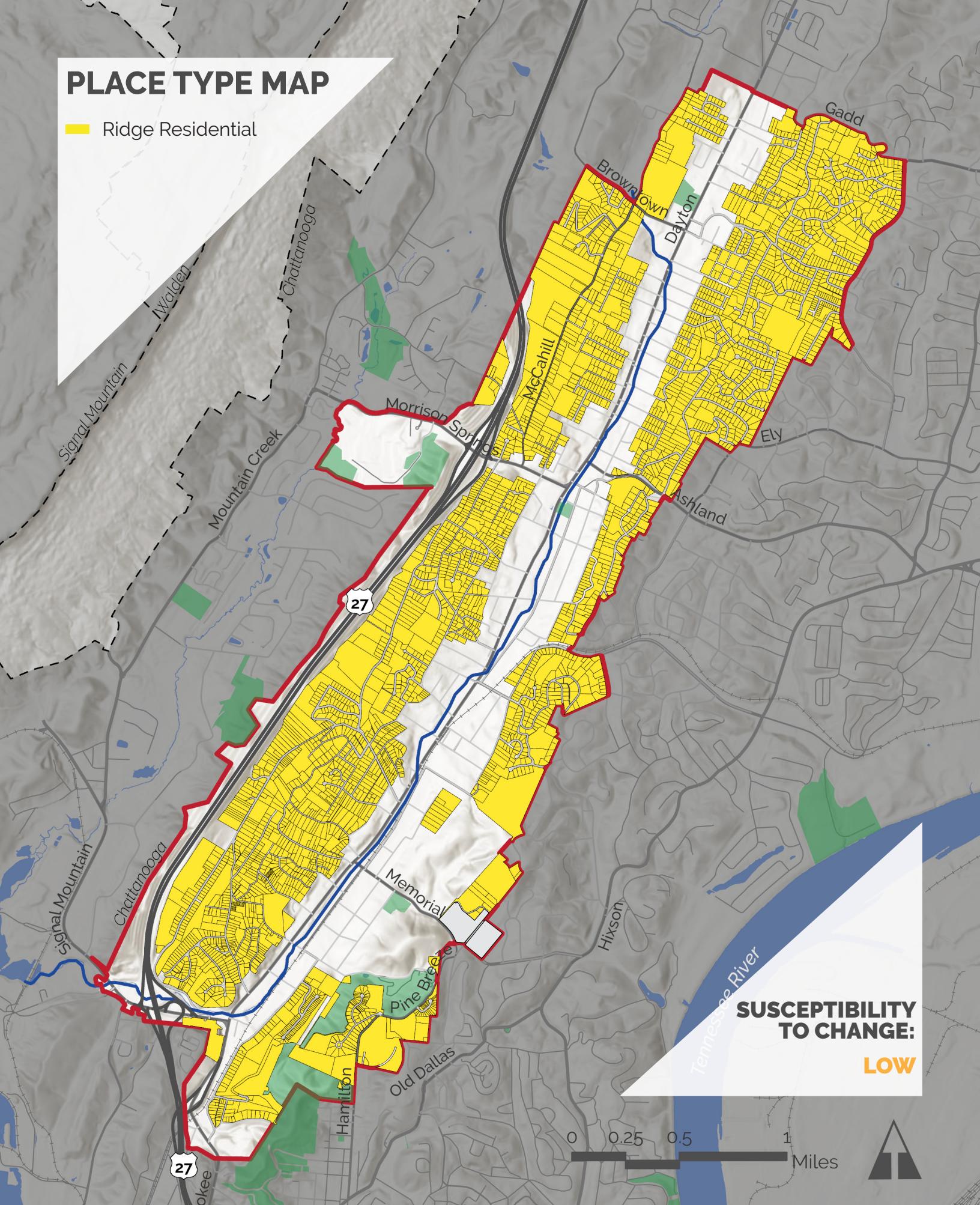
- Combine R-1 and R-1-A districts by eliminating minimum dwelling sizes.
- Establish a tree protection ordinance for this area to maintain its character, but to also help prevent erosion.
- Look for opportunities to purchase trail easements where possible to increase connectivity throughout Ridge Residential, particularly focusing on the southeastern corner.



Inspiration image for future development.

PLACE TYPE MAP

Yellow: Ridge Residential



**SUSCEPTIBILITY
TO CHANGE:**

LOW

VALLEY RESIDENTIAL

Valley Residential areas are predominantly single-family with smaller lots that are close to Dayton Boulevard (within $\frac{1}{4}$ mile). Compared to Ridge Residential, the lots tend to be much more regular in their size (about one acre) and shape (rectangular). Because of the more regular lot sizes and shapes, the roadway networks are typically grid-like and regular, with walkable blocks—though sidewalks are uncommon and these areas have open ditches rather than gutter. Topography is not always flat but is significantly easier to build on than Ridge Residential, and all Valley Residential parcels have sewer access. This place type is highly reflective of many existing Red Bank neighborhoods.

Valley Residential can be considered a lower density subtype of RPA's Urban Residential place type, which is broadly characterized by:

- Interconnected street network with sidewalks.
- Moderate to higher densities, depending on access to transit.
- Consistent lot sizes, setbacks, and building orientation.

COMPLETE STREETS ELEMENTS

Complete streets in Valley Residential should include sidewalks on both side of the road, crosswalks at intersections, and enhanced drainage solutions like curbs or modified swales, to create a safe and walkable environment without compromising existing stormwater management.

POLICIES & CONSIDERATIONS

Much of the Valley Residential areas are built out and not expected to change significantly; however, some larger parcels have the potential to accommodate housing types beyond single-family homes (such as townhomes, duplexes, triplexes, and quadplexes).



An existing example of Urban Residential.

- New construction should be aligned with the scale, setback and character of surrounding structures regardless of the number of housing units.
- ADUs are appropriate, and can be either detached "cottages" or attached or internal to the main house.
- Within a quarter mile of Central Red Bank and the Boulevard Greenway Corridor, large lots (over 0.5 acres) are appropriate for slightly more dense housing products like duplexes, triplexes, and quadplexes.
- Safe pedestrian connections, particularly to Central Red Bank, the Boulevard Greenway, and to community facilities (like parks and schools) should be a priority.

KEY IMPLEMENTATION ACTIONS

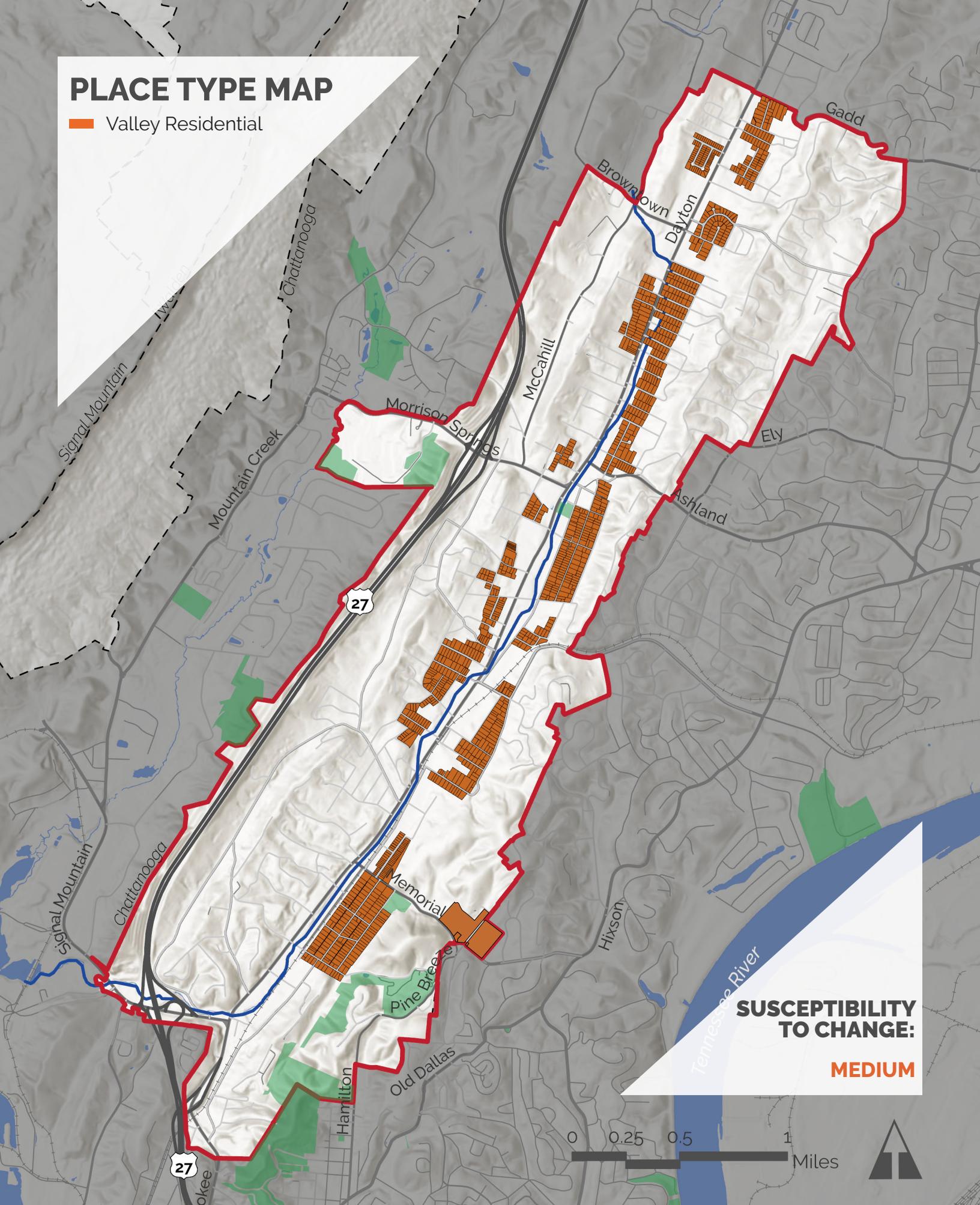
- Combine R-1 and R-1-A districts by eliminating minimum dwelling sizes.
- Establish zoning standards that allow for ADUs with guardrails in place, focusing on setbacks, building separation, appearance, height, total floor area (minimum and/or maximum), and other details as deemed appropriate.
- Explore eliminating or significantly decreasing current square footage minimums and let the market dictate what size dwelling is appropriate.
- Incentivize new developments to incorporate a variety of dwelling sizes to create mixed-income housing within residential subdivisions.
- Proactively upgrade stormwater infrastructure to curb and gutter in or near the regulatory flood zone.
- As areas redevelop, incentivize developers to upgrade open ditches to curb and gutter and/or install sidewalks.



Inspiration image for future development.

PLACE TYPE MAP

Valley Residential



MIXED RESIDENTIAL

In contrast to Ridge Residential and Valley Residential, Mixed Residential is largely a place type that is currently uncommon in Red Bank. It is characterized by a mix of housing types, ranging from small-lot single-family, to "Missing Middle" ranging from cottage court and townhouses to small multi-family buildings (less than 20 units per building). In Red Bank, this place type is recommended only along major corridors and adjacent to the Boulevard Greenway Corridor and Central Red Bank. Along Dayton Boulevard, this is the preferred use between the South End and Central Red Bank on the opposite side of the roadway from the greenway alignment.

Red Bank's Mixed Residential place type is a close reflection of the RPA's place type of the same name. RPA's Mixed Residential place type is broadly characterized by:

- A broad mix of housing intended to serve housing needs for people across multiple life stages.
- High walkability to daily destinations.
- Located on main streets or within a quarter-mile of major transit routes.
- Generally along corridors or surrounding centers.
- Interconnected streets with wide sidewalks.



An existing example of Mixed Residential.



Inspiration image for future development.

COMPLETE STREETS ELEMENTS

Complete streets in Mixed Residential should feature wide sidewalks and bike routes connecting neighborhoods to Dayton Boulevard and the greenway. Crossings along Dayton Boulevard should be well defined with pedestrian refuge islands. Street trees should be planted where the right-of-way is wide enough to support growth.

POLICIES & CONSIDERATIONS

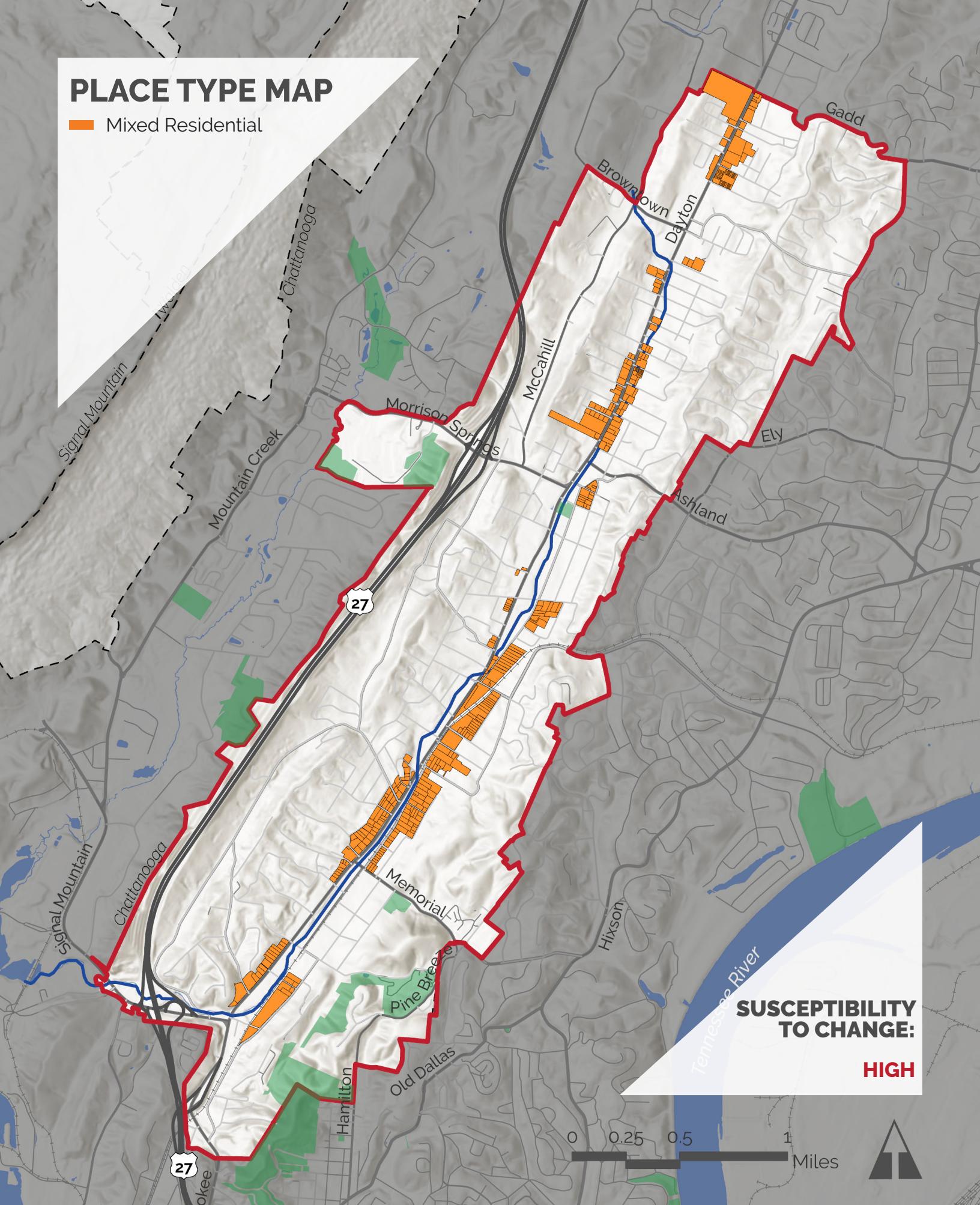
- The size and scale of housing should be respectful of the existing context, and should be capped at a maximum of three stories, with two stories being the most common.
- For parcels that front Dayton Boulevard or the Boulevard Greenway Corridor, buildings should have people-scaled façade features and access such as short setbacks (less than 20 feet), porches, and garages that are side or rear loaded.
- Alleys are encouraged, as well as opportunities to enhance and expand an interconnected grid of local streets.
- Sidewalks and curb and gutter should be built in these areas; pedestrian connectivity to the Central Red Bank, the Boulevard Greenway Corridor, and community services are a high priority.

KEY IMPLEMENTATION ACTIONS

- Develop robust site standards, potentially as an overlay for Dayton Boulevard, addressing building siting, parking lot design, signage, and greenway preservation to align with the comprehensive plan's vision.
- Combine R-1 and R-1-A districts by eliminating minimum dwelling sizes.
- Create a single mixed residential district to replace RT, RZ, and R-T/Z, allowing diverse housing types with optional standards for type percentages and open space and the following key considerations:
 - No single-family minimum square footages for dwellings.
 - Rear/side parking to enhance street engagement.
 - Setbacks balancing Dayton Boulevard's right-of-way with urban, people-scale design.
- Minimize curb cuts on Dayton Boulevard with wider spacing than residential areas.
- Promote interparcel access to reduce curb cuts and improve connectivity.
- Require sidewalk connections to Dayton Boulevard and the Boulevard Greenway.

PLACE TYPE MAP

■ Mixed Residential



BOULEVARD GREENWAY CORRIDOR

The Boulevard Greenway Corridor is a mixed-use place type centered on a new greenway concept that runs with Stringers Branch. **This is an entirely new place type and one that is unique to Red Bank, with its twin opportunities of targeted redevelopment along Dayton Boulevard.** The intent is for development to be greenway-oriented along Stringers Branch, with buildings that front the greenway and provide public access to an amenity that grows incrementally over time. Building heights should be three stories or less, with a preference for vertical mixed-use or stand-alone commercial as supported by the market.

The Boulevard Greenway Corridor should be considered a lower intensity subtype of RPA's Mixed-Use Corridor. RPA's Mixed-Use Corridor place type is characterized by:

- **A rich mix of residential and commercial (retail, services, and office) uses.**
- **High walkability.**
- **Commercial clusters that are no more than two blocks deep.**
- **Pedestrian-friendly facades.**

COMPLETE STREET ELEMENTS

Further detail about the complete street elements along the Boulevard Greenway Corridor can be found in the Mobility chapter.

POLICIES & CONSIDERATIONS

- Sites and buildings should be designed with greenway frontage and access in mind; for sites with Dayton Boulevard frontage on one side and greenway frontage on other, a dual frontage is preferred. If not feasible, clear physical and visual access to the greenway should be present.



An existing example of development along Stringers Branch.

- In lieu of creating private open spaces, the only open space requirement is a contribution to building the greenway and providing public access to the trail.
- Alleys are encouraged, as well as opportunities to enhance and expand an interconnected grid of local streets.
- Large, residential-only buildings are not intended for this place type, but residential integrated into commercial uses is encouraged.
- Where possible, the preference is for the greenway to be "off-street" and not immediately along Dayton Boulevard.

KEY IMPLEMENTATION ACTIONS

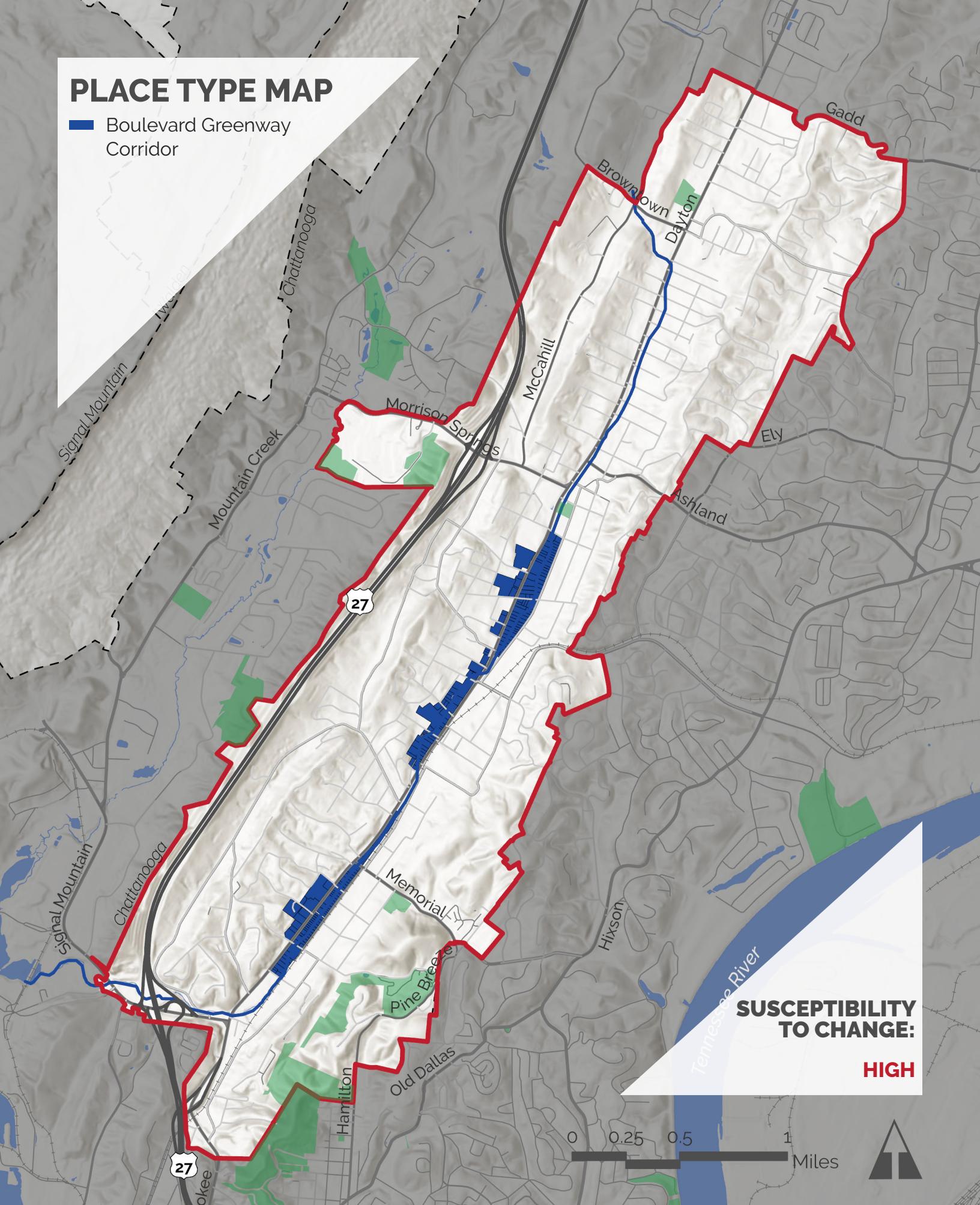
- Invest in a Boulevard Greenway Master Plan. This plan should:
 - Determine the cross-sections of the greenway throughout its course, detailing path width, greenspace locations, travel lanes, accessibility and safety features, wayfinding/branding, and other key aspects.
 - Identify parks and greenspace amenities with conceptual designs.
 - Outline development standards that balance high-quality, more urban-style growth with the need to protect and enhance Stringers Branch.
 - Explore green infrastructure solutions and potential for daylighting Stringers Branch to improve access.
 - Identify parcel assembly opportunities.



Inspiration image for future development. Credit: ASLA Colorado/DHM Design

PLACE TYPE MAP

Boulevard Greenway Corridor



SOUTH END

For approaching Red Bank from the core of Chattanooga, Signal Mountain Road—an exit off US-27—is the primary gateway into the community. There is an active commercial area where it intersects with Dayton Boulevard. The vision for this area is to be visually upgraded and enhanced over time, with a more cohesive look achieved through targeted development and redevelopment. To help support the retail, additional housing opportunities would be integrated into this gateway center, along with enhanced greenspaces for community gathering. Density/intensity would be modest, with buildings having a maximum of three stories (but two stories being more common).

Signal Mountain Gateway is well aligned with RPA's Village Center place type. RPA's Village Centers are characterized by:

- **Small (2-10 acres) pedestrian-oriented cluster of medium-footprint buildings.**
- **Mix of residential and commercial uses, with a focus on multi-story buildings with residential uses over retail or offices.**
- **Located on key transportation corridors, but largely serve local residents.**
- **Streets are interconnected and promote walkability.**
- **Organized around a central green/community space.**

COMPLETE STREET ELEMENTS

Complete streets in South End should install wide, accessible sidewalks with decorative paving and pedestrian amenities such as benches, pedestrian-scale lighting, and landscaping. Protected bike lanes, street trees, enhanced crosswalks, and street parking should also be installed as traffic calming measures. Finally, gateway and wayfinding features

should be considered in the initial designs of complete street projects in South End to maximize the area's role as the gateway to Red Bank from Chattanooga.

POLICIES & CONSIDERATIONS

- Through redevelopment, re-orient buildings to face Spring Road and create a more people-friendly, walkable place.
- Highlight the presence of Stringers Branch through better access—both physically and visually—to the waterway.
- Encourage shared parking and other space-saving considerations.
- Evaluate opportunities for pedestrian connections (stairs) to connect the gateway to the trail system at Stringers Ridge Park, with spurs for local access to neighborhoods and Ashmore Avenue.
- Allow for light industrial uses that align with the character of targeted redevelopment.
- Target small-scale artisanal businesses that blend retail and light industrial uses along Dayton Boulevard and Signal Mountain Road.

KEY IMPLEMENTATION ACTIONS

- Install streetscaping along Spring Road.
- Complete trail to Stringer's Ridge Park.
- Conduct a small area plan for South End to determine recommended public investments and strategies to maximize redevelopment potential. The plan should consider the following:
 - Completing the study in conjunction with the Boulevard Greenway Master Plan.
 - Identification and prioritization of transportation projects to support the land use vision.



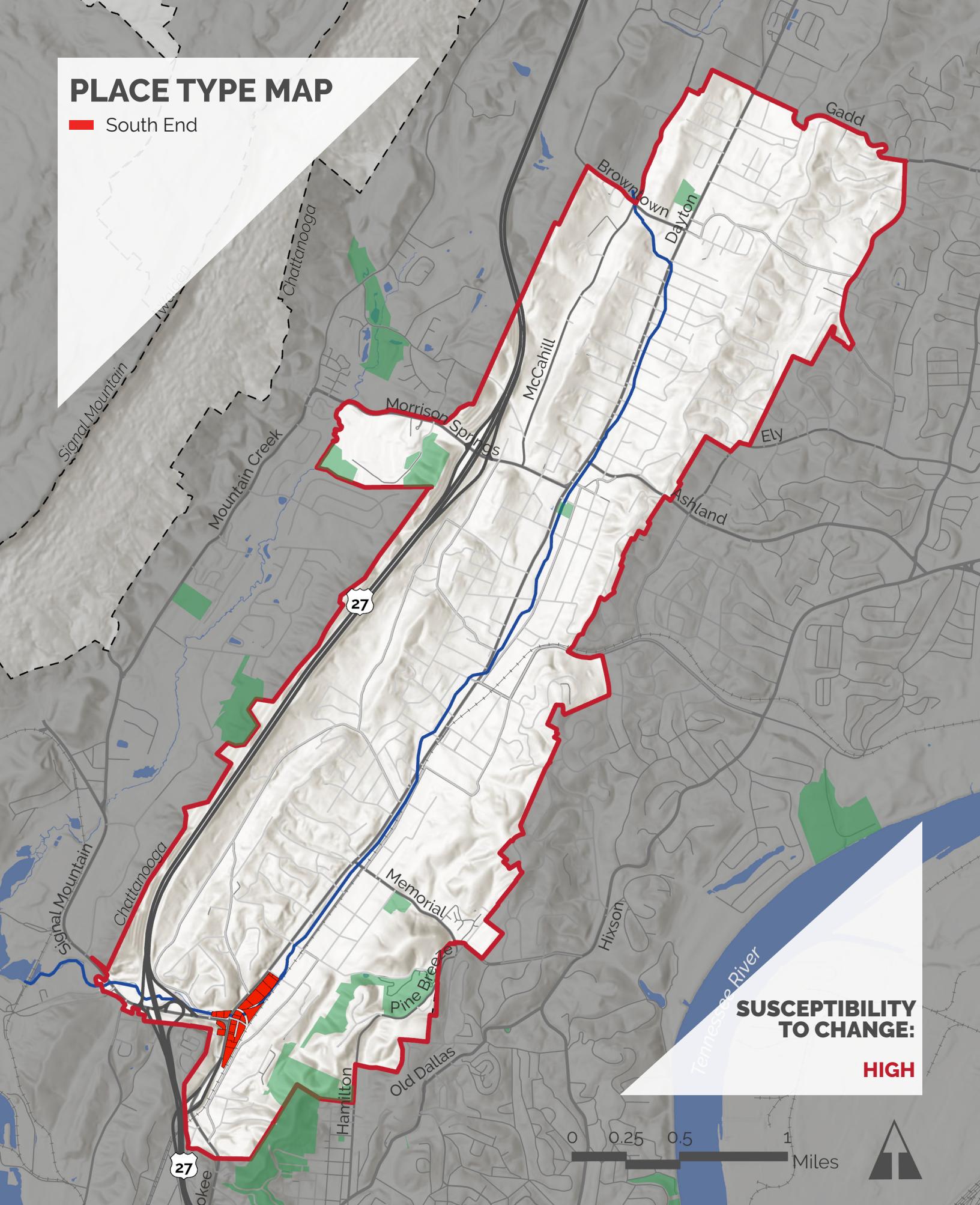
An existing example of the Signal Mountain Gateway.



Inspiration image for future development.

PLACE TYPE MAP

South End



CENTRAL RED BANK

Centered at the intersection of Dayton Boulevard and Morrison Springs Road, Central Red Bank is the heart of the community—and this place type aims to keep it that way! This place type emphasizes the preservation of Red Bank's historic buildings, complementing them with development and redevelopment of a similar scale and style that fosters a civic center for the city. Density is envisioned to be no more than four stories in height, with two or three stories more common. Uses will be mixed, including additional housing, and a strong emphasis on great public spaces and sidewalk connectivity. The former Red Bank Middle School site is within this place type as it serves as a key central gathering space for the community, expanding the amenities in Central Red Bank.

Central Red Bank is a lower intensity version of RPA's Town Center place type. RPA's Town Centers are characterized by:

- **Generally from 10-100 acres.**
- **Commercial and civic hubs for smaller communities but have a variety of uses.**
- **Central green/community space are integrated into the built environment.**
- **Streets are tightly interconnected with strong pedestrian linkages and infrastructure, and blocks are short.**
- **The public realm is designed at a people-friendly, people-oriented scale. Entrances to buildings are oriented towards sidewalks.**
- **Predominant uses are retail, restaurants, public spaces, civic institutions, offices, grocery stores, offices, personal services, lodging, entertainment facilities, live/work, multi-unit dwellings, and upper floor residential.**

COMPLETE STREETS ELEMENTS

Central Red Bank's complete streets should feature wide sidewalks, enhanced crosswalks, and traffic-calming measures to prioritize pedestrian safety and connectivity, complemented by bike-friendly infrastructure and on-street parking. Streets should be lined with street trees, historic-style furnishings, and oriented around the central greenspace at the former Red Bank Middle School site to create a cohesive, walkable, and community-focused environment.

POLICIES & CONSIDERATIONS

- Identify and clearly protect the historic structures of Red Bank that should be preserved.
- Explore adaptive reuse opportunities for historic buildings with vacancies.
- Incentivize vertical mixed use in styles and scales appropriate to the current scale of Central Red Bank.
- Invest in a more dynamic program of events and gathering opportunities for the community.
- Invest in a significant park space to serve as the main square for Red Bank.

KEY IMPLEMENTATION ACTIONS

- Implement the small area study for the former Red Bank Middle School site.
- Conduct a small area plan for Central Red Bank to determine recommended public investments and strategies to maximize redevelopment potential. The plan should include the following:
 - Identify which historic structures are integral to the character of the area.
 - Propose attainable adaptive reuse ideas for buildings in need of repair.
 - Recommend design guidelines that balance preserving Central Red Bank's character while not being so restrictive that they hinder necessary redevelopment.



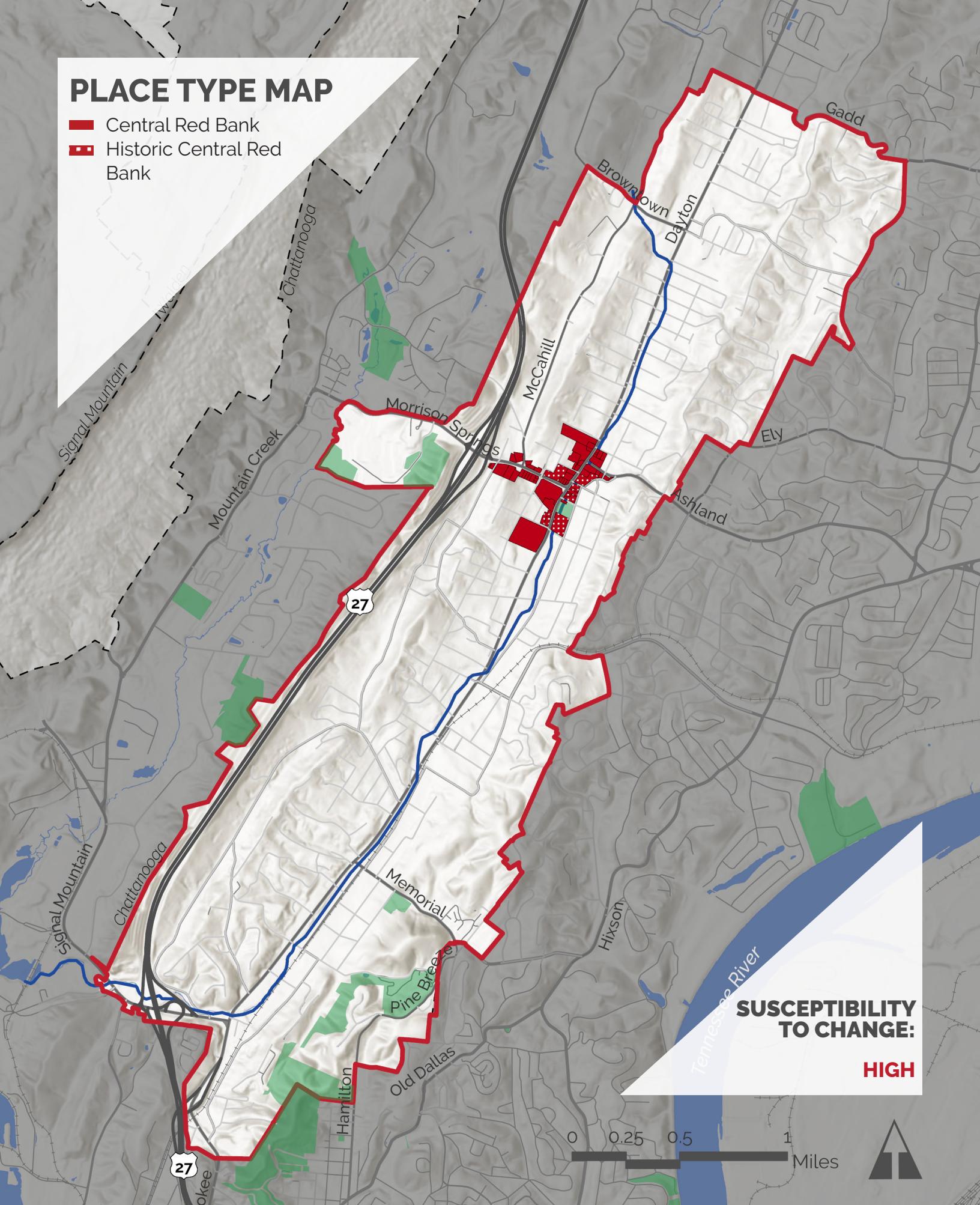
Central Red Bank as it is today.



Inspiration image for future development.

PLACE TYPE MAP

- Central Red Bank
- Historic Central Red Bank



NORTH END

North End is an existing, low-intensity commercial center at the intersection of Dayton Boulevard and Browntown Road. The vision is for this area to remain more suburban in character, but with improvements to mobility and an enhanced public realm through beautification. Additional development is envisioned at a modest scale. Most will be commercial (retail) in nature, but some additional housing types are recommended. The intent is for this area to serve as a local hub for surrounding neighborhoods—a “walk-to” place for meeting daily needs.

North End is a close reflection of RPA's Neighborhood Center place type. RPA's Neighborhood Centers are characterized by:

- **5-15 acres in size.**
- **Local-serving businesses, usually suburban in scale and intensity.**
- **Large, shared parking lots.**
- **Not part of a “strip” corridor.**
- **Predominantly commercial, usually with an anchor store like a grocery store, surrounded by other smaller retail and restaurants, offices, personal services, small artisanal industry, and minor auto service and repair.**
- **Residential surrounding the commercial center, focused on townhomes, and multi-unit residential.**

COMPLETE STREETS ELEMENTS

Complete streets in North End should include sidewalks, crosswalks, and bike lanes to improve mobility and connect surrounding neighborhoods, complemented by landscaped buffers and street



An existing example of commercial buildings in the North End.

trees to enhance the public realm. Modest-scale development should be supported by on-street parking, pedestrian-friendly lighting, and traffic-calming measures to create a suburban local hub for daily needs.

POLICIES & CONSIDERATIONS

- Encourage development of out-parcels to provide a people-scaled frontage on Dayton Boulevard.
- Improve pedestrian connections to nearby neighborhoods.
- Reduce the amount of surface parking and improve public space.
- Consider beautification efforts and potential to amplify the area as the northern gateway.

KEY IMPLEMENTATION ACTIONS

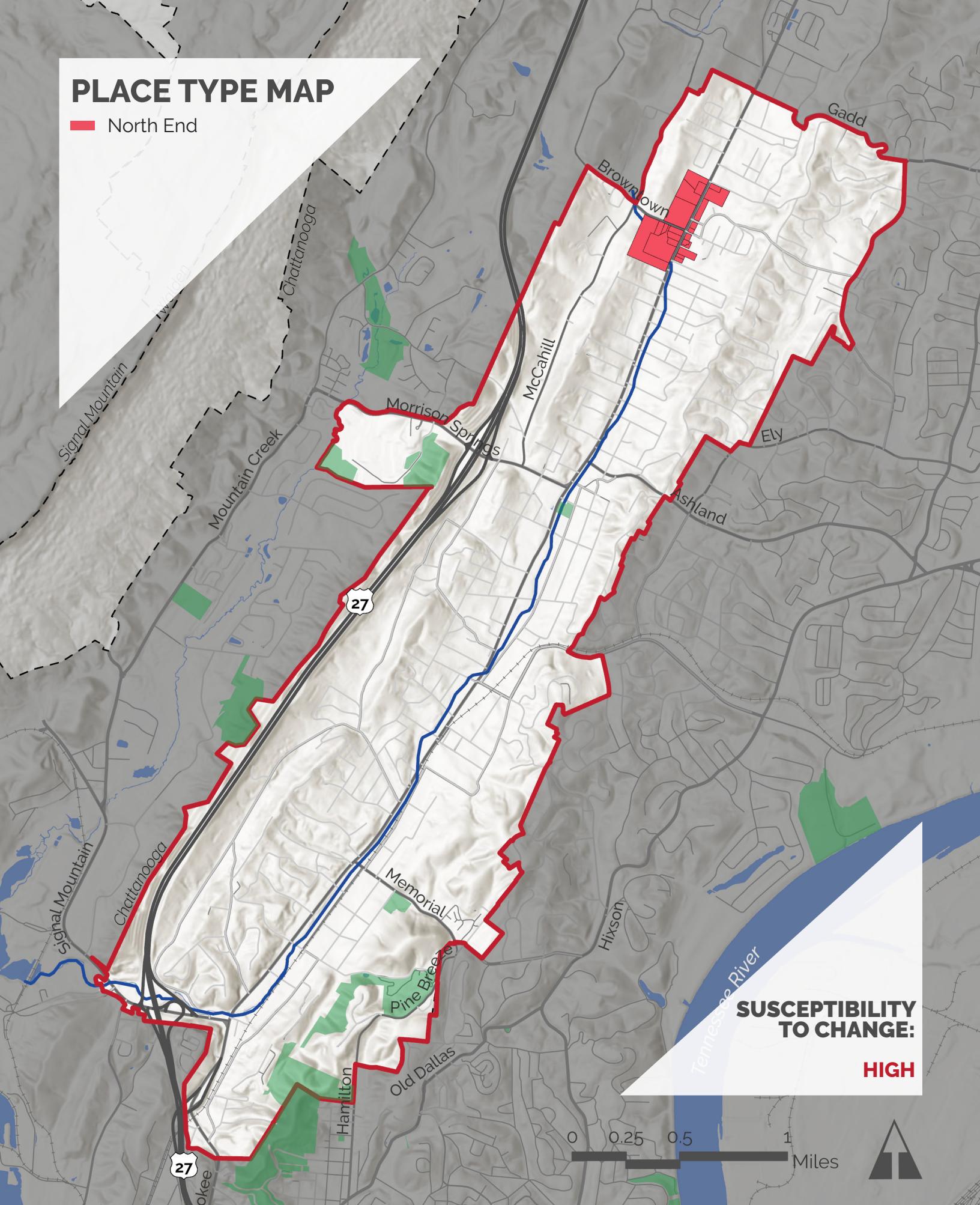
- Facilitate a North End Economic Development Strategy that brings developers, property owners, businesses, and the broader community together to establish a unified vision for redevelopment and strategies to improve the North End area.
- Conduct a small area plan for North End that integrates findings from the Economic Development Strategy, provides a community hub for the surrounding neighborhood, and defines a northern gateway into the city.



Inspiration image for future development.

PLACE TYPE MAP

North End



PARKS AND OPEN SPACE

Parks and open spaces are a top priority for the Red Bank community. With its unique topography, proximity to natural areas, and resources like Stringers Branch, Red Bank has great opportunities for a robust, green system of parks and open spaces—all connected to the vision of the Boulevard Greenway. These include major preserves and natural areas on its ridge tops (such as Stringers Ridge), as well as smaller parks more geared towards active recreation or community gathering spaces. Large cemeteries like Chattanooga Memorial Park are also part of this category as a special type of open space designated for protection from future development.

Parks and Open Spaces are closely related to RPA's Preserve place type, which is characterized by:

- **Large expanses of forests or floodplains.**
- **Mostly public spaces where development is not allowed, but also includes some privately owned lands set aside for conservation.**
- **Uses are limited to recreation or cultural.**

The main difference between RPA's Preserve place type and Red Bank's Parks and Open Spaces is that the latter includes smaller types of parks and open spaces. While parks and open spaces are encouraged uses in almost all place types, they are one of the top priorities of the Red Bank community. Therefore, they are elevated as their own place type with specific recognition and policies.



An example of one of Red Bank's parks and open spaces.

POLICIES & CONSIDERATIONS

- Create incentives for the creation of public amenity space, which is open space not limited to the residents of a single development but available to all members of the public.
- Prioritize infrastructure improvements, such as sidewalks, bike lanes, and greenway connections, in areas identified for new parks or expansions, ensuring access and connectivity across neighborhoods and to regional networks.

KEY IMPLEMENTATION ACTIONS

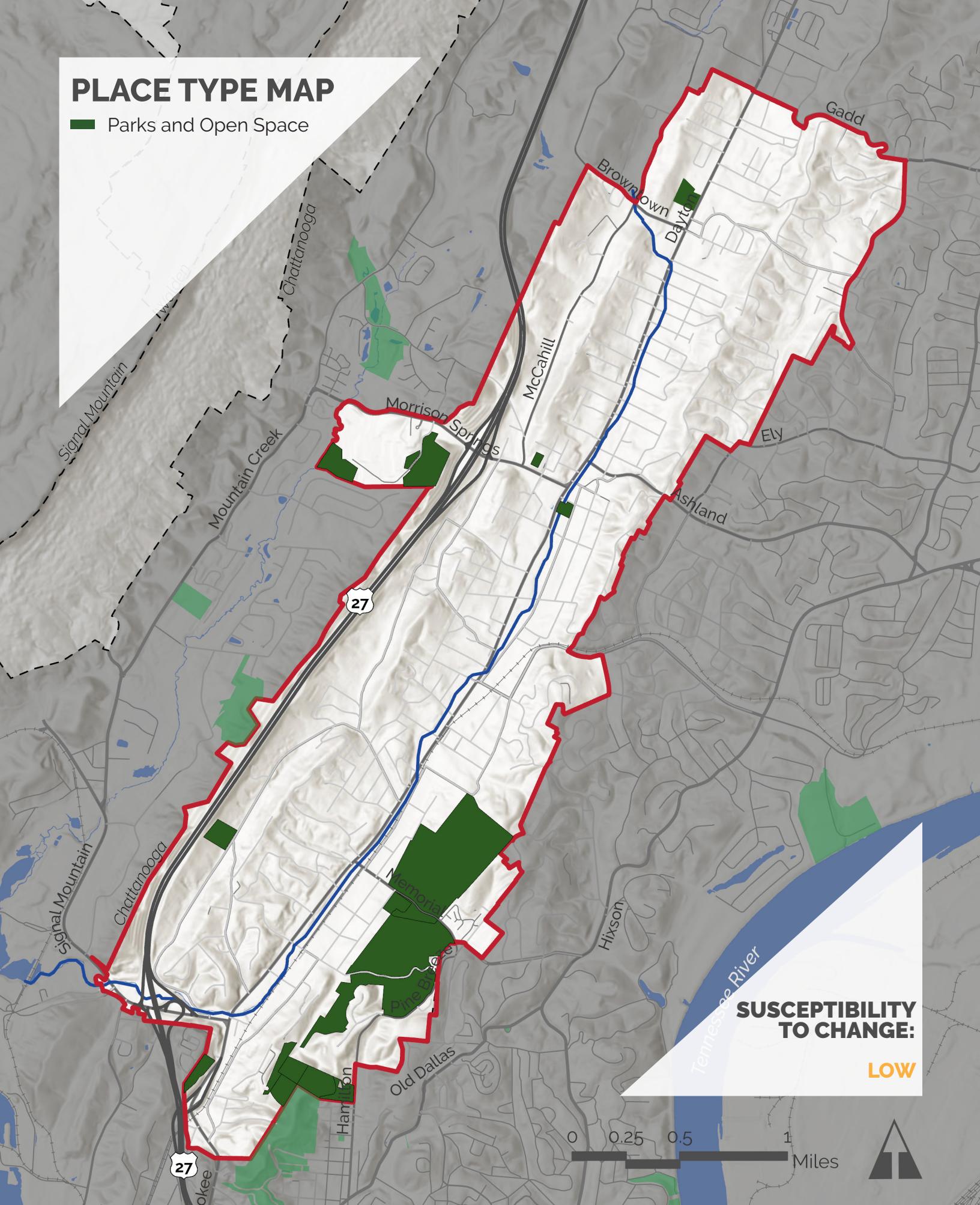
- Update zoning regulations to require greenway easements.
- Expand conservation buffers along Stringers Branch.
- Expand Open Space beyond the PUD and R-1 Open Space districts and require the creation of open space for all residential developments.
- Implement the recommendations and key action items in the Parks and Recreation Master Plan.
- Implement the future Boulevard Greenway Plan.
- Increase protections for tree canopies through a tree ordinance.
- Expand access to parks in the North End through the development of the newly acquired open space on Dayton Boulevard.



Inspiration image for future development.

PLACE TYPE MAP

Parks and Open Space



SUBURBAN CORRIDOR

There is only one area of Suburban Corridor in Red Bank along Signal Mountain Road west of US-127. This area contains uses that are more oriented toward the interchanges with US-127 and vehicular traffic along Signal Mountain Road as opposed to core corridor of Red Bank, Dayton Boulevard. Because of their locations, limited pedestrian access options, and close proximity to US-127, the current use types are consistent with the market needs and are expected to continue into the future.

Suburban Corridors are closely aligned with RPA's place type of the same name, which is characterized by:

- **Linear, spread-out development oriented along a major corridor.**
- **Car-oriented but with pedestrian safety improvements to facilitate connectivity within the area.**
- **Typically multi-unit housing, retail, offices, restaurants, personal services, medical facilities, lodging, and low impact industrial, recreation, and entertainment with limited uses of self-storage facilities, outdoor storage, auto-oriented services.**

COMPLETE STREETS ELEMENTS

Complete streets in the Suburban Corridor area would prioritize safety and mobility with features like dedicated turn lanes, improved crosswalks, midblock crossings with pedestrian islands, and shared-use paths to accommodate all users while maintaining the car-oriented character. Streetscape enhancements such as landscaping, lighting,



Current conditions on Signal Mountain Road.

and wayfinding would improve the corridor's appearance and support limited pedestrian and cyclist activity near key destinations.

POLICIES & CONSIDERATIONS

- While other uses may be possible in these locations, these areas should be dedicated to suburban commercial types of uses because of their proximity to US-127 and high traffic of Signal Mountain Road.
- Invest in landscaping, street trees, and lighting to beautify the corridor and make it more inviting for all users.
- Work with TDOT and other agencies to align complete street improvements with future highway and interchange projects, ensuring a seamless transition between local and regional transportation systems.

KEY IMPLEMENTATION ACTIONS

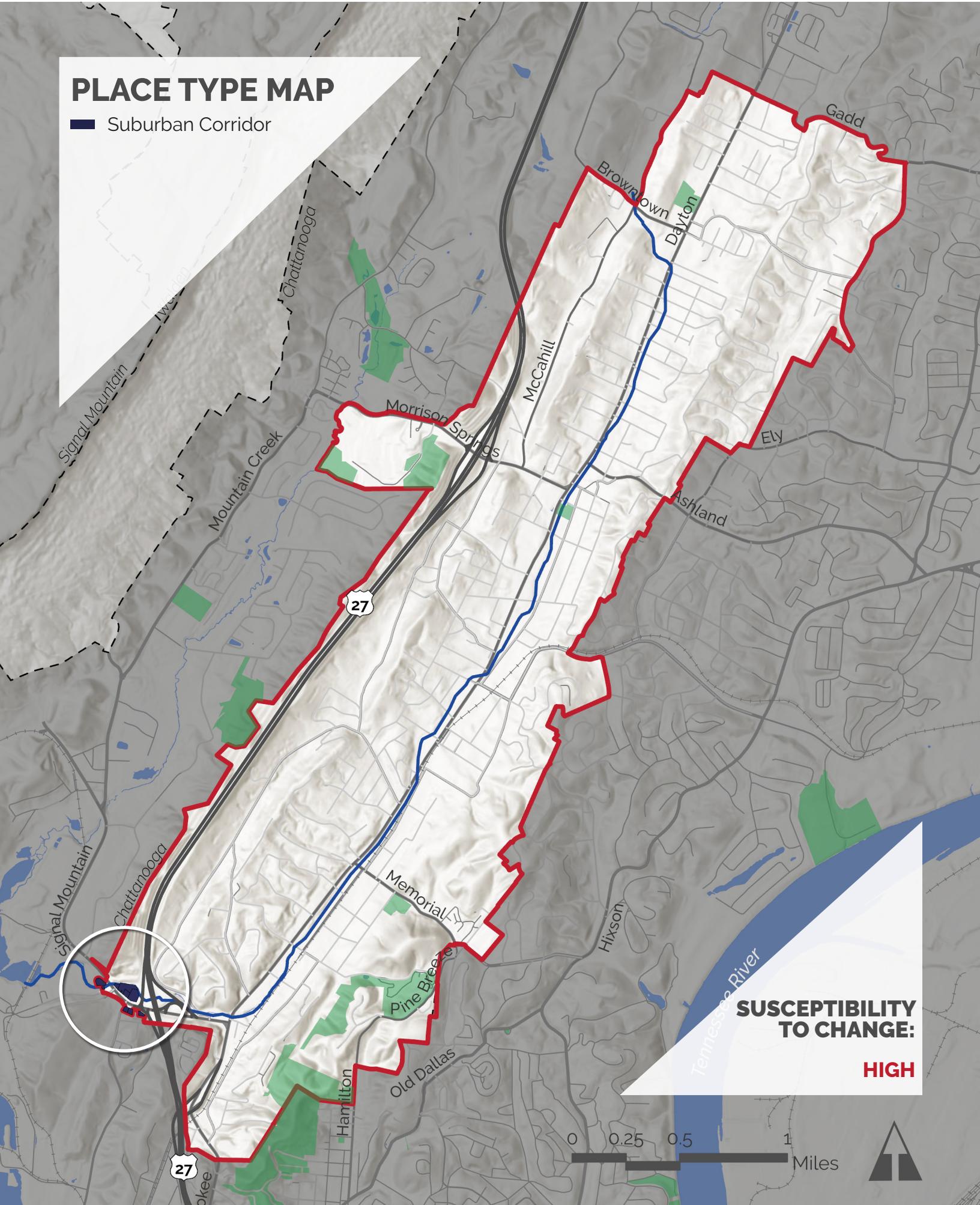
- Create or refine zoning overlays for Suburban Corridor areas to encourage context-sensitive design, requiring landscaping buffers, pedestrian facilities, and cohesive signage.
- Permit shared driveways and interconnected parking lots to reduce curb cuts and improve traffic flow.



Inspiration image for future development.

PLACE TYPE MAP

Suburban Corridor



CAMPUS CORRIDOR

The co-location of Erlanger North Hospital and the Red Bank Middle and High Schools creates an informal campus of community services along Morrison Springs Road, north of US-27. Each existing site was arranged to meet the unique needs of its primary use and are configured inwardly within themselves. Over the time, the vision is for these uses to become better connected and cohesive with improved landscaping and walkability. There is opportunity at the parcels along Morrison Springs Road to serve the corridor traffic in addition to the traditional "campus" users, through the addition of commercial and residential uses.

The Red Bank Campus place type is closely aligned with RPA's Campus place type, with minor additions to serve its corridor location. This place type is characterized by:

- **Major employment and activity centers, with clearly defined edges.**
- **Future development focused on supporting the key entities of Erlanger North Hospital and Red Bank Middle and High Schools.**
- **Sites based on master plans that incorporate buildings, open spaces, streets, pedestrian networks, and parking in a unified manner.**
- **Supportive residential buildings and small convenience services.**
- **Corridor-oriented businesses and residential uses along Morrison Springs to both serve campus users and attract corridor users.**
- **Often served by public or private transit.**

COMPLETE STREETS ELEMENTS

Complete streets in the Campus Corridor place type should prioritize connectivity and walkability with wide sidewalks, crosswalks, and shared-use paths linking the hospital, school, and nearby

supportive commercial businesses. Enhanced landscaping, pedestrian-scale lighting, and defined edges would create a cohesive, accessible, and visually unified environment.

POLICIES & CONSIDERATIONS

- Continue to improve public spaces through landscaping and expanded connectivity.
- Promote uses that complement and/or support the hospital and local schools, such as local-serving retail and other community facilities.
- Incentivize consistent design within development sites.
- Promote walkability.

KEY IMPLEMENTATION ACTIONS

- Partner with Hamilton County Schools and Erlanger North Hospital System to explore shared parking opportunities.
- Foster collaboration between Hamilton County Schools and Erlanger North Hospital System on streetscape enhancements that blur boundaries between sites, fostering a cohesive identity.
- Require landscaping buffers, tree-lined streets, and green infrastructure in the R-4 district to create a unified and attractive campus environment.
- Consider rezoning to an office-institutional district to support campus uses in this area. Update standards to support these uses better, focusing on:
 - Interconnectivity of the site.
 - Sidewalks/Landscaping.
 - Public space/open space requirements.
 - Allowance of certain commercial uses that would be appropriate in the district, especially when considered as "accessory," such as retail, restaurants, etc.



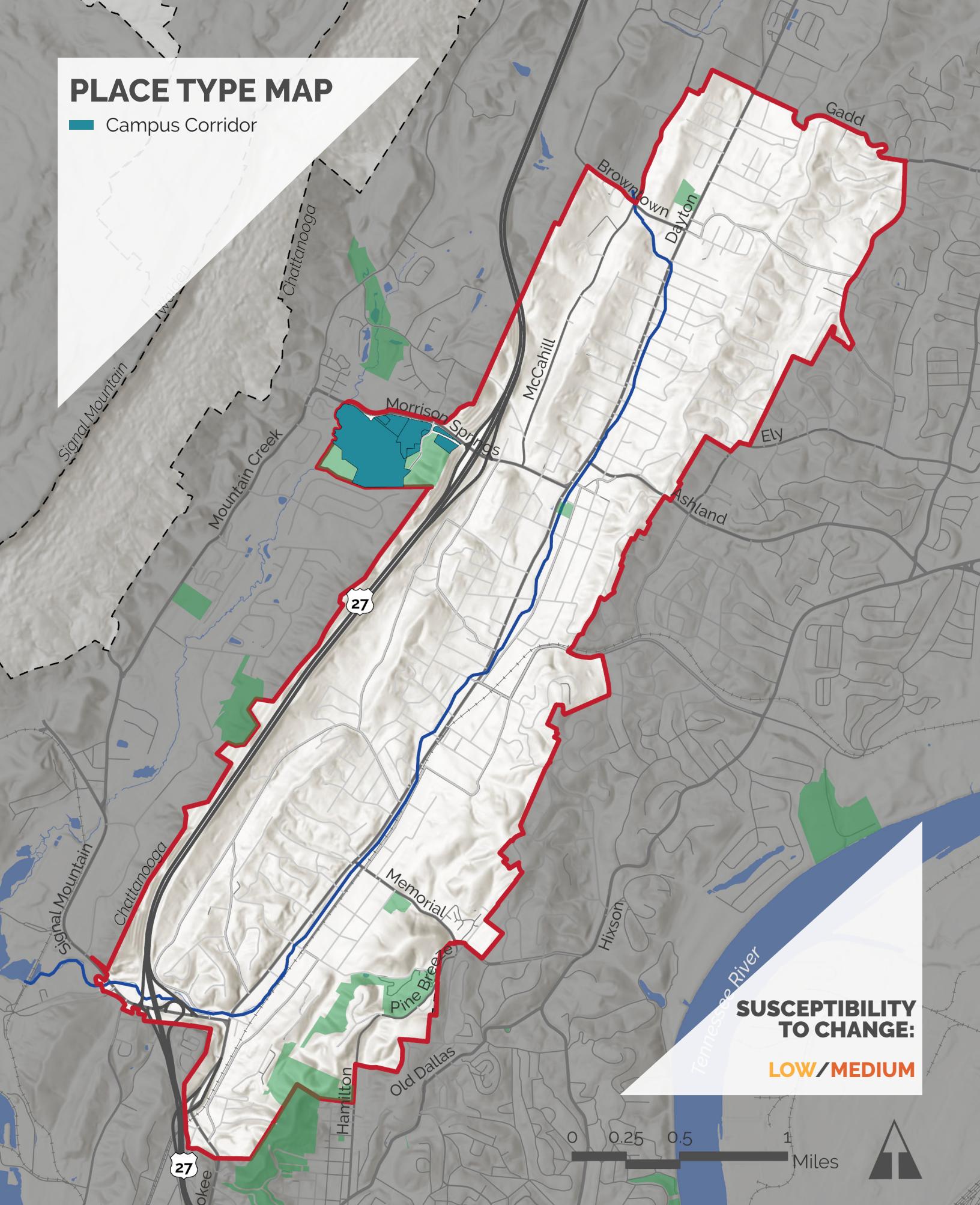
Erlanger North Campus viewed from Morrison.



Inspiration image for future development.

PLACE TYPE MAP

Campus Corridor



INDUSTRIAL

Due to the steep topography and heavily residential nature of Red Bank, industrial place types are limited—especially with the vision to transform some legacy industrial uses on Dayton Boulevard into a more human-scaled, mixed-use corridor over time. However, there are two main opportunities for this type of land use: on the west side of Signal Mountain Road and the area on the far south side of Dayton Boulevard (near Citygreen Way) that is currently industrial.

Industrial is directly aligned with RPA's Industrial place type, which is characterized by:

- **Sites for manufacturing and lighter industrial uses.**
- **Large lots and large buildings.**
- **Usually car dependent but located within a reasonable trip from residential areas to reduce commute times to jobs**

COMPLETE STREETS ELEMENTS

Complete streets should be less of a priority in Red Bank's industrial areas, but should still include several elements such as improved roadway design with truck-friendly turning radii and loading zones. Some strategically placed sidewalks and shared-use paths should be included to ensure safe access for employees to nearby key destinations. Streetscape enhancements like lighting and clear signage would support safety, as well.

POLICIES & CONSIDERATIONS

- Protect these areas for industrial uses; although they could likely support other uses (like commercial), it is important for Red Bank to retain industrial opportunities for its tax digest.

KEY IMPLEMENTATION ACTIONS

- Create new definitions within the M-1 and L-1 districts that may allow for "craft manufacturing," or small-scale manufacturing/industrial with limited impact. Examples include hand-crafted furniture, bakeries, artisan shops, etc.
- Consider allowing conversion of older industrial buildings (i.e. those buildings which are 50 years old or older) to be considered "industrial" uses and not require a zoning change.



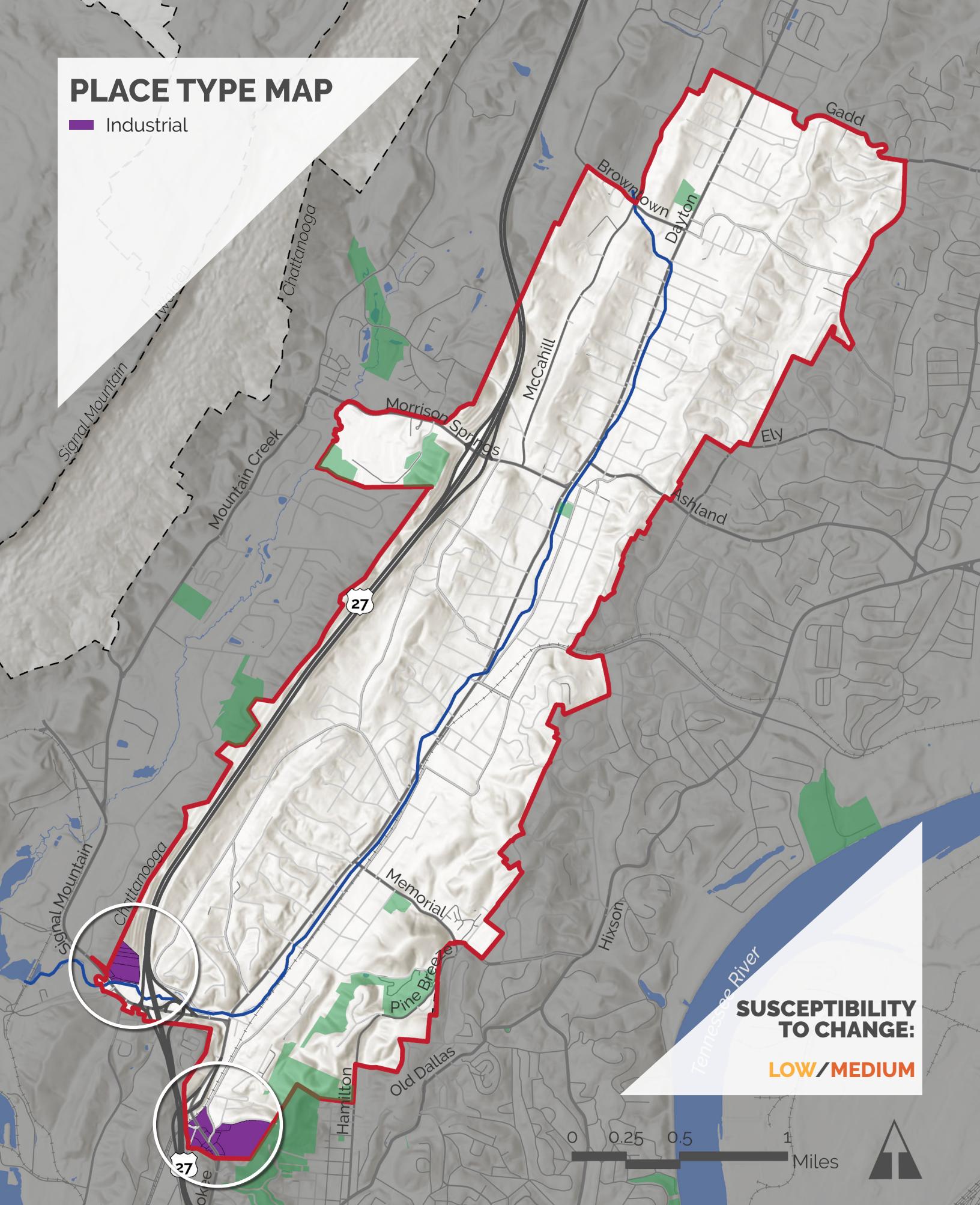
Existing industrial area.



Inspiration image for future development.

PLACE TYPE MAP

Industrial



**SUSCEPTIBILITY
TO CHANGE:**

LOW/MEDIUM

BENEFITS OF EMBRACING GROWTH

Many of the place types set the foundation for Red Bank to embrace the projected potential for future growth explored on page 14. The place types provide support for codifying the City's zoning codes and development ordinances to promote smart growth policies, such as allowing a variety in housing types and mixed-use development.

But why accommodate growth?

Accommodating growth is critical for a small town like Red Bank as it pursues better amenities and improved infrastructure. While the idea of growth may feel challenging for a close-knit community, Red Bank stands to gain significantly by embracing it through thoughtful planning.

A growing population can attract new businesses and industries, particularly those seeking skilled labor, which can diversify the economy and create job opportunities across various fields. More residents and businesses contribute to a stronger local tax base, which is essential for funding public services and amenities such as parks, improved roads, local shops, and dining options. Increased population density also reduces the per capita tax burden while enabling the City to provide a higher level of services, making growth a financial benefit for residents.

To manage this growth effectively, Red Bank can promote a variety of housing options that serve young professionals, families, and seniors, preserving the city's character and accessibility. Thoughtful zoning can encourage denser housing near commercial centers and job hubs, alleviating traffic congestion and supporting sustainable growth patterns. In walkable and bikeable areas, strategically placed mixed-use developments can foster a more connected, active community while reducing the strain on roads and parking.

Balancing residential growth with increased commercial development is also key. Prioritizing commercial spaces over solely industrial or low-density residential areas helps generate the revenue needed to fund public services without overburdening homeowners with taxes. This approach allows Red Bank to support community amenities, create vibrant gathering spaces, and protect local greenspaces by limiting sprawling development. By embracing growth through strategic and balanced policies, Red Bank can achieve a thriving future that reflects community values, enhances quality of life, and ensures long-term financial sustainability.



Credit: City of Red Bank Facebook Page.

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04

MOBILITY



Existing Conditions

Needs and Opportunities

Goals and Objectives

Mobility Vision

Recommendations

EXISTING CONDITIONS

The many parts of a city's transportation infrastructure, such as its roads, sidewalks, greenways, and bikeways, form its transportation network. The quality and efficiency of the network have a measurable impact on the quality of life for the city's residents.

EXISTING STREET NETWORK

Like most cities and towns, Red Bank's roadway network primarily consists of local streets (62%). The city is bisected (southwest to northeast) by Dayton Boulevard, and serves as Red Bank's main commercial corridor. Dayton Boulevard is a City-maintained minor arterial. Minor arterials are roads that connect the cities and towns inside and outside the region.

Another key feature of the existing street network is US-27, nine miles of which runs north and south parallel to Dayton Boulevard and along the length of the city's western border. US-27 primarily transports travelers into Chattanooga and back out by allowing them to bypass Dayton Boulevard, which keeps most of the roads reserved for local travel trips.

While Red Bank has clear data on the quantity of its road network, its quality is more ambiguous. Therefore, the Public Works Department is going to begin a City-wide pavement condition survey this year to ensure the roadways continue to facilitate smooth vehicular travel.

TRAFFIC CAPACITY

The Tennessee Department of Transportation (TDOT) places sensors across various parts of the street network to determine the number of vehicles passing that point per day. Traffic counts are commonly referred to as Average Daily Traffic (ADT) and it's helpful for understanding what areas of the street network are experiencing traffic congestion.

Each street type within the street network has a certain level of capacity. The ratio of a street's volume (measured in ADT) to its potential capacity

can demonstrate how well it facilitates traffic. Ratios above 0.8 tend to indicate higher congestion levels while anything below 0.65 means relatively low congestion.

Almost every street in Red Bank where traffic flow has been measured has a volume-to-capacity percentage below 50%, meaning they are generally only carrying half of the vehicles they have the capacity to handle. **Many sections of Dayton Boulevard only experience a quarter of the traffic it has capacity for.** The size and color of the circles on the map to the right represent the traffic capacity to volume ratio at each traffic count location.

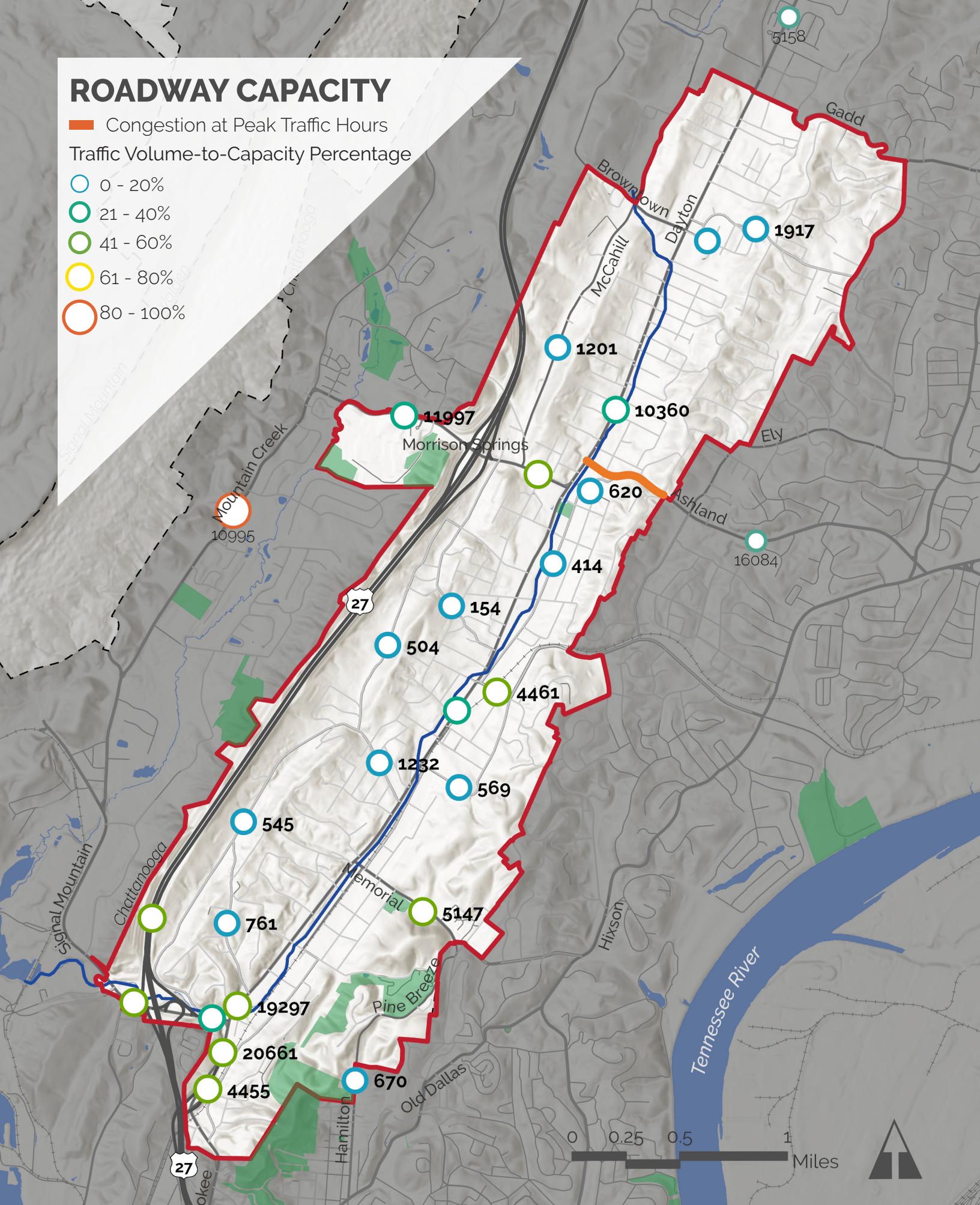
Historic vehicle delay data from Google indicates that there may be delays where TDOT does not have a sensor. Westbound traffic along Ashland Terrace leading up to the intersection with Dayton Boulevard experiences slowdowns during peak traffic hours. This is due to the intersection design and lack of continuity to Morrison Springs Road.



ROADWAY CAPACITY

Congestion at Peak Traffic Hours
Traffic Volume-to-Capacity Percentage

- 0 - 20%
- 21 - 40%
- 41 - 60%
- 61 - 80%
- 80 - 100%



CRASHES

In the last nine years, the highest concentration of crashes occurred along Dayton Boulevard between Morrison Springs Road and Ashland Terrace and at Dayton Boulevard's intersection with Signal Mountain Road.

- ◆ More than 500 crashes have happened along Dayton Boulevard between Morrison Springs Road and Ashland Terrace over the last nine years.
- ◆ Approximately another 500 crashes happened at the intersection of Signal Mountain Road and Dayton Boulevard in that same time frame.

Most crashes have resulted in minor injuries. However, 39 crashes have resulted in serious injuries, and three crashes have resulted in fatalities—two on US-27 and one on Ashmore Avenue. Many of the crashes resulting in serious injury happen along Dayton Boulevard, particularly at the southern and central end. This is likely due to the higher traffic volumes and higher speeds on Dayton Boulevard compared to the other arterials and local streets, as well as the challenging intersections at Signal Mountain Road, Morrison Springs Road, and Ashland Terrace.

Nine crashes have involved pedestrians, though none with serious injuries or fatalities. The pedestrian crashes form two patterns. There are concentrations at Dayton Boulevard's major intersections with Signal Mountain Road, Morrison Springs Road, and Ashland Terrace. Other pedestrian-involved crashes are spread throughout the city in areas that typically don't have pedestrian access, such as US-27.

Infrastructure improvements at the Morrison Springs Road and Ashland Terrace intersection on Dayton Boulevard will be vital for improving transportation safety in Red Bank across all modes of travel. The City is currently utilizing a grant to conduct a Multi-Modal Safety Study at Morrison Springs Road and Dayton Boulevard, which will identify actionable solutions to address this challenge.



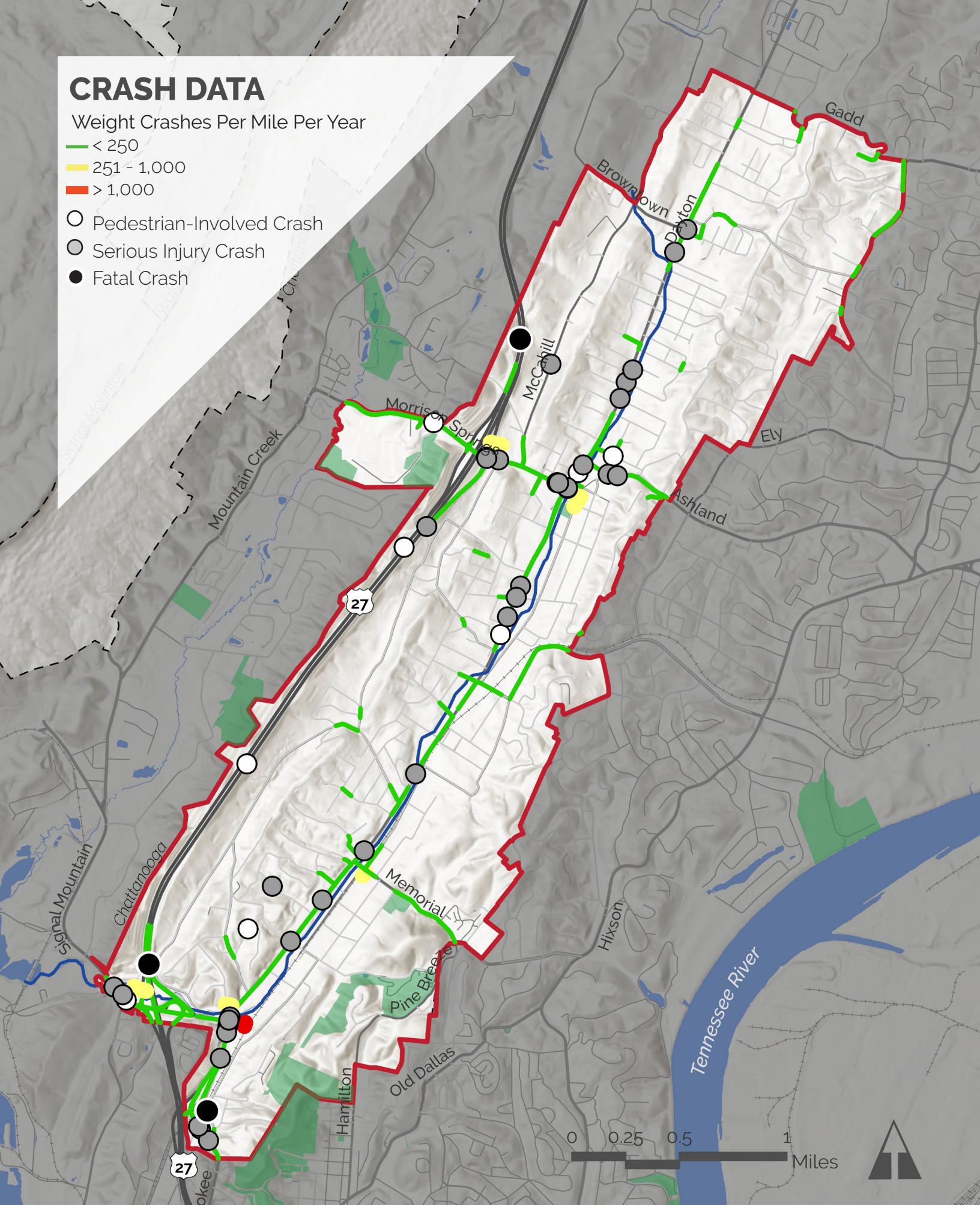
Crash Hot spot at Morrison Springs Road and Dayton Boulevard looking toward Ashland Terrace.

CRASH DATA

Weight Crashes Per Mile Per Year

< 250
251 - 1,000
> 1,000

○ Pedestrian-Involved Crash
○ Serious Injury Crash
● Fatal Crash



MULTIMODAL NETWORK

A multimodal transportation network integrates various modes of travel, such as walking, biking, driving, public transit, and micro-mobility options like scooters and bicycle share.

SIDEWALKS

Sidewalks are located along most of Dayton Boulevard, Ashland Terrace, and Morrison Springs. However, many of these sidewalks are narrow and not buffered from the street, despite the high speeds of vehicular traffic on those roads. Sidewalks are also only on one side of the road on many stretches. Recently installed mid-block crosswalks have helped improve pedestrian safety, but pedestrian crashes still occur, particularly along Dayton Boulevard.

There is very low sidewalk connectivity to and within the surrounding residential areas from Dayton Boulevard. This is partially due to the stormwater infrastructure of ditches, which are located along the local neighborhood roads where sidewalks would typically be located.

In and bordering the southeast corner of the city, there is an extensive trail network along Stringers Ridge with 6.7 miles of hiking and biking trails. The White Oak Connector connects these trails to White Oak Park.

New sidewalks are planned for Memorial Drive, Midvale Avenue, and Pine Breeze Road to connect Dayton Boulevard to the existing Stringer's Ridge Trail system.

TRAILS

Data from exercise GPS tracking application Strava collects data from users voluntarily to create walking, running, and biking heat maps that are publicly available. These maps demonstrate that the community actively uses the Stringer's Ridge Trail system for recreation purposes. They are also using the neighborhood streets for walking, despite the lack of sidewalks. These findings were supported by conversations at the Public Kickoff Meeting.

BICYCLE DEMAND

Data from Strava also demonstrates significant travel via bicycle, despite the lack of formal bicycle infrastructure. The heat maps show primary streets, such as Dayton Boulevard, Ashland Terrace, Mountain Creek Road, and Signal Mountain Road as the primary routes cyclists are using. The Strava data shows many cyclists also use the Stringers Ridge Trail system for recreational riding as well.

TRANSIT

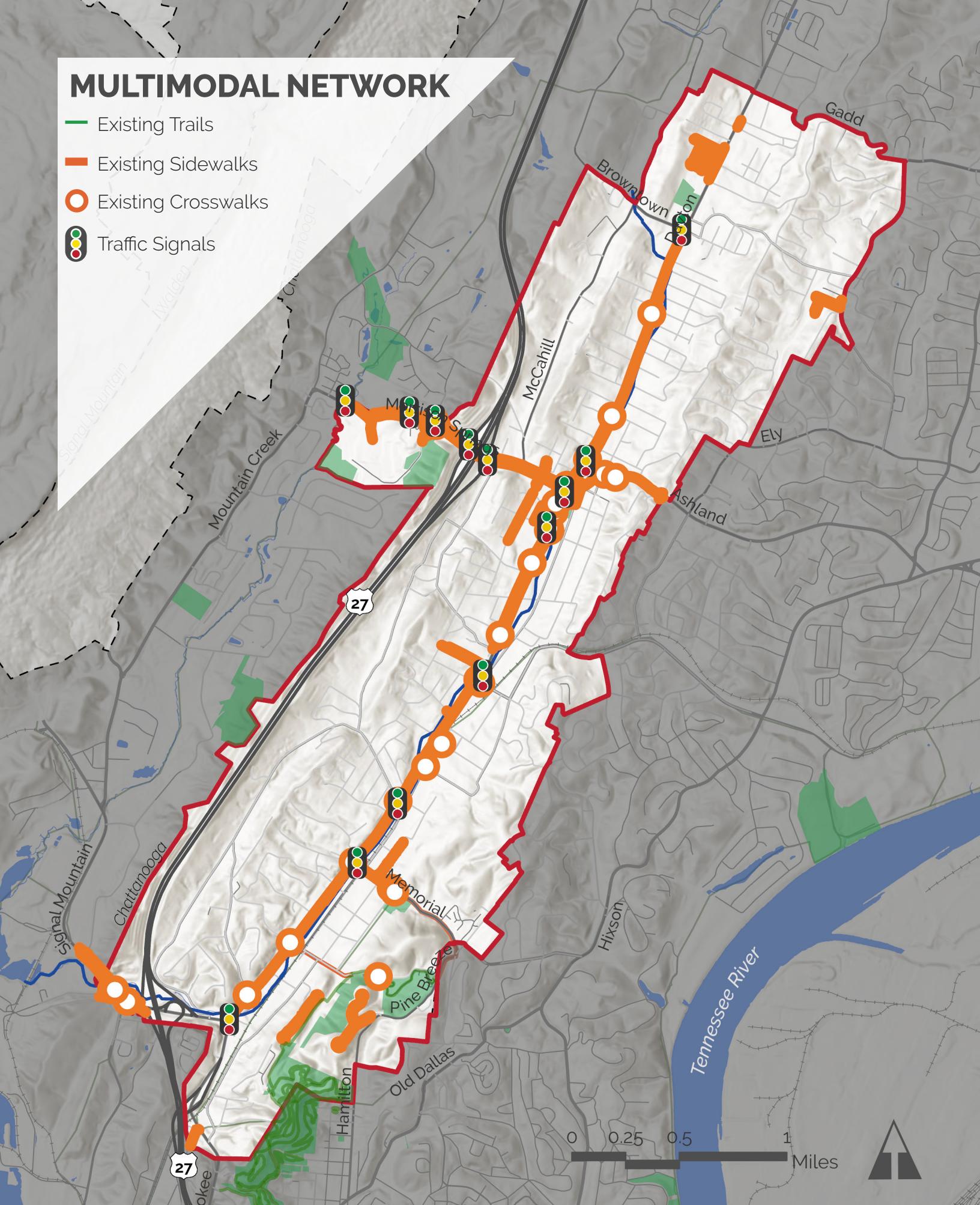
The Chattanooga Area Regional Transportation Authority (CARTA) provides transit services throughout the City of Chattanooga. Despite Red Bank's proximity, CARTA does not operate local fixed-route services within the city limits. The closest route is Route 2, the North Shore Shuttle, which operates just south of the Stringers Ridge Trailhead. CARTA does operate a paratransit service for those with mobility challenges called "Care-A-Van." Red Bank residents must apply for the service.



Recently installed mid-block crosswalk on Dayton Boulevard.

MULTIMODAL NETWORK

- Existing Trails
- Existing Sidewalks
- Existing Crosswalks
- Traffic Signals



CURRENT TRANSPORTATION PROJECTS & INITIATIVES

TRANSPORTATION IMPROVEMENT PROGRAM

The Transportation Improvement Program (TIP) is a list of upcoming transportation projects utilizing federal funds over the next four years. The TIP is developed by the local Transportation Planning Organization (TPO) to align regional transportation infrastructure with local and state goals.

TIP plans include a proposed bicycle boulevard utilizing Congestion Mitigation Air Quality (CMAQ) funds. The bicycle boulevard will run parallel to Dayton Boulevard and bring formalized bicycle infrastructure to the city. Phase 1, the project's design, will begin in 2024 and Phase 2, the project's construction, will begin in 2026.

An additional TIP project proposes replacing the Lullwater Road bridge and the repaving of North Dayton from Browntown Road to Gadd Road.

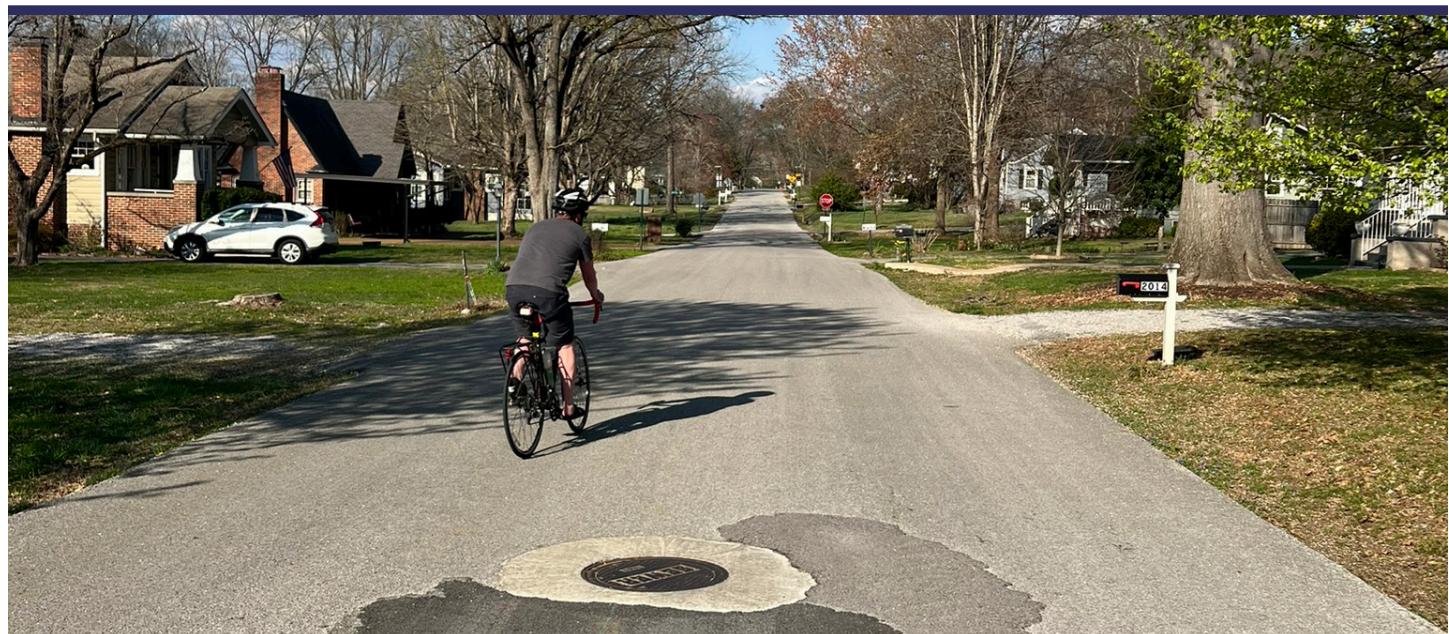
REGIONAL TRANSPORTATION PLAN

The Regional Transportation Plan (RTP) is also managed by the local TPO. The RTP is a long-range plan for the transportation system and is updated every five years to plan 30 years into the future. The short-term TIP projects are included in this list as well. There are two long-term RTP projects planned inside the Red Bank city limits:

- ◆ Intersection improvement at Dayton Boulevard and Signal Mountain Road/Spring Road.
- ◆ Intersection safety improvements at Ashland Terrace and Dayton Boulevard.

COMPLETE STREETS POLICY INITIATIVE

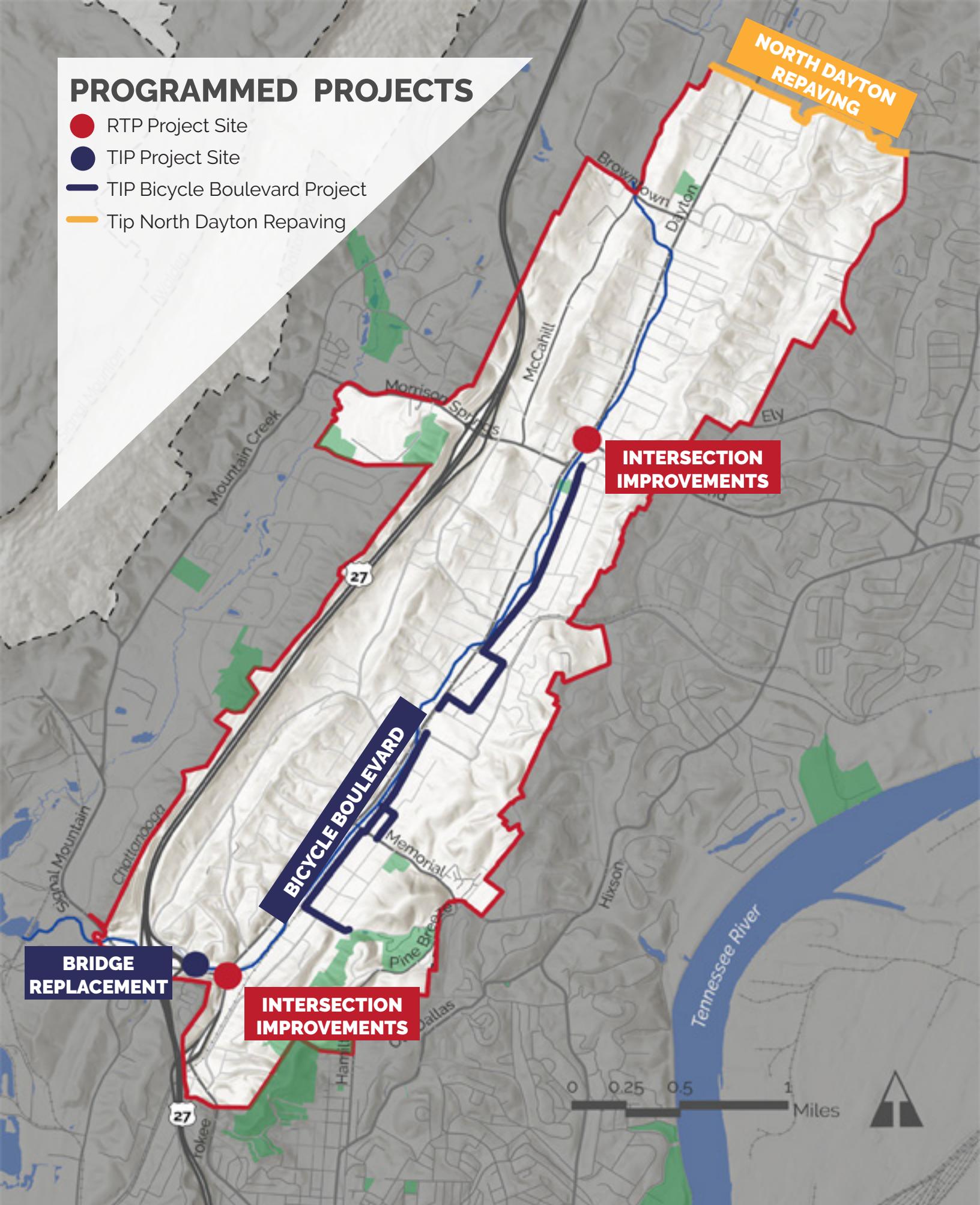
Complete streets are designed and operated to enable safe access for all users, including pedestrians, bicycles, motorists, and transit riders. Smart Growth America, a national leader in the Complete Streets movement, advances its mission through the Complete Streets Coalition—a nonprofit, nonpartisan alliance of public interest organizations and transportation professionals dedicated to developing and implementing Complete Streets policies and practices. Former Red Bank mayor Hollie Berry was selected to be involved in this nationwide program in 2022 and is working with the Coalition to establish a complete streets policy for Red Bank. Detailed complete street recommendations for each place type can be found in the Land Use chapter.



A cyclist on the future Bicycle Boulevard path.

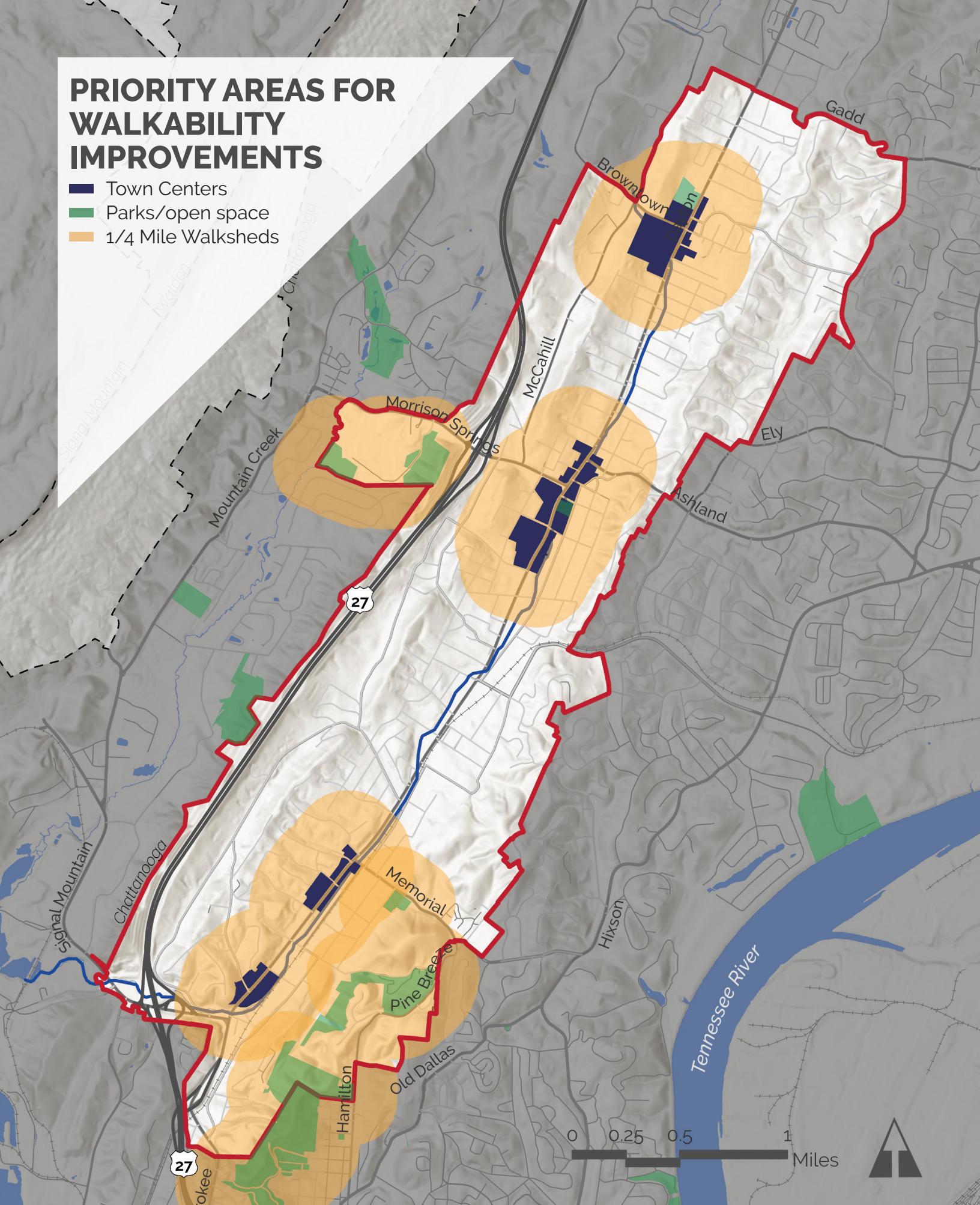
PROGRAMMED PROJECTS

- RTP Project Site
- TIP Project Site
- TIP Bicycle Boulevard Project
- Tip North Dayton Repaving



PRIORITY AREAS FOR WALKABILITY IMPROVEMENTS

- Town Centers
- Parks/open space
- 1/4 Mile Walksheds



NEEDS & OPPORTUNITIES

WHAT WE HEARD FROM THE COMMUNITY

- ◆ Improving mobility, particularly along Dayton Boulevard, with a focus on safety, walkability, and biking infrastructure, emerged as a top priority.
- ◆ Residents would like to see beautification efforts throughout the city. Streetscaping along Dayton Boulevard was repeatedly cited as one most desired focus areas for beautification efforts.
- ◆ Better walking and biking connections between Red Bank and Chattanooga.
- ◆ Investigate transit and bike and pedestrian connections to Chattanooga.

NEEDS

- ◆ Safer ways to walk and bike.
- ◆ Beautify the city.

OPPORTUNITIES

- ◆ Celebrate Red Bank's small-town feel.
- ◆ Connect neighborhoods to destinations.
- ◆ Explore creative transit options.
- ◆ Leverage proximity to Chattanooga.
- ◆ Expand on Stringers Branch restoration.
- ◆ Increase access to the outdoors.

GOALS & OBJECTIVES

The primary goals and objectives of this plan are based on the needs and opportunities revealed through community engagement and an analysis of current conditions.

- ◆ Facilitate, but calm, traffic on primary corridors to benefit safety, economic development, and neighborhood integrity.
- ◆ Improve multi-modal transportation networks. Transform Dayton Boulevard into a multimodal corridor that provides safe connections between activity nodes and surrounding neighborhoods.
- ◆ Promote beautification along city streets.
- ◆ Increase efforts to create and maintain a healthy environment.
- ◆ Preserve and provide pedestrian access to natural areas including stream corridors and ridges.
- ◆ Develop alternatives for better bicycle/pedestrian and transit connections to Chattanooga.

- ◆ Identify nodes and destinations to enhance community connections and foster economic growth.

KEY WALKABILITY TARGET AREAS

Key destinations within Red Bank's three town centers (identified on page 44) as well as the city's parks and schools need targeted investment in pedestrian infrastructure to ensure that residents have easy and safe access to them. Most people are willing to comfortably walk 5-10 minutes to reach a destination, or between a quarter- and a half-mile.

The areas in yellow on the following map represent a quarter-mile radius around the town centers and parks where the City should target walkability improvements. Some of these areas lay outside the city limits, however, the City of Red Bank can partner with the City of Chattanooga and RPA to work on extending pedestrian networks in these areas, as well.

VISION

KEY INITIATIVES

EXPAND MULTIMODAL CONNECTIVITY

- ◆ Expand sidewalk connectivity both within neighborhoods and from neighborhoods to key locations.
- ◆ Install a connected network of bicycle infrastructure.
- ◆ Work to densify development at key nodes to attract CARTA service.
- ◆ Take advantage of the proximity many residents have to their places of employment by connecting residential areas to workplace centers through the multimodal network.

IMPROVE DAYTON BOULEVARD

- ◆ Take advantage of excess capacity to right-size Dayton Boulevard.
- ◆ Improve sidewalk connectivity along the entirety Dayton Boulevard on both sides.
- ◆ Install bicycle infrastructure such as protected lanes and side paths.
- ◆ Beautify through placemaking elements such as landscaping, wayfinding signage, and pedestrian scale lighting.
- ◆ Attract future walkable mixed-use development at key nodes along Dayton Boulevard: audit the zoning code, development standards, and approval process to provide a clear path for future development.

INCREASE NETWORK SAFETY

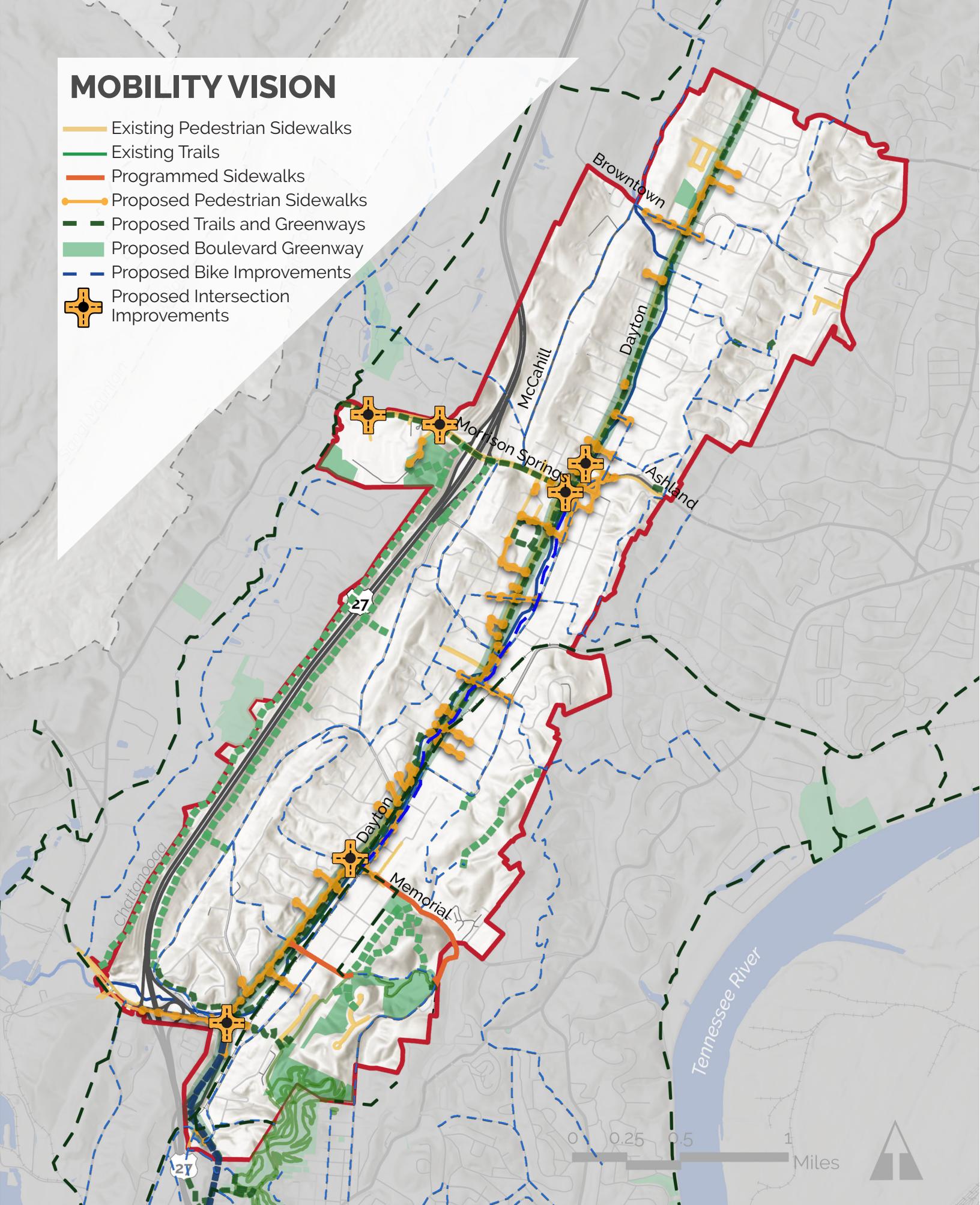
- ◆ Improve crash hot-spot intersections such as Signal Mountain Road and Dayton Boulevard and Morrison Springs Road and Dayton Boulevard.
- ◆ Slow traffic to safe speeds along major streets.
- ◆ Work with City of Chattanooga and TDOT to improve streets leading into the city.
- ◆ Continue to install high-visibility mid-block crossings.

USE PLACEMAKING & STREETSCAPING TOOLS TO BEAUTIFY THE CITY

- ◆ Improve coordination between utility companies that previously prevented planting street trees in the right-of-way.
- ◆ Provide ideal location of trees and utilities for future planned redevelopment through street section typologies.
- ◆ Gateway, branding, and wayfinding treatments to provide a more welcoming experience.

MOBILITY VISION

- Existing Pedestrian Sidewalks
- Existing Trails
- Programmed Sidewalks
- Proposed Pedestrian Sidewalks
- Proposed Trails and Greenways
- Proposed Boulevard Greenway
- Proposed Bike Improvements
- Proposed Intersection Improvements



RECOMMENDATIONS

SIDEWALKS

- ◆ Construct 1.1 miles of proposed sidewalks.
- ◆ Fill gaps on Dayton Boulevard and Signal Mountain Road.
- ◆ Connect Dayton Boulevard to neighborhoods.
- ◆ Complete projects through City contracts or require developers to build them when developing adjacent property.
- ◆ Require sidewalks to be a minimum width of five feet, but ideally six feet or wider.
- ◆ Require a tree planted buffer between the sidewalk and street.
- ◆ Prioritize creative solutions for sidewalk construction in existing residential neighborhoods, addressing challenges like narrow right-of-way widths and the lack of curb and gutter.
- ◆ Conduct ADA assessment for curb ramps, accessible signals, slopes, bumps and sidewalk widths.

CROSSWALKS

- ◆ Crosswalks should be located on all street legs of indicated intersections.
- ◆ High-visibility continental crosswalk pavement markings should be utilized.

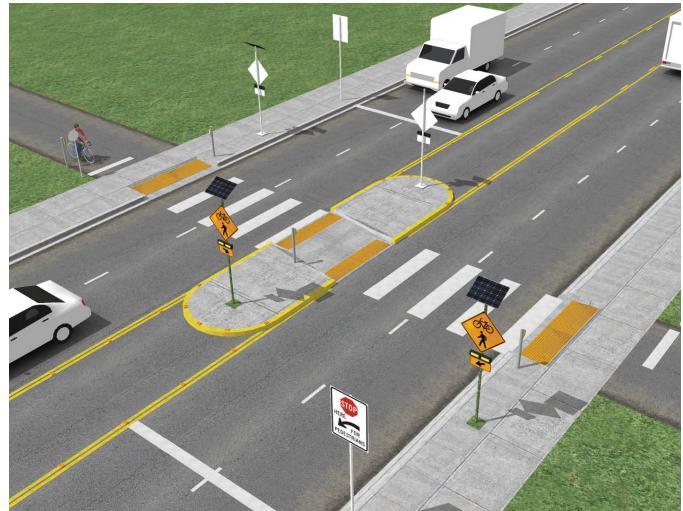


Dayton Boulevard Sidewalk.

- ◆ Locate crosswalks at mid-block crossings and unsignalized intersections on high traffic streets. Include spot medians, signage and potentially rapid flashing beacons or pedestrian hybrid beacons dependent on number of lanes and vehicle speeds.

INTERSECTION IMPROVEMENTS

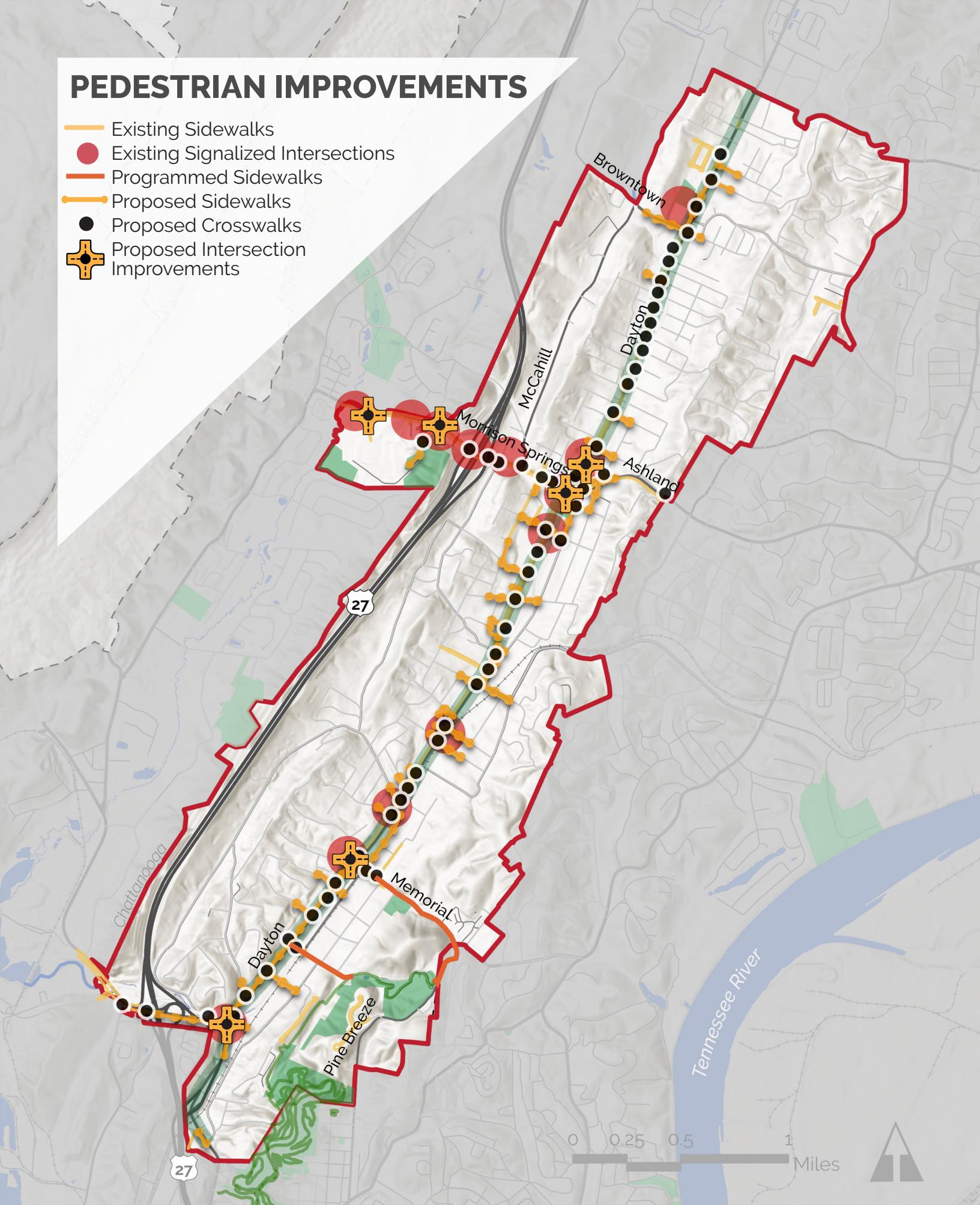
- ◆ Incorporate safety and pedestrian and bicycle-friendly design features at intersections:
 - Reduce curb radii.
 - Convert channelized right-turn lanes to conventional turn lanes.
 - Add bulb-outs for traffic calming and to reduce pedestrian crossing distances.
 - Provide median pedestrian refuges.
 - Coordinate closely-spaced traffic signals for efficiency and to control speeds .
 - Improve street lighting for pedestrian visibility.
- ◆ Where traffic volumes are relatively equivalent, convert two or one-way stops to all-way stops to create pause points in neighborhood street networks.



Rapid Flashing Beacon, Credit: NACTO.

PEDESTRIAN IMPROVEMENTS

- Existing Sidewalks
- Existing Signalized Intersections
- Programmed Sidewalks
- Proposed Sidewalks
- Proposed Crosswalks
- Proposed Intersection Improvements



TRAILS

- ◆ Develop natural and/or earthen trails in the wooded and scenic areas in Red Bank to expand on the current trail system and also provide connectivity.
- ◆ Construct north-south trails within the wide and wooded ROW of US-27 to provide a four-mile ridge loop for hiking, trail running, and mountain biking.
- ◆ Construct trails along Stringers Ridge north of the current trail system.

GREENWAYS & SIDEPATHS

A **greenway** is a wide, paved multi-use trail for walking, biking, running, and other human-powered modes, and typically follows a stream, ridge or other natural corridor. A **sidepath** is the same as a greenway except that it follows a road corridor. The adjacent map shows recommended locations for these facilities including:

- ◆ School Connector: a collection of sidepaths on the south side of Morrison Springs Road to connect to the Town Center and greenways along powerlines to connect to neighborhoods on the south.
- ◆ The Boulevard Greenway along Dayton Boulevard.

BOULEVARD GREENWAY

The focus of the Boulevard Greenway is to create a north/south walking and biking corridor along Dayton Boulevard and Stringers Branch that will serve the entire city and spur economic growth along the corridor. Aspects of the corridor include:

- ◆ **Greenway along the banks of Stringers Branch where feasible:** This will be a natural greenway setting and involve restoring portions of the stream to its natural origins. Require existing and future buildings to face the stream or provide patio and viewing areas.
- ◆ **Sidepath along Dayton Boulevard:** A multimodal sidepath on the east side of Dayton Boulevard would provide direct north-south bike and pedestrian connectivity, give direct access to existing and new retail and residential development along the corridor, and would be separated from the street by a landscaped buffer for safety and enhanced experience.
- ◆ **Cycletrack along Dayton Boulevard:** A tactical first phase of the sidepath would be development of a two-way protected bicycle lane or cycletrack on the east side of the road. It would be a separate facility from the sidewalk and buffered from the street by bollards, concrete dividers, other physical, and protective measures.



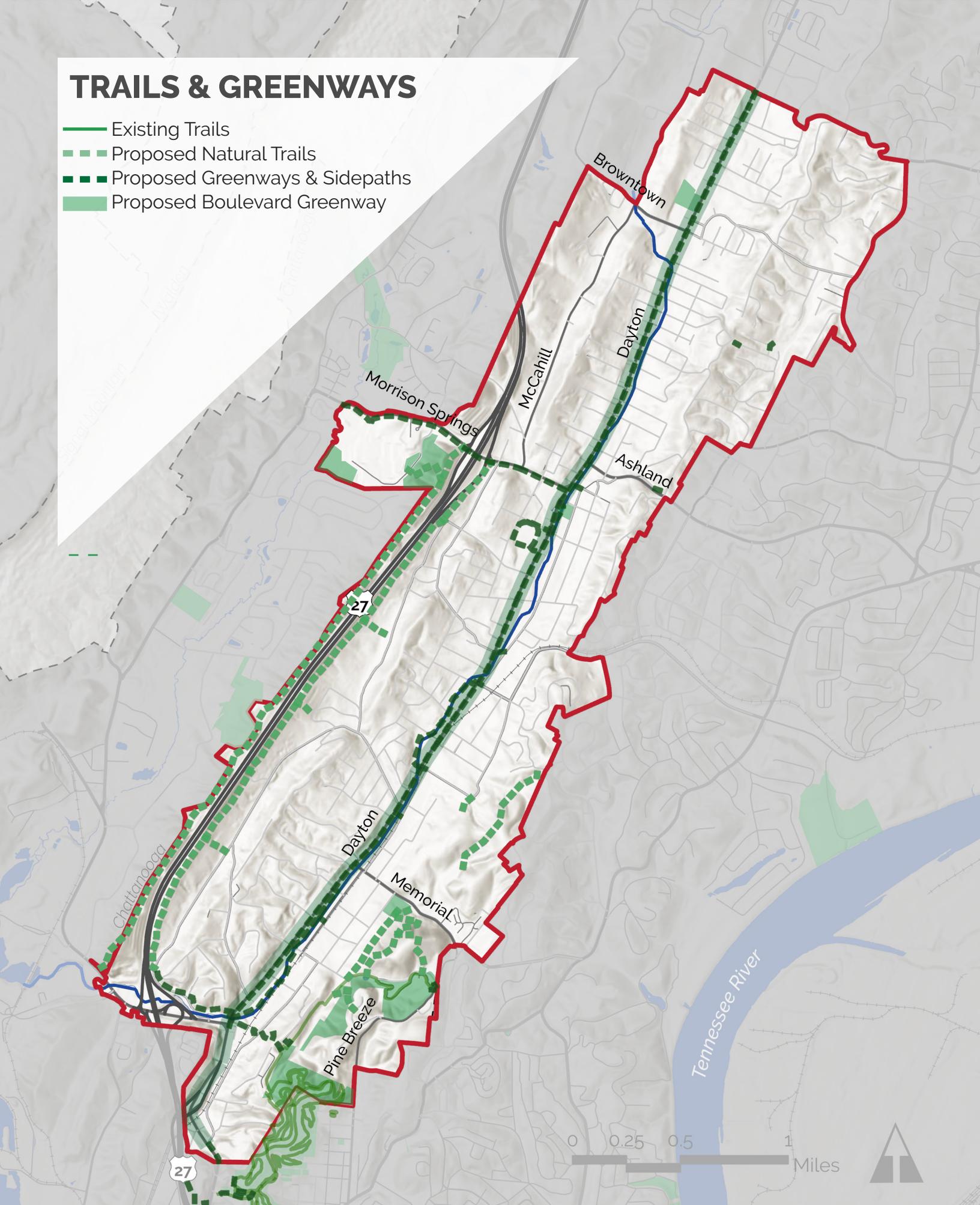
Cycletrack.



Sidepath.

TRAILS & GREENWAYS

- Existing Trails
- Proposed Natural Trails
- Proposed Greenways & Sidepaths
- Proposed Boulevard Greenway



BIKE ROUTES

Bike routes work best for existing neighborhood streets that are low in traffic volume and have vehicular speeds that are optimal for transportation or exercise-related biking or running. Many of these streets indicated are currently important routes for bicycle commuters. Improvements can be made to create ideal routes:

- ◆ Branding and wayfinding signage or pavement marking/pavement art.
- ◆ Wayfinding routing maps.
- ◆ Speed limit reductions.

BIKE BOULEVARDS

Bike boulevards are bike routes with additional steps taken to reduce vehicle speeds and volumes to create a safer and more inviting experience for bicyclists, runners, and pedestrians. Some traffic calming measures typically employed include:

- ◆ Traffic circles and chicanes.
- ◆ Speed cushions.
- ◆ Intersection diverters.

CHATTANOOGA CONNECTIONS

There are numerous barriers between Red Bank and Chattanooga that make biking and walking connections challenging. These obstacles include ridges, interstate highways, active railroad lines, and rivers. One important existing connection is the White Oak Park Connector that gives a direct link between the Stringers Ridge Trail system and White Oak Park. This report explores and highlights multiple potential routes for bike and pedestrian connections between the two cities.

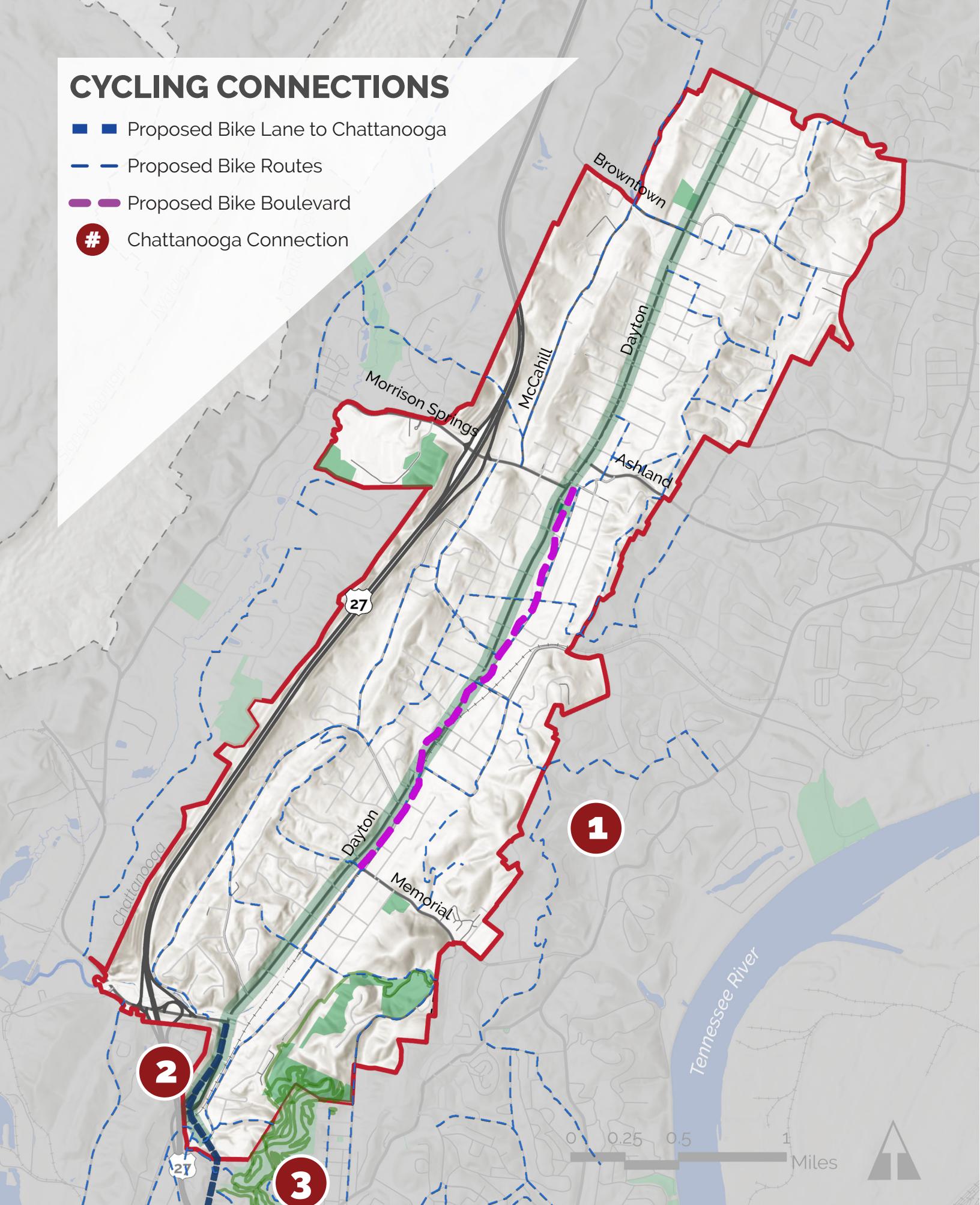
- 1 Existing bike routes in Red Bank can connect to proposed bike routes in Chattanooga at Ozark Circle, Nurick Drive, and Pineville Road.
- 2 Buffered bike lanes on Cherokee Boulevard and Dayton Boulevard, connecting from Signal Mountain Road to N Market Street in Chattanooga.
- 3 A short greenway connector within the Stringers Ridge Park area can connect Nye Circle to Pine Ridge Drive.



Bicycle Boulevard (Credit: NACTO).

CYCLING CONNECTIONS

- Proposed Bike Lane to Chattanooga
- Proposed Bike Routes
- Proposed Bike Boulevard
- # Chattanooga Connection



TRANSIT

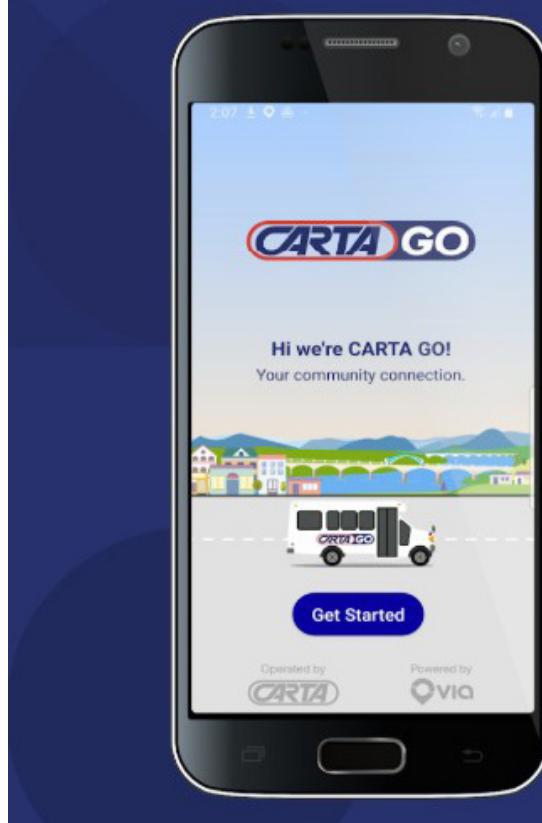
While in the past, Red Bank had direct access to bus and even streetcar facilities, the City currently has limited access to public transit services, with the closest CARTA route being Route 2 located just outside town. This has left a gap in local transit options for residents. The city has an opportunity to partner with CARTA to improve its transit infrastructure to meet the growing needs of its residents, particularly regarding connecting to employment and retail opportunities in the region.

As Red Bank continues to grow, there will be an increased demand for transit, especially as new commercial and residential development evolves along Dayton Boulevard. There is also significant unmet demand for transit services along the Signal Mountain Road corridor and within the Mountain Creek neighborhood. The low residential density in Red Bank, and the proximity of Mountain Creek and Chattanooga make micro transit an strong potential option for Red Bank.

Micro-transit offers on-demand, flexible transportation services using smaller vehicles. This solution can serve areas that cannot justify fixed-route service, providing an efficient and scalable transit option for neighborhoods with lower population density or irregular demand:

- ◆ Utilize micro-transit to provide service to Red Bank residents, targeting the Dayton Boulevard corridor and also providing access to the Signal Mountain Road corridor and the Mountain Creek neighborhood.
- ◆ Integrate micro-transit services with existing regional transit routes, allowing seamless transfers between Red Bank and Downtown Chattanooga for enhanced regional connectivity.
- ◆ Offer the flexibility of on-demand booking to cater to the diverse needs of residents for efficient and responsive service.

Book rides straight from your phone.



CARTA riders app (CARTA)

STANDARDS

Existing City standards were reviewed to evaluate alignment with the plan's recommendations for enhancing connectivity, incorporating sidewalks with landscaped buffers, adding street trees, and improving intersections.

Zoning and Subdivision Regulations

- ◆ Street Network
 - Require interconnected street networks via block size maximums to improve traffic flow and accessibility.
 - Limit cul-de-sac lengths unless required by topography or environmental constraints.
 - Ensure future developments connect to adjacent properties for cohesive community design.
 - Develop complete street sections for all new streets and retrofits.
- ◆ Sidewalks
 - Require sidewalks on both sides of new streets and fronting new lot development.
 - Minimum sidewalk width of five feet for residential areas, and wider requirements for commercial, mixed-use and medium-density residential areas.
 - Add four-to-six foot tree-lined buffers between sidewalks and streets for pedestrian safety and comfort.
 - Develop approved palette of native trees and plants.
- ◆ Intersections
 - Reduce curb radii requirements.
 - Encourage all-way stops at new intersections.
- ◆ Parking
 - Provide parking requirement discounts for mixed-use development, and areas with access to multimodal facilities and transit.
 - Require rear-loaded parking lots for mixed-use development.
 - Require rear/alley access parking for higher density residential development.

Speed limits

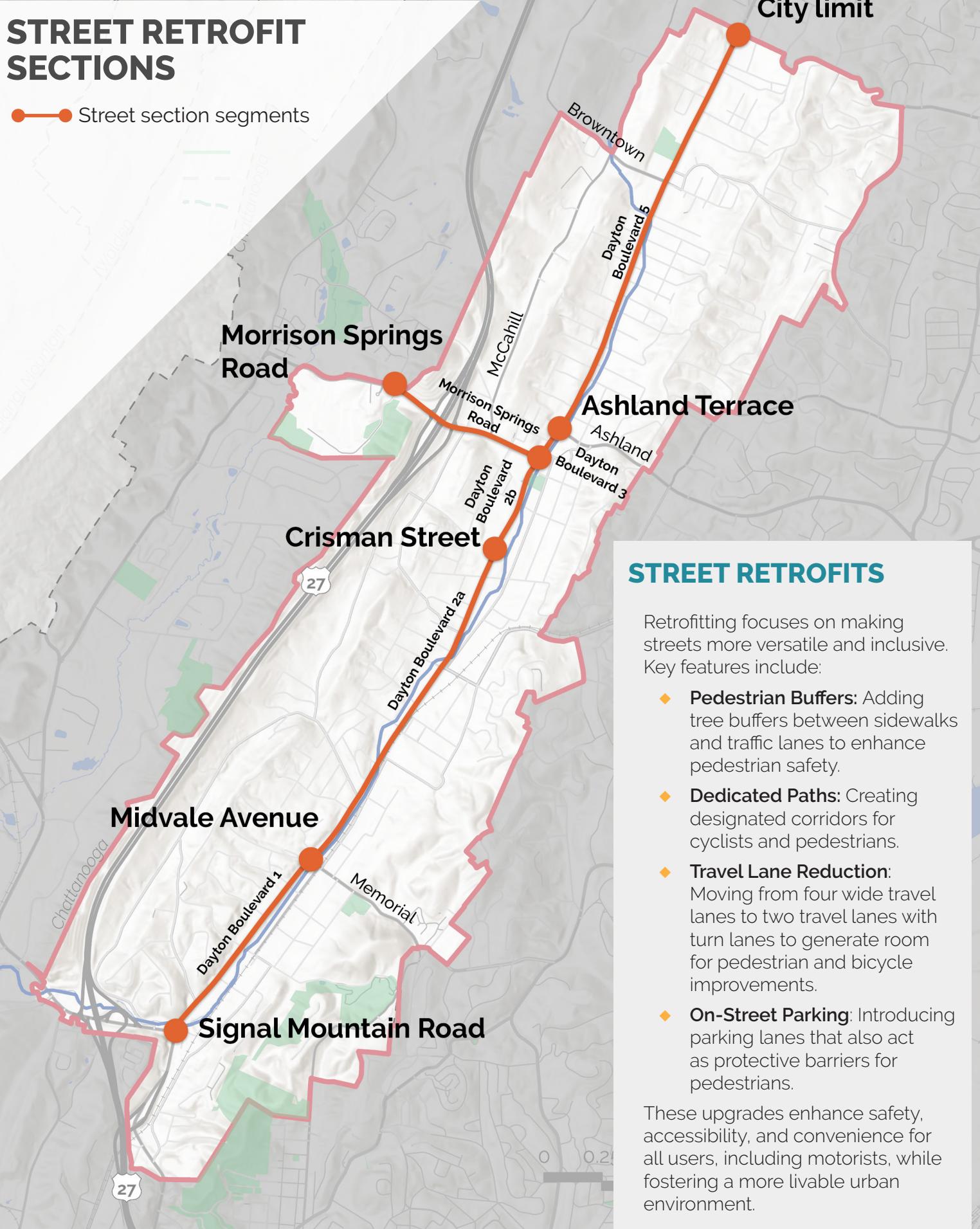
- ◆ Establish speed limits based on surrounding context and user safety.
- ◆ Lower speed limits on key corridors, complemented by road retrofit projects to enhance overall safety and functionality.

Street standards

- ◆ Develop transportation standards that emphasize complete street implementation.
- ◆ **New Street Typologies:** shift from functional class categories to context-based street types.
- ◆ **Complete Streets:** street sections and design standards that emphasize walkability, bikeability and traffic calming.
- ◆ **Green Streets:** Integrate sustainable drainage systems, street trees, and permeable paving to enhance stormwater management and aesthetics.
- ◆ **Shared Streets:** Create spaces where vehicles, pedestrians, and cyclists coexist, with traffic calming measures, pavers, planters, and other means.

STREET RETROFIT SECTIONS

Street section segments



STREET RETROFITS

Retrofitting focuses on making streets more versatile and inclusive. Key features include:

- ◆ **Pedestrian Buffers:** Adding tree buffers between sidewalks and traffic lanes to enhance pedestrian safety.
- ◆ **Dedicated Paths:** Creating designated corridors for cyclists and pedestrians.
- ◆ **Travel Lane Reduction:** Moving from four wide travel lanes to two travel lanes with turn lanes to generate room for pedestrian and bicycle improvements.
- ◆ **On-Street Parking:** Introducing parking lanes that also act as protective barriers for pedestrians.

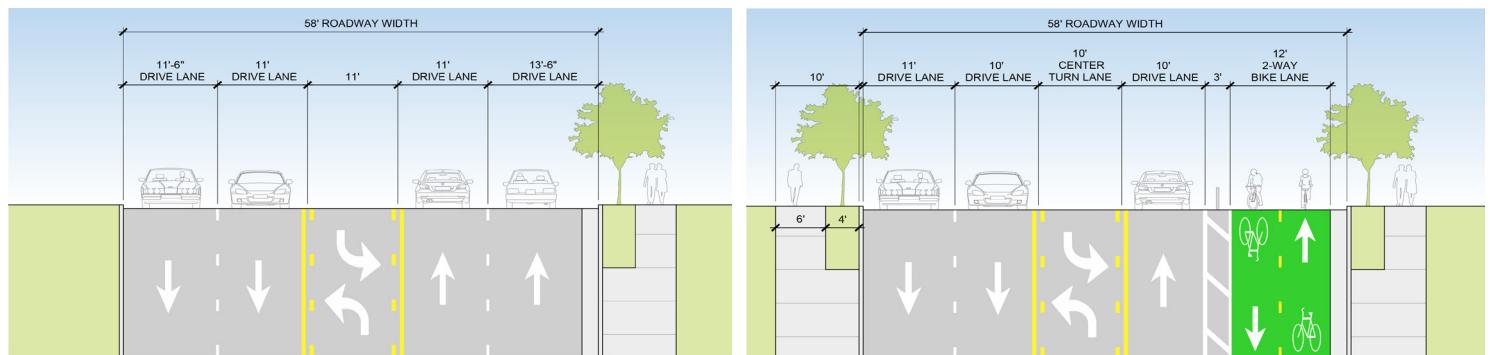
These upgrades enhance safety, accessibility, and convenience for all users, including motorists, while fostering a more livable urban environment.

Concurrent with this planning effort, the City contracted a traffic study to analyze the feasibility of a road retrofit for Dayton Boulevard without causing significant traffic issues. Each segment and intersection along the corridor was evaluated based on the proposed street sections. The analysis found minimal impact on traffic delays, with a level of service (LOS) of C or better, indicating acceptable traffic flow.

DAYTON BOULEVARD: SIGNAL MOUNTAIN ROAD TO MIDVALE AVENUE

EXISTING

PROPOSED

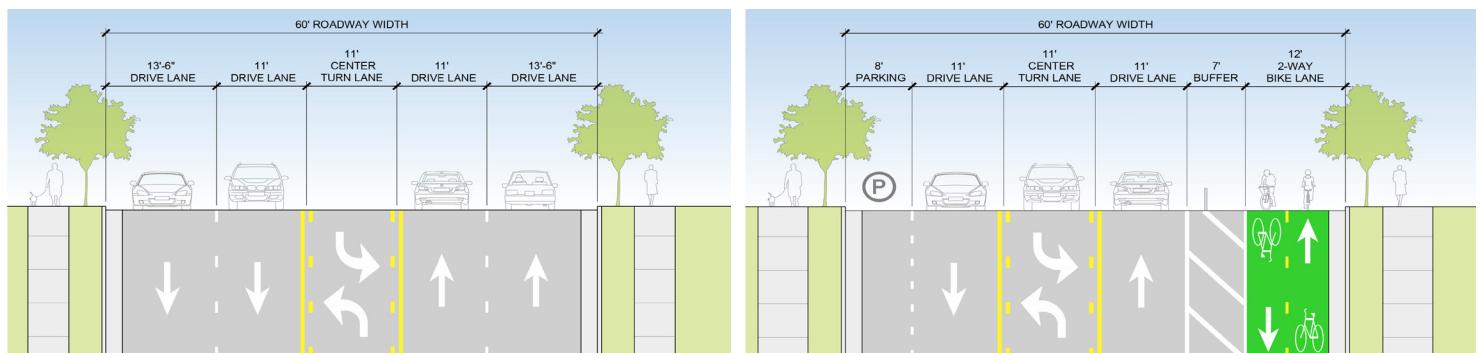


The proposed street retrofit for this most southern segment of Dayton Boulevard includes modifying the 5-lane street into a 4-lane configuration by eliminating one northbound through lane to accommodate a two-way protected bike lane on the east side of the street. Additionally, a sidewalk with a landscaped buffer is proposed on the west side where none currently exists.

DAYTON BOULEVARD: MIDVALE AVENUE TO CRISMAN STREET

EXISTING

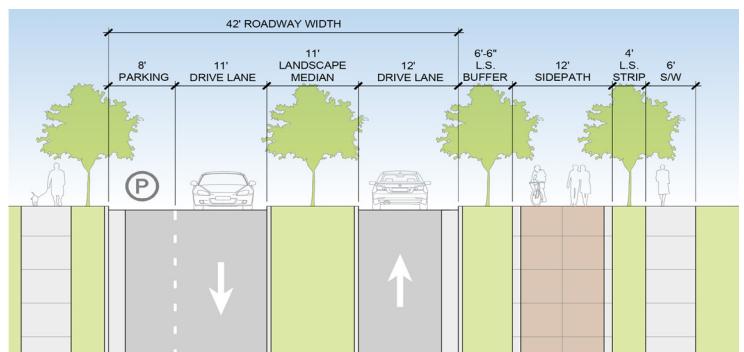
PROPOSED PHASE 1



The next segment of Dayton Boulevard is proposed to retrofit the roadway from five lanes to three lanes. This redesign allows for the continuation of the two-way protected bike lane on the east side and introduces on-street parking on the west side to support both existing and future developments.

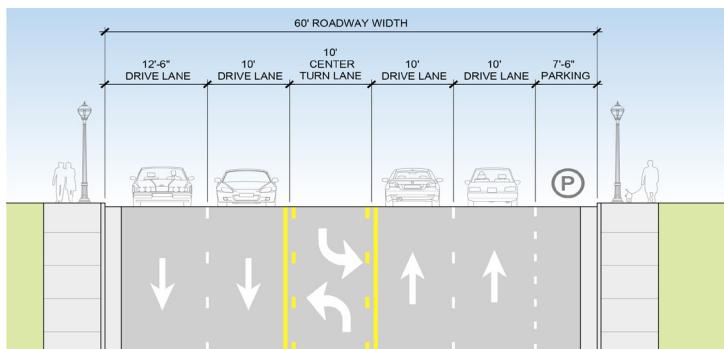
The second phase of improvements for this and other segments of the Boulevard would replace the bike lanes with a multimodal sidepath. This sidepath would be at the same level as the sidewalk and separated from the street by a wide landscaped buffer. The continuous two-way left turn lane (TWLTL) is converted into a landscaped median with left turn lanes at street intersections.

PROPOSED PHASE 2

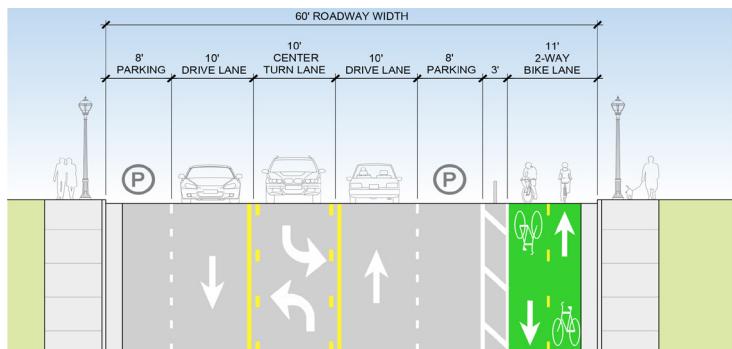


DAYTON BOULEVARD: CRISMAN STREET TO MORRISON SPRINGS ROAD

EXISTING



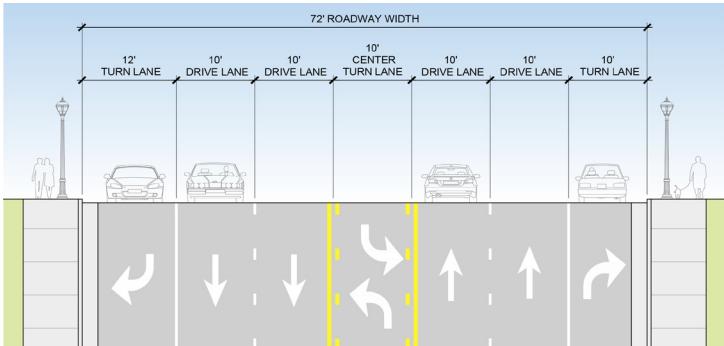
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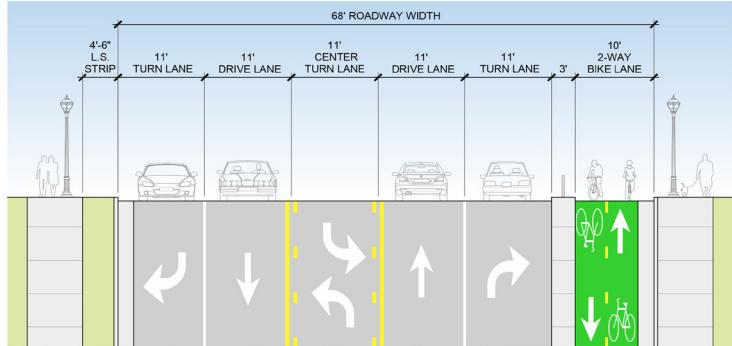
This segment of Dayton Boulevard is located in the town center area, characterized by front-facing retail development and existing on-street parking along the east side. The proposed design includes two-way protected bike lanes, retains the existing on-street parking on the east side, and introduces additional on-street parking on the west side to support planned town center development.

DAYTON BOULEVARD: MORRISON SPRINGS ROAD TO ASHLAND TERRACE

EXISTING



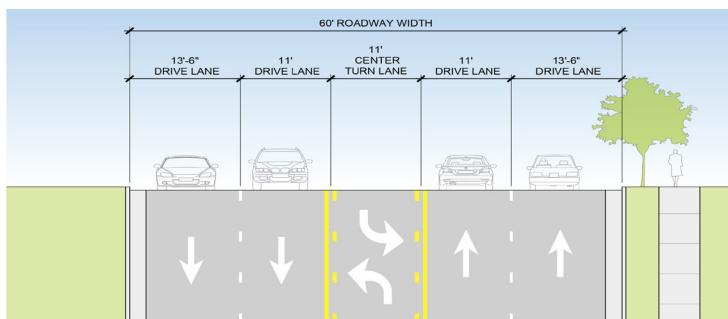
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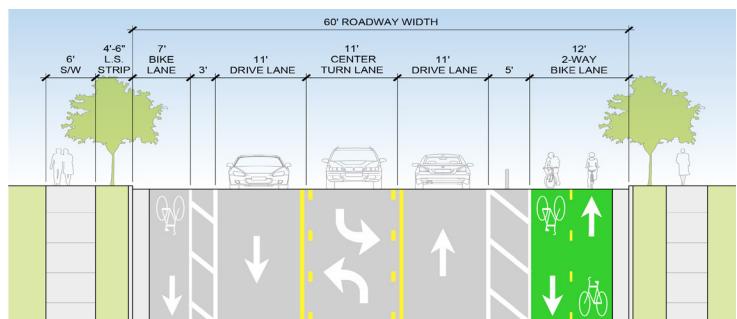
The segment of Dayton Boulevard between Morrison Springs Road and Ashland Terrace is the most challenging part of the corridor due to its high traffic volume, as it serves as a route for cut-through traffic connecting US-27 to Hixson Pike. Additionally, this area functions as the city's town center, making pedestrian access and traffic calming critical priorities. While significant traffic turns onto and off Morrison Springs Road and Ashland Terrace, lower volumes continue straight through the intersections heading north or south. This allows for the removal of one through lane in each direction, creating space for continuous bicycle and pedestrian facilities and ensuring no critical gaps in the north-south multimodal connections that unify the city. The existing double left-turn lanes at both intersections can still be preserved under this retrofit plan.

DAYTON BOULEVARD: ASHLAND TERRACE TO CITY LIMITS

EXISTING



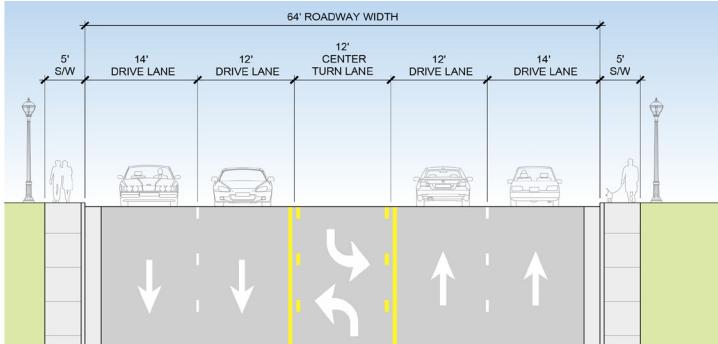
PROPOSED



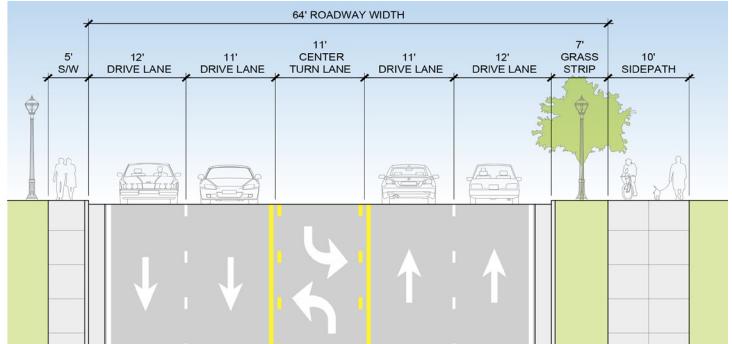
This northernmost portion of the corridor experiences significantly lower traffic volumes and is predominantly residential. The proposed design extends the two-way protected bike lane on the east side and introduces a buffered bike lane on the west side. Given the surrounding residential areas and set-back commercial properties, on-street parking is not a primary concern.

MORRISON SPRINGS ROAD

EXISTING



PROPOSED



The proposed retrofit for this segment of Dayton Boulevard reduces the roadway from five lanes to three, incorporates a two-way protected bike lane on the east side, and adds a buffered bike lane on the west side. This design ensures connectivity for cyclists until they can safely cross over to access the protected lane on the east side.



05

**PARKS, RECREATION,
& OPEN SPACE**



Existing Conditions
Needs & Opportunities
Goals & Objectives
Parks & Open Space Vision
Recommendations

EXISTING CONDITIONS

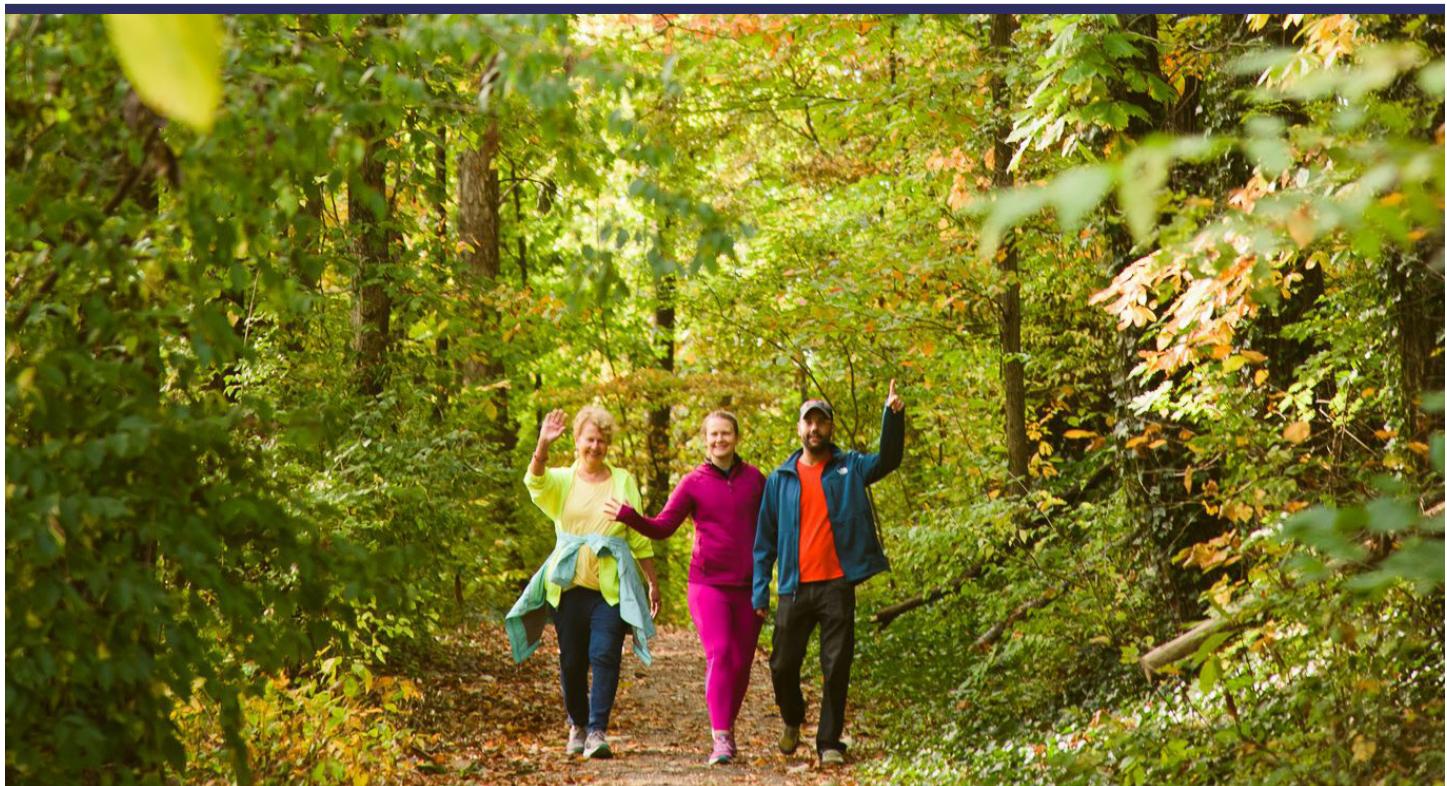
Parks, recreation, and open space play an integral role in promoting a healthy community, supporting a vibrant ecological system, and creating a thriving economy. Red Bank residents highly prioritized parks, recreation, and open space throughout the community engagement process.

The City of Red Bank recently developed a *Parks and Recreation Master Plan*, approved in August of 2024. This comprehensive plan aims to cohesively integrate the findings and recommendations proposed by the *Parks and Recreation Master Plan*. The comprehensive plan considers how recreation and connectivity opportunities can be integrated into land use and mobility plans and prioritize the gaps in programs for the small area study at the former Red Bank Middle School site.

The City of Red Bank is home to five parks. These range in size and purpose, from open space to children's playgrounds.

- ◆ Red Bank City Park
- ◆ Kids Corner Park
- ◆ Normal Cagle Park
- ◆ White Oak Park
- ◆ Stringers Ridge and Stringers Ridge Trailhead

Red Bank's parks are highly concentrated in specific areas, and most residents are without easy pedestrian access to them. While there is a good amount of park acreage compared to national standards, Red Bank is between the lower and median quartiles when compared only to similar-sized cities.



Credit: J Adams

PARKS AND RECREATION MASTER PLAN

The *Parks and Recreation Master Plan* for the City of Red Bank outlines a strategic framework for enhancing the City's parks and recreational facilities over the next decade.

The plan's mission is to promote quality recreation opportunities that contribute to the health and well-being of all citizens. Given the city's landlocked nature, with no room for expansion, the plan emphasizes the importance of maximizing existing assets.

Community engagement played a crucial role in shaping the plan, with a public survey revealing desires for more festivals, trails, and improved connectivity within the city. The benchmark analysis indicates that Red Bank's parks offer less space per resident compared to national averages, and the city lacks several key recreational facilities. The facility inventory and analysis highlight the need for significant upgrades across many parks, such as White Oak Park and Morrison Springs Ballfields, focusing on improving playgrounds, adding amenities, and addressing maintenance challenges.

Program assessments reveal that while the City offers several recreational programs, there is a demand for expanded offerings, particularly in indoor athletics, biking, and soccer.

Staffing is a critical issue, with the Parks, Trails, and Recreation Department currently under-resourced, leading to recommendations for increased staffing and resources to meet the community's growing needs. The plan also provides financial strategies, suggesting various funding avenues, including grants and partnerships, to support the proposed improvements. The implementation plan recommends a phased approach, prioritizing critical needs and gradually expanding recreational offerings to enhance the quality of life for Red Bank residents. Overall, the *Parks and Recreation Master Plan* serves as a comprehensive guide for the City to create a more inclusive, accessible, and well-maintained park system.



Credit: J Adams

NEEDS & OPPORTUNITIES

WHAT WE HEARD FROM THE COMMUNITY

- ◆ The community wants to protect greenspaces and create larger community gathering areas. Current opportunities are not accessible to all residents.
- ◆ Most Red Bank residents want to see parks, recreation, and open spaces for the majority of the former Red Bank Middle School site to create a central gathering space for the community.
- ◆ Nature, walking and running, passive recreation, hiking, public events, and arts and culture are the current top attractions to parks and/or recreational facilities.
- ◆ There needs to be more alternative ways to reach parks such as trails, sidewalks, and bike lanes.
- ◆ People would like to have more events and festivals.
- ◆ Community members desire integrating recreation into new development along Dayton Boulevard.

NEEDS

- ◆ Better places for community celebrations.
- ◆ More public amenities.
- ◆ Safer ways to walk and bike.
- ◆ More things to do.
- ◆ Beautify the city.
- ◆ Preserve communal greenspace.
- ◆ Protect Red Bank's natural resources.

OPPORTUNITIES

- ◆ Upgrade infrastructure for growth.
- ◆ Connect neighborhoods to destinations.
- ◆ Increase civic spaces for public use.
- ◆ Leverage proximity to Chattanooga.
- ◆ Support local businesses.
- ◆ Expand on Stringers Branch restoration.
- ◆ Increase access to the outdoors.

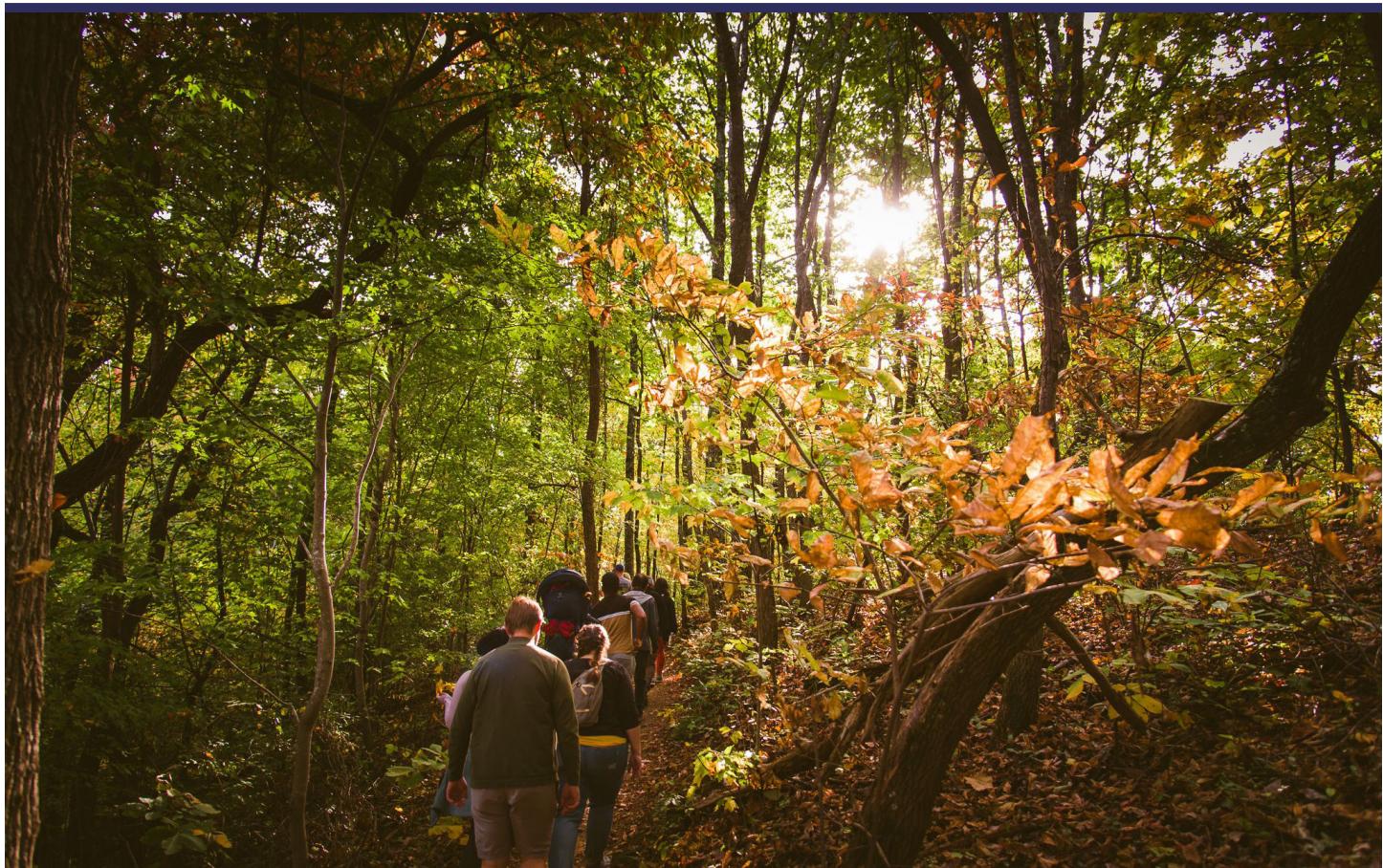


Open Space within Red Bank

GOALS & OBJECTIVES

GOALS & OBJECTIVES

- ◆ Invest in parks and open spaces by prioritizing planning, increasing resources, and expanding accessibility.
- ◆ Increase efforts to create and maintain a healthy environment.
- ◆ Identify nodes and destinations to enhance community connections and foster economic growth.
- ◆ Promote beautification throughout the city.
- ◆ Improve multi-modal transportation networks.



Stringers Branch Trailway, Credit: J Adams

PARKS & OPEN SPACE VISION

VISION

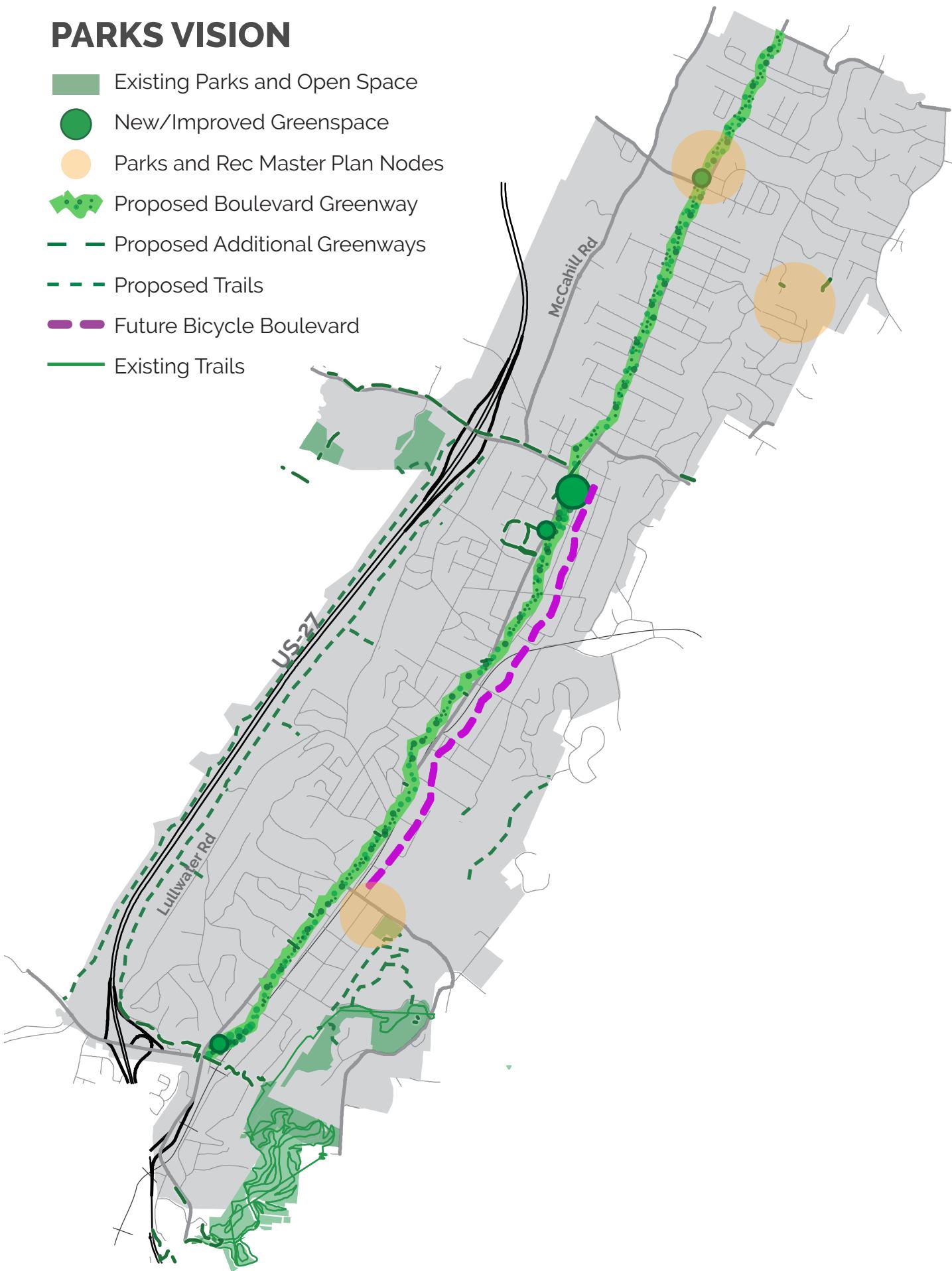
- ◆ A network of inclusive, accessible, and engaging parks and recreational facilities, while also considering environmental sustainability and community well-being.
- ◆ A system of multi-modal connectivity that provides access between parks and recreational facilities and to as many neighborhoods as possible.
- ◆ Enhanced existing facilities that capitalize on current resources and the limited space within Red Bank's city limits.
- ◆ Greenspaces designed into new development at the three mixed use centers of Signal Mountain Gateway, Central Red Bank, and Browntown and connected with the Boulevard Greenway to create a multi-faceted experience supporting traffic to businesses.
- ◆ An integrated park space at the former Red Bank Middle School site that serves as a central gathering public space for the community.



Inspiration for future Boulevard Greenway. Credit: ASLA Colorado/DHM Design.

PARKS VISION

- Existing Parks and Open Space
- New/Improved Greenspace
- Parks and Rec Master Plan Nodes
- Proposed Boulevard Greenway
- Proposed Additional Greenways
- Proposed Trails
- Future Bicycle Boulevard
- Existing Trails



RECOMMENDATIONS

SYSTEM-WIDE PRIORITY RECOMMENDATIONS FROM THE PARKS AND RECREATION MASTER PLAN

- ◆ Develop a comprehensive signage and wayfinding standard for the parks and trails.
- ◆ Implement facilities that are capable of facilitating a wider range of programming and activities at the parks.
- ◆ Increase shaded seating options at all parks.
- ◆ Improve ADA accessibilities at all Red Bank parks and recreational facilities.
- ◆ Conduct a feasibility study for pool renovations that better serve the community with current aquatic trends and determine if the topography supports rebuilding a new facility in the same location or finding a new location.
- ◆ Add bathrooms, water fountains, bike parking, and repair stations to all park facilities.
- ◆ Add dog waste stations to all trails and park facilities.
- ◆ Seek out collaborations with the Public Art Advisory Board.
- ◆ Implement more green infrastructure in the parks (e.g. solar lighting) to help reduce the heat island effect.
- ◆ Identify new locations for City events if the streambank restoration at Stringers Branch does not allocate for enough space.
- ◆ Add amphitheater or another large pavilion.
- ◆ Add bouldering and climbing features for kids.

PRESERVE AND RESTORE NATURAL RESOURCES

- ◆ Expand on existing Stringers Branch restoration project.
- ◆ Explore protections to Stringers Branch such as conservation easements or buffer requirements for redevelopment.
- ◆ Reduce Stringers Branch points of pollution.
- ◆ Continue to enforce Steep Slope Ordinance.
- ◆ Preserve Red Bank's tree canopy through a Tree Ordinance.
- ◆ Identify and preserve opportunities for public and private greenspaces.
- ◆ Invest in parks and recreation.
- ◆ Expand existing park and recreation assets in line with community growth.
- ◆ Increase resources dedicated to parks and recreation.
- ◆ Partner with local groups and surrounding municipalities to expand amenities.
- ◆ Increase accessibility to parks and open space.
- ◆ Increase communications around recreation offerings.



Inspiration for future park spaces

EXPAND ACCESS AND CONNECTIVITY

- ◆ Develop connected greenway, sidewalk, bicycle, and trail infrastructure to connect Red Bank's park system.
- ◆ Tie trail projects into regional projects.
- ◆ Transform Stringers Branch into a protected amenity by installing a greenway adjacent to it.
- ◆ Add pedestrian facilities and sidewalks to create the "Lyndon Loop" for recreational walking.
- ◆ Identify and incorporate White Oak Connector phase two trail into the connected pedestrian system.
- ◆ Partner with Tennessee American Water to complete the White Oak Connector Phase 2.

INCREASE PROGRAMMING

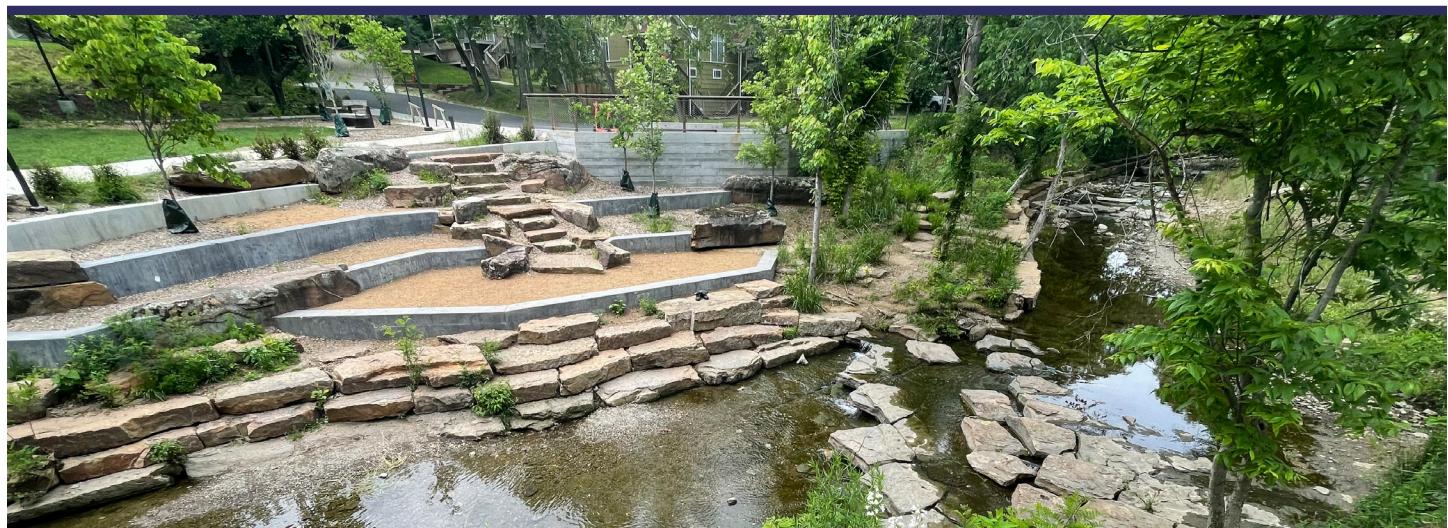
- ◆ Form partnerships with local organizations to help expand programs and events in Red Bank (e.g., churches, local businesses, schools, County, surrounding municipalities).
- ◆ Provide more programming located at the parks based on highly desired events from the public survey such as festivals, food trucks, concerts, and art-related events.
- ◆ Provide programming for a wider range of ages.
- ◆ Engage in partnerships with surrounding municipalities to provide more athletic programming, starting with highly desired leagues mentioned in the public survey such as indoor athletics, running, and soccer.

MAINTENANCE AND OPERATIONS

- ◆ Hire additional staff—two to three people—within the next year and continue to hire staff as needed.
- ◆ Purchase additional equipment to meet the Department's needs.
- ◆ Add Wi-Fi and cameras at the parks.
- ◆ Implement new maintenance and recreation software.
- ◆ Improve the system for how contracts with local entities and the City to utilize park facilities are tracked and maintained.

FINANCIAL ANALYSIS AND REVENUE STRATEGIES

- ◆ Achieve compliance with the land conversion to start actively seeking out grants.
- ◆ Pursue grants and other sources of alternative funding options.
- ◆ Find additional permanent funding sources.
- ◆ Implement user fees for pavilions at White Oak Park.
- ◆ Implement a user fee distinction between residents and non-residents at the Community Center.



Inspiration for future park spaces



06

HOUSING



Existing Conditions
Needs & Opportunities
Goals & Objectives
Housing Vision
Recommendations

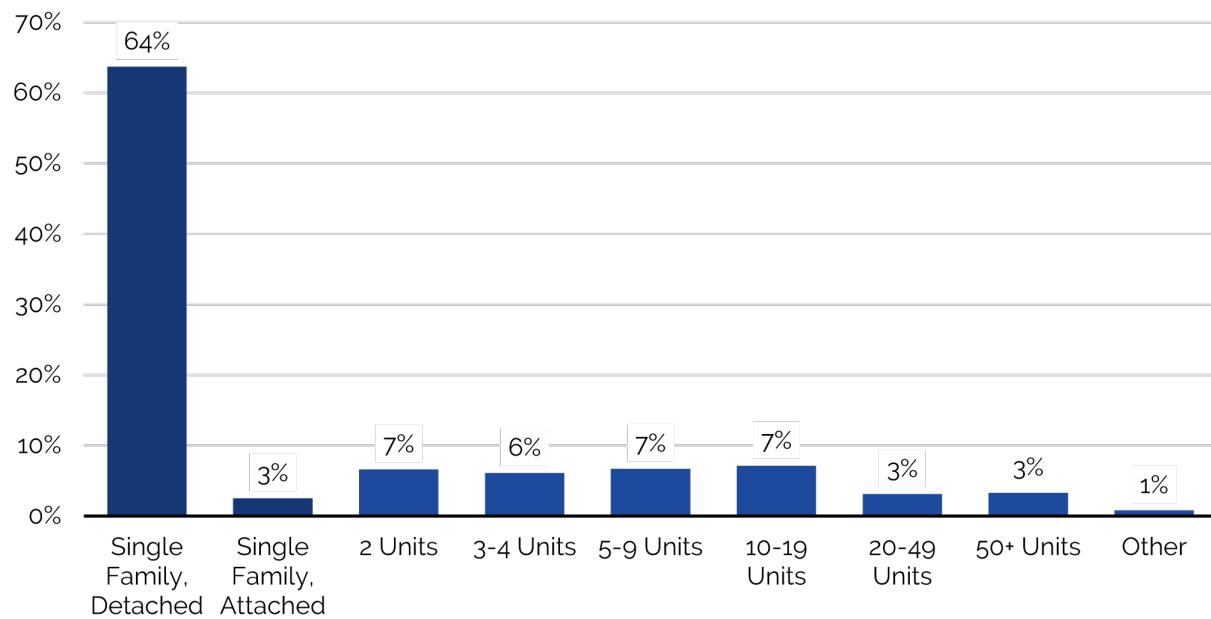
EXISTING CONDITIONS

Red Bank's residential neighborhoods encompass the city fabric. As such, it is vital to continue planning for and prioritizing housing in the coming decades. Planning for housing not only helps prevent displacement of long-time residents but also helps ensure and manage that future growth enhances and contributes to the community's character and identity. A well-balanced approach to housing improves the livability and livelihood of both local residents and the local economy.

HOUSING TYPOLOGY

Red Bank's housing stock is predominantly single-family, comprising two out of every three homes in Red Bank. Approximately 13 percent of the housing stock is duplexes, triplexes, or quadplexes. About 20 percent of the residential units are in buildings with more than five units but less than 20 units. Very few housing units are provided through large apartment complexes with more than 20 units. These shares are similar to Hamilton County overall. This is unsurprising given the prevalence of single-family zoning in the city.

SHARE OF HOUSING UNITS BY UNITS IN STRUCTURE



Housing diversity, commonly defined as having a wide range of housing typologies and options in the community, often leads to a more diverse socioeconomic community fabric and a more economically resilient community regarding home foreclosures. Studies have found that neighborhoods with less housing diversity tended to have higher foreclosures and sale rates. Increasing the range of housing options encourages more neighborhood (and community) stability.

AGE

Eighty percent of Red Bank's current housing stock was built before 1980. Only 52% percent of Hamilton County's current housing stock was built before 1980. This higher share of pre-1980's housing indicates an atypical development pattern in Red Bank compared to the surrounding area. The stagnation of Red Bank's housing stock can pose challenges to the community's desire to balance growth, affordability, and community character.

As houses age, annual maintenance costs typically increase with necessary repairs and upkeep of the houses. Generally, the average annual cost of maintaining a home built before 1980 ranges from 0.6 percent to 0.8 percent of the home value compared to just 0.2 percent to 0.4 percent for homes built between the 1990s and 2010s.

VALUE

About two-thirds of Red Banks' homes are valued between \$200,000 and \$400,000. The median home value in Red Bank is \$243,317. This is notably lower than elsewhere in Hamilton County, which features a median home value of \$282,753. However, the area is experiencing rising home values.

The lower housing costs trend extends to the rental market with the median rent in Red Bank being \$856, about \$100 less than the median rent in Hamilton County overall. Housing values are likely higher given the current market conditions. Median rent reflects median gross rent as reported through ACS.

TENURE

Over half of Red Bank residents own their homes, yet there is still a strong cohort of renters comprising 38 percent of the city's population. Red Bank's share of owners and renters aligns with the midpoint between Chattanooga and Hamilton County.

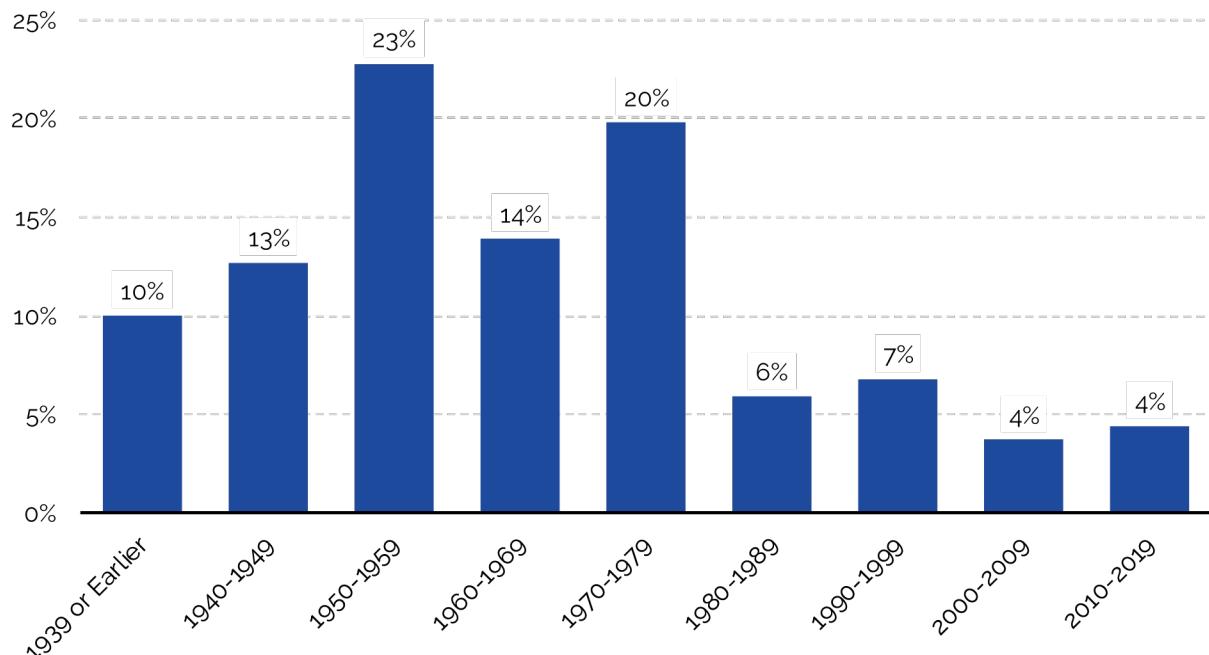
HOUSEHOLD SIZE

Red Bank's households are slightly smaller than in Chattanooga and Hamilton County. While Chattanooga and Hamilton County's households average 2.3 and 2.4 people, respectively, Red Bank's households are smaller, with only 2.04 people in the average household.

HOUSING COST BURDEN

Households experience housing cost burden when they spend more than 30 percent of their income on rent and utilities. Red Bank renters are much more cost-burdened compared to their home-owning counterparts. Almost half of Red Bank renters (46 percent) spend more than 30 percent of their income on housing compared to 10 percent of homeowners.

HOUSING UNITS BY YEAR STRUCTURE WAS BUILT



American Community Survey, 2017-2021.

NEEDS & OPPORTUNITIES

WHAT WE HEARD FROM THE COMMUNITY

- ◆ Red Bank is a desirable community to live in, and the city's residential character is loved by local community members as well as those in the region who want to live in Red Bank.
- ◆ Many of Red Bank's neighborhoods and residential areas aren't optimally connected to amenities and recreation by walking and biking, and there is an intense desire for better connected communities.
- ◆ Red Bank residents want to be able to walk or bike to community amenities such as parks and local businesses.
- ◆ The current housing market, much like elsewhere across the country currently, is facing affordability pressures with increasing housing costs and rising market values.
- ◆ Community members expressed a desire to reimagine Dayton Boulevard through recreation and mixed-use development.

NEEDS

- ◆ A wider range of housing options for all stages of life.
- ◆ Revamped empty or underutilized commercial strip malls along Dayton Boulevard with more mixed-use development patterns.
- ◆ Increased beautification efforts, demonstrating investment and care for Red Bank's neighborhoods and residential areas.

OPPORTUNITIES

- ◆ Celebrate Red Bank's small-town feel by maintaining the city's residential areas and neighborhood identities.
- ◆ Connect residential neighborhoods and areas to destinations with increased walking and biking options, paying particular attention to balancing investment across the city so that residents can walk, bike, and recreate to local businesses, community amenities, and other neighborhoods.
- ◆ Build a livable city by tailoring housing solutions to meet the needs of Red Bank's current and future residents.

EXAMPLES OF RED BANK'S VARIOUS HOUSING TYPES



Single-family residential, detached.



Single-family residential, attached.



Small multifamily apartments.

GOALS & OBJECTIVES

- ◆ Identify nodes and destinations to enhance community connections and foster economic growth. Connect neighborhoods with places to shop, dine, work, and play.
- ◆ Encourage quality redevelopment that promotes a variety of uses along Dayton Boulevard, including mixed-use and higher-density residential development.
- ◆ Provide a range of housing types that are attainable for people of diverse economic backgrounds. Add a mix of housing typologies, complementing and diversifying Red Bank's predominantly single-family housing stock.
- ◆ Promote beautification throughout the city. Help ensure that Red Bank's homes are well-cared for and neighborhoods are invested in.
- ◆ Support and encourage ongoing maintenance and repair of Red Bank's aging housing stock.
- ◆ Help residential property owners obtain the resources necessary to maintain their houses and properties. Support and encourage maintenance and repair of Red Bank's aging housing stock. Explore revenue-generating opportunities for residential property owners, such as short-term rentals.
- ◆ Continue to improve the overall appearance of Red Bank's neighborhoods.



Example image of smaller-lot homes ideal for both young families and seniors.

HOUSING VISION

VISION

- ◆ New housing that helps accommodate growth while balancing the existing fabric and community network of Red Bank.
- ◆ A wider range of housing options in the community so that residents across all ages and family structures can find a home in Red Bank.
- ◆ Redevelopment of Dayton Boulevard includes higher density housing typologies and mixed-use development playing into the Boulevard Greenway vision.
- ◆ Continued maintenance of Red Bank's existing housing stock and neighborhoods.

BEST PRACTICES & MODEL PROGRAMS

NEIGHBORHOOD HOUSING INITIATIVE

City of Pittson, Pennsylvania

The City of Pittson and its Redevelopment Authority developed a Neighborhood Housing Initiative with the goal "to improve the overall appearance of neighborhoods creating attractive, livable, safe and desired housing." Part of the program includes funding homeowners needing financial assistance to bring their homes up to current code and remediate hazards, like lead-based paint. The program is funded through the Community Development Block Grant and HOME Investment Partnership Funds. Homeowners must apply for funding, and there are income restrictions to ensure that funding goes towards homeowners with financial needs and hardship.

LIFE-LONG HOUSING PROGRAM

Rogue Valley Council of Government's Lifelong Housing Certification Program, South Oregon

The Rogue Valley Council of Government created a certification program to help meet the area's growing demand for housing options for older adults and people with disabilities. Homeowners

can certify their home (including rentals, new construction, and existing homes) within one of three levels of accessibility to improve the marketplace for "lifelong livability." Levels of certification include Visitable, Fully Accessible, and Enhanced Accessibility. Licensed inspectors assess the homes participating in the program, and certified homes are included in RVCOG Lifelong Certified Housing database that connects realtors, renters, and home-buyers with the inventory of certified homes.

The program was developed in collaboration with AARP Oregon, and key program partners include the Rogue Valley Association of Realtors. Key goals of the program include defining lifelong livability, educating the community (including builders, realtors, homeowners, and landlords) about the value of lifelong livability, and shifting the marketplace to increase the accessibility of homes.

AIRBNB ENTREPRENEURSHIP ACADEMY & HOST CITY

Airbnb

Short-term rental (STR) platforms, such as Airbnb, are increasingly popular, and cities similar to Red Bank have seen growth in their STR markets. However, simply listing a property on Airbnb doesn't generate success for hosts (i.e., property owners) automatically. STRs function as business operations and, as such, require hosts to familiarize themselves with their local market and facilitate high-quality customer service while also maintaining a safe and comfortable environment for guests. Airbnb offers training programs for hosts, including the Airbnb Entrepreneurship Academy, which provides curriculum and guidance to hosts. Similarly, Airbnb recognizes the importance of collaboration and partnership with host cities. Their platform, Host City, offers a range of resources beneficial for local cities.



NATIONAL INSIGHTS



"Maintaining a home can be physically and financially challenging. Climbing a ladder to clean gutters, changing a battery on a smoke alarm, or tacking down a new rug can be hard for people who have trouble getting around. Affording basic home repair can be a challenge for low-income residents. Some livable communities have started low-cost or no-cost programs to help people with a low income or who are living with a disability to maintain their homes."

- AARP Livable Communities

"For people living in homes they own or are renting, basic home modifications can make a home safer and more enjoyable. Some modifications are simple and don't carry a significant cost. However, more complicated modifications might require the help of a professional. One way to make a community more livable might be to start a volunteer-run program that provides low-income residents with free or low-cost home repair and modification services."

*- AARP Livable Communities
HomeFit Guide*



RECOMMENDATIONS

INCREASE RED BANK'S HOUSING INVENTORY

- ◆ Review and update Red Bank's zoning and subdivision regulations to allow for increased flexibility in residential development, particularly to:
 - a.) Increase the variety of housing types allowed
 - b.) Encourage higher density residential and mixed-use development that spans and complements the proposed Boulevard Greenway
 - c.) Encourage infill residential development as appropriate in Red Bank's existing neighborhoods
- ◆ Support development that improves walkability and connection in and throughout Red Bank.
- ◆ Leverage new development and redevelopment to increase community amenities with public-private partnerships.
- ◆ Assess site readiness of potential redevelopment sites within the Boulevard Greenway.

ENCOURAGE A WIDER RANGE OF HOUSING OPTIONS FOR ALL

- ◆ Conduct an audit of Red Bank's zoning and subdivision regulations to identify potential barriers that may limit housing typologies.
- ◆ Routinely conduct a housing market assessment to understand the residential market, demographic, and socioeconomic changes to Red Bank.
- ◆ Join AARP's Network of Age-Friendly States and Communities to continue positioning Red Bank as a community for all ages. This network provides best practices and a collective of peer communities working to improve livability and housing for "people of all ages." The Network of Age-Friendly States and Communities is a membership network committed to continuously improving the livability of its communities. The Age-Friendly Program Process provides a framework for conducting community needs assessments, developing action plans, implementing actions and tracking progress, and evaluating the impact of the work while also connecting to solutions, approaches, and best practices from across the network of communities.



A single-family home in Red Bank.

ALLOW ECONOMIC USES WITHIN RED BANK'S RESIDENTIAL NEIGHBORHOODS

- ◆ Explore best practices and applicable models of peer communities that have successfully allowed short-term rentals. Engage with the community to develop policies, tools, and resources for short-term rental owners and operators.
- ◆ Encourage home-based businesses, entrepreneurs, and solopreneurs to operate and grow businesses in their homes.

CONTINUE TO IMPROVE THE OVERALL APPEARANCE OF RED BANK'S NEIGHBORHOODS

- ◆ Develop initiatives and resources that encourage Red Bank's residents to maintain residential properties.
- ◆ Develop a Housing Maintenance and Modification Program to help provide resources for Red Bank residents to continue living safely in their homes throughout all stages of life. Cities and towns nationwide have established such programs at various scales and investment levels, ranging from tapping into community and/or regional partnerships and volunteer-based initiatives to continuously City-funded programs, often blending grassroots efforts and community support.

- ◆ Consider implementing a Neighbors Helping Neighbors Program, a common framework for Housing Maintenance and Modification Programs. Neighbors Helping Neighbors matches residents—often older, disabled, or low-income—who need home maintenance or repair with skilled community members who volunteer time to help. These projects frequently include cleaning gutters, yard work, painting, electrical or plumbing work, and more. This approach fosters a stronger sense of community, increases local volunteerism, and builds community support networks, leading to improved quality of life.



Inspiration for future housing projects oriented to the Boulevard Greenway, Credit: ASLA Colorado/DHM Design.



07

**ECONOMIC
DEVELOPMENT**



Existing Conditions
Needs & Opportunities
Goals & Objectives
Economic Development Vision
Recommendations

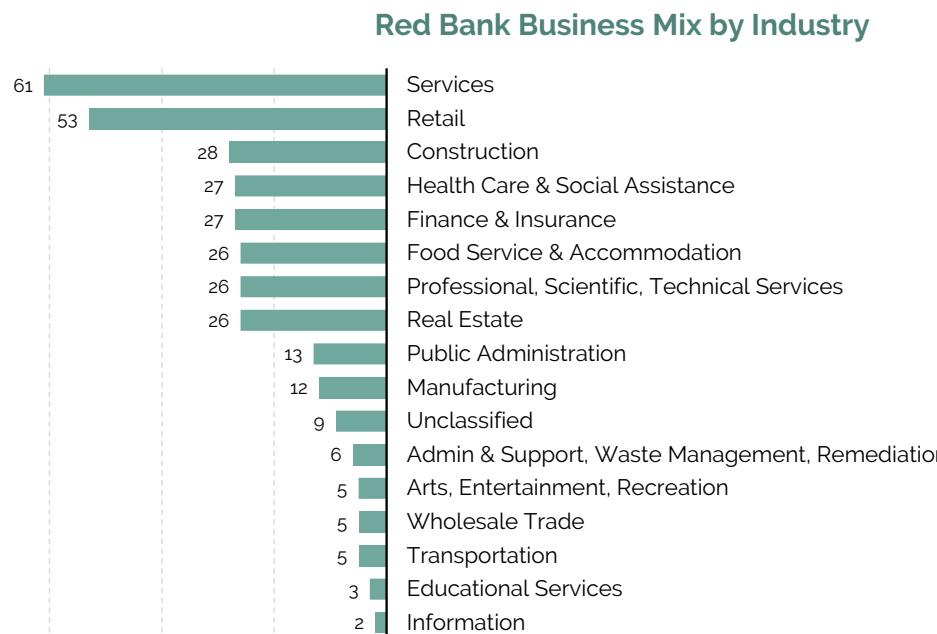
EXISTING CONDITIONS

Economic development is a vital part of Red Bank's Comprehensive Plan, rooted in bolstering the local economy to benefit the City's residential, business, and workforce community. Strengthening the local economy helps improve the quality of life for Red Bank residents, provide amenities for the community, and improve the City's resiliency for the future. With its proximity to Chattanooga, Red Bank's labor force and business market serves Chattanooga and is a partner in the broader economic region. The city's passionate business community, residents' love for local businesses, healthy labor force, and vision for a reimagined Dayton Boulevard create a foundation for growing economic success.

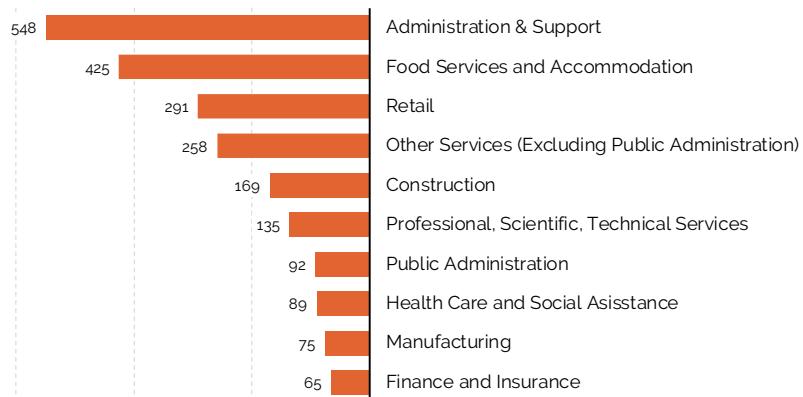
LOCAL BUSINESSES AND EMPLOYMENT BASE

Red Bank is home to 335 businesses representing a wide range of industries. Red Bank's key industries include service businesses, retail, construction, healthcare, finance, and professional services. Approximately 2,200 people work in Red Bank. Over half of employed people work in administration and support or food services and accommodation-related jobs.

Red Bank's residents primarily serve the regional economy with jobs outside of the city, unsurprisingly given Red Bank's location in the Chattanooga market. Approximately 5,400 Red Bank residents leave the city to work elsewhere. Very few people have both jobs and homes in Red Bank, signifying an opportunity to capture more residents to live and work in their community. Capturing a stronger daytime population can help support more local businesses.



Top Industry Sectors by People Employed in Red Bank



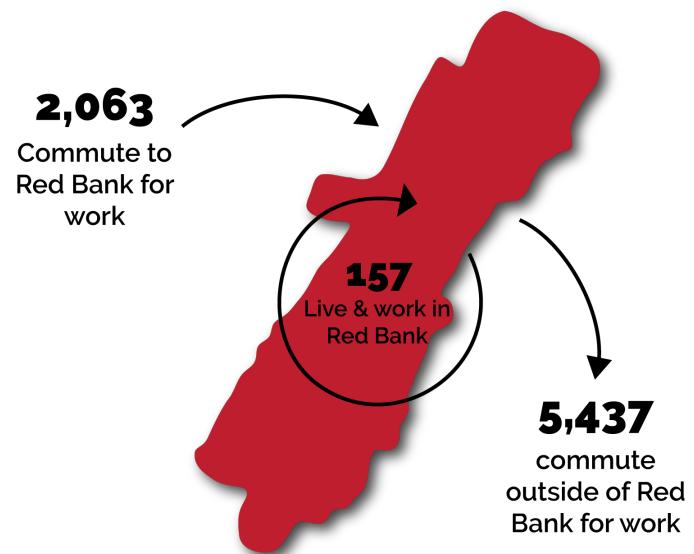
Source: Longitudinal Employer-Household Dynamics 2021, InfoGroup 2023.

LABOR FORCE

Red Bank residents have low unemployment rates and strong labor force participation rates, indicators of a healthy workforce. Compared to Chattanooga, Red Bank features higher labor force participation and lower unemployment rates, especially for workers 25-54 years old, a cohort commonly referred to as the "prime age workforce cohort."

COMMUTE PATTERNS

Red Bank residents' jobs are close to home. Most residents commute less than 25 minutes to their jobs. 69 percent of residents commute between 10 and 24 minutes to work, much lower than the national average of 27 minutes. Short commute times produce many benefits for the community, such as better quality of life, more flexible ways to commute like biking or walking, environmental impacts, and economic benefits.



Source: Longitudinal Employer-Household Dynamics (2021), ESRI Community Analyst (2023), ACS (2017-2021).

LABOR FORCE RATES

Age Cohort	Unemployment Rate		Labor Force Participation Rate	
	Red Bank	Chattanooga	Red Bank	Chattanooga
16-24	3.4%	11.4%	73%	65%
25-54	1.7%	3.9%	88%	79%
55-64	10.8%	4.5%	63%	57%
65+	0.0%	1%	18%	20%
Overall (16+)	3.1%	4.9%	66%	59%

Source: Longitudinal Employer-Household Dynamics (2021), ESRI Community Analyst (2023).

NEEDS & OPPORTUNITIES

WHAT WE HEARD FROM THE COMMUNITY

- ◆ Red Bank's residents desire more local businesses in the city. Residents are looking for more amenities such as retail, services, and restaurants within walking distance.
- ◆ Red Bank's location and proximity to Chattanooga are key competitive advantages and are among the primary reasons why businesses choose to relocate to Red Bank. This close proximity also attracts residents who work in Chattanooga, who desire short commute times and prefer the character and livability of Red Bank.

NEEDS

- ◆ Diversifying Red Bank's economy can help grow the city's economic base while also improving the resiliency of the local economy.
- ◆ Red Bank community members strongly desire additional public amenities and things to do in Red Bank. This includes not only community amenities, like more parks and civic spaces but also more local businesses for shopping and dining. Red Bank residents would like to be able to travel from their

homes and places of work to restaurants and shops by walking and biking.

- ◆ Dayton Boulevard includes vacant or underutilized commercial spaces, such as under-performing strip malls, that can be reimagined and redeveloped, introducing new vibrancy and investment into the commercial corridor.

OPPORTUNITIES

- ◆ Celebrate Red Bank's small-town feel with small and local businesses. Balance redevelopment with the human scale and character of the city.
- ◆ Connect neighborhoods to destinations, paying particular attention to the pedestrian and bicycle networks connecting to and within commercial nodes of Dayton Boulevard.
- ◆ Leverage proximity to Chattanooga by continuing to build partnerships with regional economic development stakeholders, workforce, and customer base.
- ◆ Support local businesses, ensuring that Red Bank remains a quality place for businesses to grow and balance attraction efforts with retention support strategies.
- ◆ Foster entrepreneurship

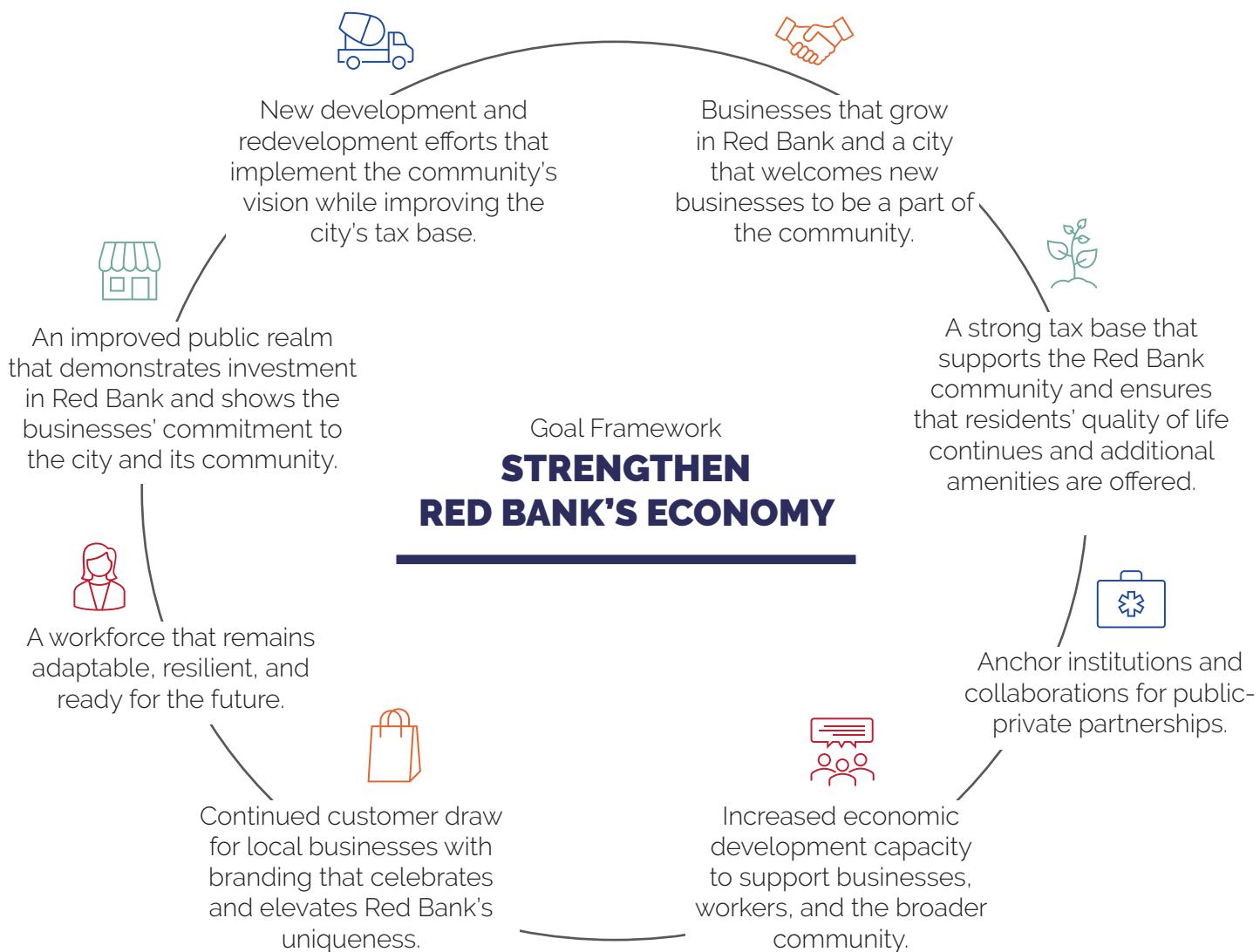


Credit: Clever Ale House.



One of Red Bank's local businesses.

GOALS & OBJECTIVES



ECONOMIC DEVELOPMENT

VISION

VISION

- ◆ A strong economic base that supports additional investment in the city and helps fund more public amenities
- ◆ Businesses, shops, and stores that play off the Boulevard Greenway.
- ◆ More small businesses unique to Red Bank.
- ◆ A community where people can walk and bike to their jobs, shops, and dining establishments.
- ◆ Place for entrepreneurs that encourages Red Bank residents to start and grow businesses in the city.
- ◆ Continue leveraging the city's proximity to the Chattanooga economy while building regional economic development partners.

BEST PRACTICES

TRAIL TOWN FRAMEWORK NATIONAL MODEL

Trail Towns are a growing economic development strategy for cities and communities with existing or planned trail recreation and amenities. The Trail Town model is deployed in communities across the country (with a particular emphasis in Pennsylvania, Maryland, and Kentucky) that connects outdoor recreation with customer attraction and economic development.

The Trail Town model works to strengthen local customer base and spending by providing quality placemaking and commercial development nearby or along either natural assets or planned amenities. Trail Town strategies often include placemaking, branding, signage, and marketing efforts.

There is a growing repository of studies that work to quantify and communicate the economic value of the Trail Town model.

FRIENDS OF LAFITTE GREENWAY GUIDE TO TRAIL-ORIENTED DEVELOPMENT NEW ORLEANS

The Lafitte Greenway spans 2.6 miles as a linear park through a series of historic neighborhoods in New Orleans that opened in 2015. The community's vision for the Lafitte Greenway "encourages active living, facilitates equitable economic development, and promotes the cultural preservation and advancement of its surrounding neighborhoods."

In partnership with the city, the Friends of Lafitte Greenway created a development guide that explores land use, site design, and building design recommendations for new development. This guide helps align and encourage private investment to reimagine the corridor while leveraging the greenspace asset.

This development guide leverages recent planning efforts and is codified within the City's Comprehensive Zoning Ordinance, *Lafitte Greenway Master Plan*, *Lafitte Corridor Revitalization Plan*, and the City's overall *Master Plan*. The development guide complements the planning efforts and provides additional insights and guidance for developers, City officials, and the broader community.

RECOMMENDATIONS

INCREASE ECONOMIC DEVELOPMENT CAPACITY TO SUPPORT LOCAL BUSINESSES

- ◆ Establish an Economic Development initiative within the City of Red Bank. This could enhance services under Community Development.
- ◆ Continue partnering with and supporting the Red Bank Chamber of Commerce. Consider developing additional economic development organizations like a Main Street or business association, especially within the Boulevard Greenway. These partner organizations can help provide on-the-ground technical assistance to local businesses.
- ◆ Grow relationships with regional economic and workforce development partners to bolster economic development initiatives and capacity for Red Bank, its business community, and its workforce.
- ◆ Monitor and routinely track citywide key economic and employment performance indicators.

DIVERSIFY AND INCREASE TAX REVENUE FOR THE CITY

- ◆ Encourage new development and redevelopment of underutilized properties, particularly along Dayton Boulevard, to increase fiscal revenue from commercial properties.
- ◆ Attract hotel development to Red Bank as a new fiscal revenue stream for the city.
- ◆ Continue growing Red Bank's customer base to bring additional sales tax revenue.
- ◆ Consider a creative funding mechanism and/or partnerships to help fund the Boulevard Greenway Park development, public realm improvements, and infrastructure investment.
- ◆ Provide resources and support for businesses looking to locate in Red Bank and existing businesses and anchor institutions in the city.

REIMAGINE THE COMMERCIAL ENVIRONMENT OF DAYTON BOULEVARD

WITH THE BOULEVARD GREENWAY

- ◆ Consider following Trail Town model frameworks that combine economic development efforts with recreation and park amenities for enhanced placemaking.
- ◆ Prioritize quality development along the Boulevard Greenway to implement the vision of the Boulevard Greenway. Consider creating development and/or design guidelines or a zoning overlay district to ensure cohesive implementation of redevelopment in this area.

FOSTER ENTREPRENEURSHIP AND ENCOURAGE SMALL BUSINESS FORMATION AND GROWTH IN RED BANK

- ◆ Work to ensure Red Bank continues to be friendly for small businesses and entrepreneurs.
- ◆ Continue allowing home-based businesses and explore additional tools and tactics to help small companies and solopreneurs grow their businesses.
- ◆ Connect Red Bank residents interested in starting a business with regional entrepreneurial resources.
- ◆ Consider partnering with an existing or developing a new business incubator program for Red Bank businesses and entrepreneurs.

ATTRACT MORE CUSTOMERS TO LOCAL BUSINESSES

- ◆ Celebrate the uniqueness of Red Bank businesses and the City's brand. Support marketing and branding efforts that showcase local businesses.
- ◆ Explore a Façade Improvement Program for Dayton Boulevard and other key areas of the city. This program may follow best practices of matching financial assistance to property and business owners to encourage the beautification of Red Bank's commercial buildings.



08

IMPLEMENTATION



Next Steps
Priority Projects
Implementation Matrix

NEXT STEPS

Adopting a comprehensive plan marks the beginning of a process to implement the plan's recommendations and make them a reality. This chapter identifies the projects and initiatives needed to ensure that the City of Red Bank continues to move forward.

OVERVIEW

To successfully implement this plan, the City of Red Bank will need to bring together many people, organizations, and tools. This chapter translates the plan's recommendations into actionable projects and initiatives, summarized in the implementation matrix beginning on page 135. The table outlines expected timelines, identifies responsible departments, estimates costs, and specifies funding sources for each project or initiative. It is organized by the plan elements for clarity.

Recognizing that comprehensive plans can feel overwhelming due to their long-term scope, this chapter also highlights three key projects to prioritize within the first five years. Focusing on these initiatives early on can build momentum and provide clear direction for realizing the plan's overall vision. The following pages offer detailed insights into these key projects.

USING THE PLAN

The comprehensive plan should be actively used and incorporated into daily decision making and policy guidance for future land use, development, and redevelopment, as well as transportation, economic development, housing, and open space protection as well in the formation of the City's Capital Improvements Plan (CIP). Care should be taken to ensure that the community's goals are honored and respected as these decisions are made.

COMMUNICATION

There should always be transparency in all matters regarding the implementation of this plan. The Community Development staff must keep other City

staff, elected and appointed officials, citizens, and other essential stakeholders informed about the plan and its progress on a routine basis.

ENGAGING COMMUNITY PARTNERS

The implementation of this plan is a collaborative effort, one that extends beyond the City staff. Though responsible parties within the City staff are identified in the implementation matrix for each project or initiative, they will need to work with Hamilton County, neighboring cities, local civic groups, churches, private businesses, neighborhood associations, and other stakeholders not only to complete key projects, but to maximize their benefits for all Red Bank residents and visitors. The graphic on the adjacent page depicts the various groups that help ensure the success of a comprehensive plan.

PLAN MAINTENANCE

A comprehensive plan is a living document. The implementation matrix is an ever-evolving component. As actions are completed or priorities shift, the implementation matrix and other pieces of this comprehensive plan will need to be revisited and revised. To ensure that this plan continues to represent Red Bank's interests, it is recommended that the City's staff, planning commission, and City Commission conduct an annual review of the implementation matrix and propose amendments, as necessary, allowing for public input. This annual review will provide an opportunity to celebrate the success and accomplishments of implementing the plan and communicate the top priorities for the coming years.

PLAN UPDATES

It is recommended that Red Bank undergo a **minor plan update** in the next five years. This will ensure that as priority and short-term projects and initiatives are completed, longer-term action items can be revisited, and new ones can be developed.

This will also allow the City to check in with the public to ensure the plan's vision is still viable. Resulting changes that may come from a minor plan update may include an update of the existing conditions and text changes.

In ten years, when the majority of the projects and initiatives listed in the implementation matrix are completed, Red Bank should use the opportunity to undergo a **major plan update**. This update would be more substantive than the minor plan update in that it would focus on revising the plan's vision. A major update will also allow the City to conduct significant public outreach to collect new ideas for the future.

IMPLEMENTATION MATRIX

It is vital to continue building on the momentum created through this planning effort by implementing projects that will make a high impact. The implementation matrix beginning on page 135 provides City and community leaders with guidance on the applicable steps and partnerships to execute the recommendations described in the previous chapters.

The implementation matrix divides the projects by the five elements explored in this plan. It is structured by fiscal years rather than calendar years to align more effectively with the CIP, which will guide the implementation of these projects and policies. The cost estimate breakdown for each of the recommendations is provided below.

COST ESTIMATE RANGES	
\$	DESCRIPTION
Staff time	General Budget
\$	\$10,000 to \$249,000
\$\$	\$250,000 to \$499,999
\$\$\$	\$500,000 to \$999,999
\$\$\$\$	\$1,000,000 to \$1,999,999
\$\$\$\$\$	\$2,000,000 to \$3,999,999
\$\$\$\$\$	\$4,000,000 +

WHO IS INVOLVED IN IMPLEMENTATION?



FISCAL YEARS

NAME	TIME FRAME
FY26	July 1, 2025 - June 30, 2026
FY27	July 1, 2026 - June 30, 2027
FY28	July 1, 2027 - June 30, 2028
FY29	July 1, 2028 - June 30, 2029
FY30+	July 1, 2029 - June 30, 2030 and on

PRIORITY PROJECT: CODE UPDATES

The following is a comprehensive summary of recommended zoning code updates across each of the plan's elements. These changes will be crucial to achieving the community goals set forth in this comprehensive plan.

HOUSING

- 1. Combine R-1 and R-1-A Districts.** Reduce the number of residential districts offered by eliminating minimum dwelling sizes, which can often contribute to the inflated cost of housing.
- 2. Offer a single district for mixed residential housing,** replacing the RT, RZ, and R-T/Z districts. Mixed residential districts allow for multiple housing typologies within a single zoning category. The City may elect to include standards for housing, such as minimum or maximum percentages for allowed residential types, percentages, and acceptable types of open space.
- 3. Create definitions and use standards for housing typologies** that the City considers suitable for Red Bank. Focus on Accessory Dwelling Units (ADUs), Cottage Courts, Multiplexes (three to six units per building), Senior Housing, etc.
 - ◆ Add new housing types to these districts, as appropriate.
 - ◆ Specifically for ADUs, standards should include setbacks, building separation, appearance, height, and total floor area as deemed appropriate.
 - ◆ Update existing definitions as needed.
 - ◆ Remove any use standards from definitions. Relocate standards to Chapter II under a new "Supplemental Standards" section. Alternatively, the City could locate all use standards within a new chapter dedicated solely to uses, definitions, and standards. Consolidating these items into a single chapter improves the usability of the code.

- 4. Review commercial districts for more opportunities to include housing within those districts.** Currently, only single-family residential is allowed by right within these districts. With its considerable acreage, access to existing sewer infrastructure, townhouses, multifamily, and many other housing typologies would be especially appropriate along Dayton Boulevard's commercial corridor. Existing limitations on multifamily, whether through requirements for a special exception or inclusion of nonresidential ground floor, can be time-consuming or onerous and often result in additional costs to developers and, ultimately, the end consumer (residents).
- 5. Eliminate the requirement that residential use is allowed only when above nonresidential ground floor use.** Eliminating this requirement will allow for more flexible design in mixed-use developments, which are often constrained by the costs of constructing such development types. For example, the current regulations do not permit horizontal mixed-use.
- 6. Remove the provision requiring a special exception for higher-density residential developments (apartments, multifamily).** Alternatively, the City could include a threshold number of units or dwellings allowed by right, e.g., 25 units. Any requests to exceed this number would need a special exception.
- 7. Include bicycle parking for all new multifamily developments.** Bicycle parking should be provided based on the number of residential units and can include a "not to exceed" number. It should include both covered and uncovered bicycle parking. Covered parking can include bicycle parking sheds, spaces under stairs in multifamily, and other locations as defined by the City.

OPEN SPACE

8. Expand open space beyond just the PUD and R-1 Open Space districts and require the creation of open space for all residential developments. Create incentives for creating public amenity space, which is open space not limited to the residents of a single development but available to all members of the public. For example, provided open space that is adjacent to the sidewalk and open to the public (plazas, squares, pocket parks) can be valued at a higher rate than interior, private amenity space (pools, clubhouses, etc.).
9. Options for including open space can be to require such space for specific uses (multifamily, cottage courts) within specified districts or directly tie open space requirements to the number of dwellings and/or units provided.

ECONOMIC DEVELOPMENT

10. Revise the C-2 District to:

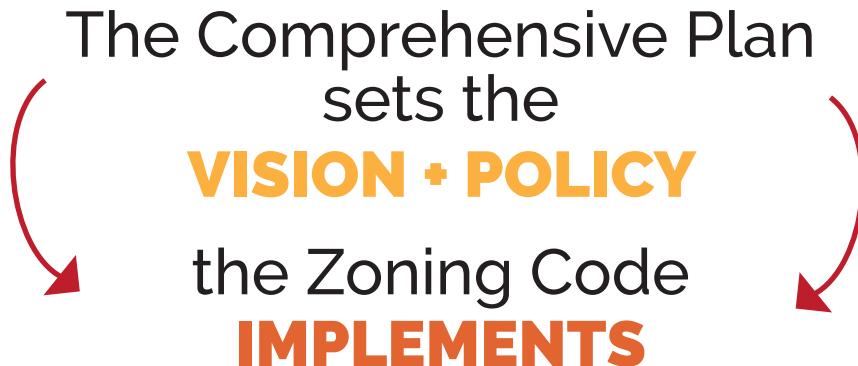
- ◆ Include multifamily development as a permitted use. The Central Business District should support both commercial and residential development.
- ◆ Include townhouses and other appropriate residential uses as permitted uses
- ◆ Move fuel service to the list of prohibited uses, as other districts should be able to accommodate the community's needs for fuel stations.

11. Include bicycle parking for all new commercial developments. The development should provide at least two bicycle parking spots per building, potentially more.

DEVELOPMENT STANDARDS

12. Create more robust site development standards to achieve the vision of the Comprehensive Plan and the type of development the City desires. Such standards could be the basic components of an overlay focused on Dayton Boulevard or be applied citywide and should include standards for:
 - ◆ Building siting.
 - ◆ Parking lot landscaping and design.
 - ◆ Signage.
 - ◆ Preservation of areas that are needed to complete the greenway.
13. Require sidewalks in all new developments. Set a standard for sidewalk widths based on the established network. This will likely result in a wider sidewalk in commercial and mixed-use areas with a narrower sidewalk in residential areas.
14. Consider integrating the design review standards, zoning ordinances, subdivision regulations, and steep slope ordinances into one unified development document.
15. Include references in the zoning code to the City's adopted plans and policies, which may directly impact development. This includes the *Comprehensive Plan*, *Parks and Recreation Master Plan*, and corridor studies. Doing so allows the City to hold developers to policies that have been established and vetted by the Board of Commissioners and the public.
16. Establish development and/or design guidelines or a zoning overlay district for development within the Boulevard Greenway.

The Comprehensive Plan
sets the
VISION + POLICY
the Zoning Code
IMPLEMENTS



The diagram features four text blocks arranged in a circle. The top block is 'The Comprehensive Plan sets the VISION + POLICY'. The bottom block is 'the Zoning Code IMPLEMENTS'. An arrow on the left points from 'VISION + POLICY' to 'IMPLEMENTS'. Another arrow on the right points from 'IMPLEMENTS' back to 'VISION + POLICY'. The text is in a bold, sans-serif font, with 'VISION + POLICY' and 'IMPLEMENTS' in a larger, bolder weight.

PRIORITY PROJECT: BOULEVARD GREENWAY STUDY

The Boulevard Greenway concept centers on the creation of a dynamic greenway along Dayton Boulevard and Stringers Branch, serving as a focal point for targeted redevelopment and community connectivity. The following is a comprehensive summary of key actions to begin implementing the project over the next five years, beginning with conducting a master planning effort.

NEXT STEPS

Boulevard Greenway Master Planning:

Initiate a Boulevard Greenway Master Plan with detailed design standards and cross-sections for pathways, landscaping, and public amenities. Key considerations include:

- ◆ Incremental greenway development in tandem with new projects along Dayton Boulevard.
- ◆ Creating bike and pedestrian-friendly pathways primarily off-street.
- ◆ Integrating the greenway into parks and open spaces in South End, Central Red Bank, and North End.
- ◆ Incorporating green infrastructure to support flood management and enhance Stringers Branch.

Engagement and Partnerships:

- ◆ Host stakeholder workshops to refine vision and foster stewardship of the project.
- ◆ Collaborate with regional and environmental partners for technical expertise and funding.

Pilot Project: Launch a high-visibility greenway segment in Central Red Bank to demonstrate benefits and gain community support.

Policy Adjustments: Implement zoning and development incentives to encourage greenway-compatible projects.

- ◆ Zoning standards should be tailored to support vertical mixed-use developments that support the land use vision.

- ◆ Urban-scale buildings with greenway-oriented facades or dual frontage for properties adjoining both Dayton Boulevard and the greenway.
- ◆ Limit large, residential-only structures, promoting mixed-use residential and commercial development, particularly near nodes.

INVOLVED STAKEHOLDERS

City of Red Bank: City Commission, Community Development, and Public Works to coordinate planning, infrastructure investment, and community engagement.

Developers: Incorporate greenway-oriented design and provide public greenway access.

Community Groups: Advocate for local needs and ensure greenway aligns with public priorities.

RPA: Align plan with regional land use strategies and trail projects.

Environmental Organizations: Support green infrastructure and flood mitigation.

POSSIBLE FUNDING SOURCES

Public Grants

- ◆ Federal and state funding for greenway and active transportation projects.
- ◆ Environmental grants for waterway restoration and flood mitigation.

Private Sector Contributions: Developer contributions for greenway construction or improvements as part of project approvals

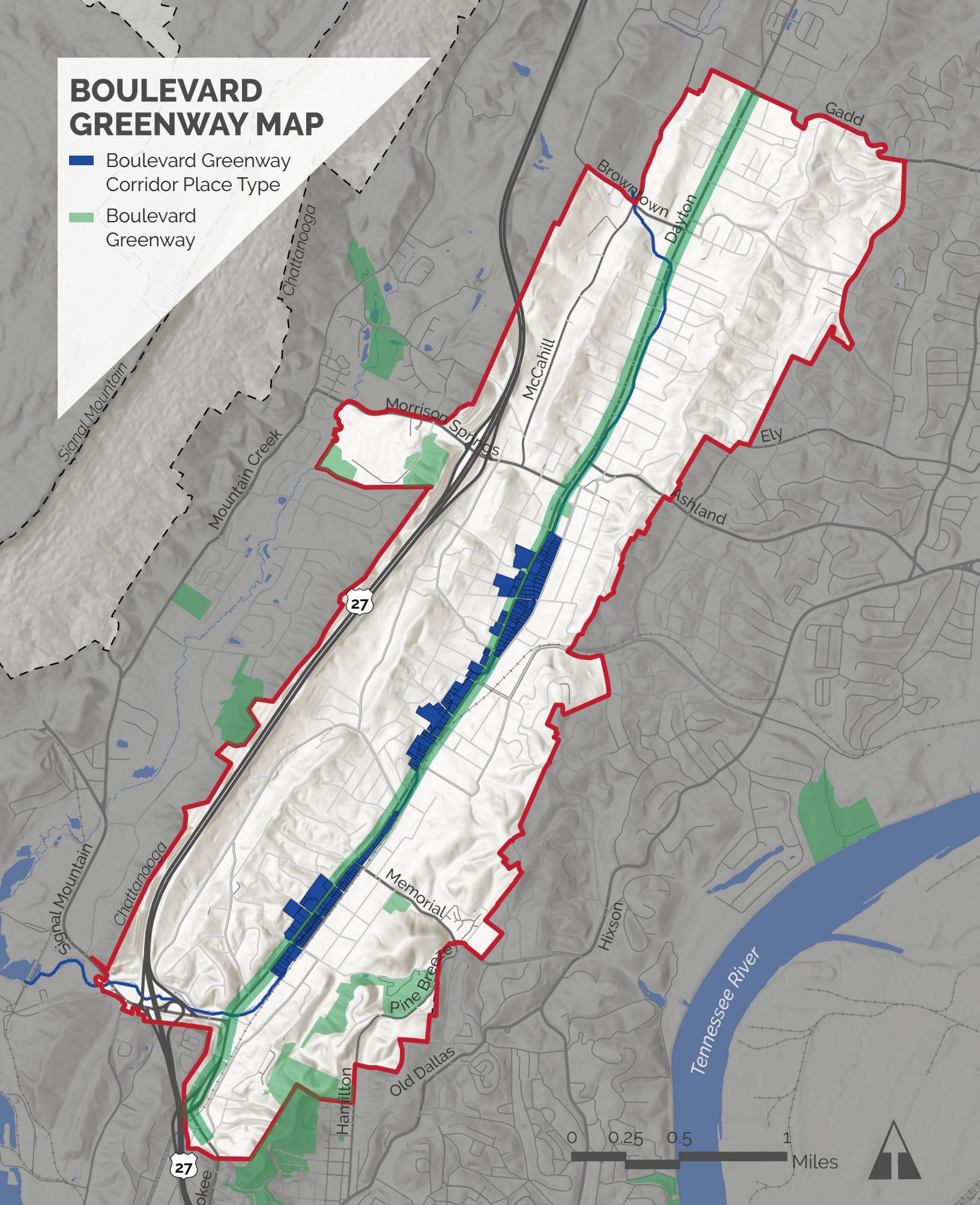
Local Funding Mechanisms

- ◆ Municipal bonds or tax increment financing for trail infrastructure.
- ◆ Local businesses contributing to branding and beautification.
- ◆ Local environmental groups organizing volunteer events for restoration efforts.

BOULEVARD GREENWAY MAP

Boulevard Greenway Corridor Place Type

Boulevard Greenway



PRIORITY PROJECT: FORMER RED BANK MIDDLE SCHOOL SITE

The redevelopment of the former Red Bank Middle School site aims to create a vibrant, community-focused space blending greenspace with civic and supportive uses. This site was studied through a small area study as part of the comprehensive planning process. Below is a streamlined plan for implementation, but for more details, please reference the small area study in the Appendix.

NEXT STEPS

This small area study has outlined a vision for the former Red Bank Middle School site. The next step is a feasibility study to evaluate the financial implications of both public and private funding options. This will help the City make informed, sustainable decisions regarding the potential involvement of private developers for the additional approximate four acres. The feasibility study is also crucial for establishing a budget for the public space, which will guide the future master planning process and identify opportunities for grants and partnerships.

Following the feasibility study, the City should begin engaging community partners and stakeholders in the planning process. The next phase involves developing a master plan that builds on the insights of this small area study and feasibility analysis. The plan will focus on dedicating approximately eight acres to public open space with amenities, and four acres to future development, with a preference for civic, educational, and retail/commercial uses. Secondary uses—such as a library, community center, or small-scale restaurants and retail—should complement the open space, encouraging year-round activity and fostering a vibrant community atmosphere.

Connectivity will be a key focus, with trails and sidewalks linking the site to nearby neighborhoods and Dayton Boulevard. Infrastructure improvements such as parking, restrooms, and ADA-compliant pathways will enhance accessibility and usability, while streetscape upgrades and pedestrian connections will integrate the site into the surrounding area, aligning with the broader Boulevard Greenway initiative. The community's vision will continue to shape the next phase of design and programming, and ongoing engagement throughout the design process will



Aerial of the former Red Bank Middle School study area.

ensure that the final plans reflect public preferences while addressing practical implementation needs.

Once the master plan is complete and funding sources are identified, a detailed design process can begin. These critical steps must be completed before construction can proceed. A phased development approach will allow for manageable and visible progress. Initial efforts should prioritize completing the greenspace elements, demonstrating commitment to the project and attracting public support. Subsequent phases can introduce civic or educational features as demand and funding evolve. Sustainability should be a core principle throughout, with green infrastructure and natural stormwater systems preserving the site's natural character while addressing flood risks. A comprehensive maintenance plan will ensure that the site remains safe, attractive, and functional over the long term.

INVOLVED STAKEHOLDERS

City of Red Bank: Community Development to oversee planning, public engagement, and coordination of public-private partnerships while partnering with City Commission to issue RFQs and Public Works to support infrastructure needs on-site.

Developers: Partner on small-scale commercial or civic projects that align with the site's vision.

Citizen Advisory Boards: Consult with boards such as the City's Parks and Recreation Advisory Board,

Festival Advisory Board, Public Art Advisory Board, etc.

Community Groups: Collaborate to design inclusive amenities and programming for the site.

Environmental Organizations: Support sustainable infrastructure and natural resource management.

POSSIBLE FUNDING SOURCES

Public Funding

- ◆ Grants from federal and state programs (e.g., Local Parks and Recreation Fund (LPRF), Land and Water Conservation Fund (LWCF), Recreational Trails Program (RTP), Healthy Built Environments (HBE) Grants, etc.
- ◆ Local funding through municipal bonds, TIFs, or dedicated tax allocations.

Private Contributions

- ◆ Corporate sponsorships or philanthropic donations for specific site elements, such as playgrounds or pavilions.
- ◆ Developer contributions tied to surrounding development.

Partnership Opportunities

- ◆ Collaborate with local businesses or non-profits to fund and program site amenities.
- ◆ Explore funding partnerships with regional environmental or civic organizations.

ILLUSTRATIVE VISION

A OPEN LAWN
B COVERED STAGE
C MARKET/FOOD TRUCK PLAZA WITH SEATING
D RESTROOM
E LARGE PAVILION WITH SEATING
F SMALL PAVILION WITH SEATING
G WATER FEATURE
H GARDEN AREA
I BOULDERING/EXERCISE PARK
J PLAY AREA
K PAVED TRAIL
L UNPAVED NATURE TRAIL
M PARKING
N NATIVE LANDSCAPE RESTORATION
O PUBLIC ART/HISTORIC INTERPRETIVE ART
P BENCH SEATING (ALONG TRAILS)
Q FUTURE DEVELOPMENT (CIVIC, RESTAURANT/RETAIL, EDUCATION)

PROPOSED LAND USE AREAS

-8 AC. = PARKS/RECREATION/OPEN SPACE
-4 AC. = FUTURE DEVELOPMENT



Final illustrative vision. For more details, reference Small Area Study directly.

IMPLEMENTATION MATRIX

LAND USE						
PROJECT NAME/ INITIATIVE	EXPECTED IMPLEMENTATION YEARS					RESPONSIBLE DEPARTMENT
	FY26	FY27	FY28	FY29	FY30+	
CODE UPDATES						
Hire a consultant to conduct an update of land use regulations (zoning ordinance, subdivision regulations, design guidelines, tree protection ordinance, etc.).	X	X				Community Development, City Commission
As zoning updates are made, create guides for citizens and developers (ex. The Red Bank Citizen's Guide to ADUs)			ongoing >>>			Community Development
FUTURE PLANNING						
Conduct a small area plan for South End		X				Community Development
Conduct a small area plan for Central Red Bank	X	X				Community Development
Conduct a small area plan for North End			X			Community Development
Initiate priority implementation action items from above small area plans for South End, Central Red Bank, and North End after adoption			ongoing >>>			Community Development
Conduct a minor update to the comprehensive plan					>	Community Development
SMALL AREA STUDY: FORMER MIDDLE SCHOOL SITE						
Conduct a feasibility assessment for public and private ownership scenarios on the Former Red Bank Middle School site	X					Community Development
Explore community partnerships for potential civic spaces on the former Red Bank Middle School site			ongoing >>>>			Community Development

IMPLEMENTATION MATRIX

LAND USE		
COST ESTIMATE	FUNDING SOURCE(S)	NOTES
CODE UPDATES		
\$	General Fund	
\$ & Staff Time	General Fund	
FUTURE PLANNING		
\$	General Fund	
\$	General Fund	
\$	General Fund	
TBD	TBD	
\$	General Fund	
SMALL AREA STUDY: FORMER MIDDLE SCHOOL SITE		
\$	General Fund	
Staff Time	General Fund	

IMPLEMENTATION MATRIX

LAND USE						
PROJECT NAME/ INITIATIVE	EXPECTED IMPLEMENTATION YEARS					RESPONSIBLE DEPARTMENT
	FY26	FY27	FY28	FY29	FY30+	
Hire a consultant to design a master plan of the former Red Bank Middle School site that includes an implementation strategy reflecting results of the feasibility study		X				Community Development
Apply for grants and seek partnerships for additional funding for the former Red Bank Middle School site		X	X			Community Development, City Commission
Hire a consultant to develop a detailed design through construction documents for the former Red Bank Middle School site			X	X		Community Development, City Commission
Start construction on the public space elements of the former Red Bank Middle School site				ongoing >>		Community Development

IMPLEMENTATION MATRIX

LAND USE		
COST ESTIMATE	FUNDING SOURCE(S)	NOTES
\$	Capital Improvement s Budget	
Staff Time	General Fund	
\$\$	Capital Improvements Budget, Grants, Private Partnerships	
\$\$\$\$\$	Capital Improvements Budget, Grants, Private Partnerships	

IMPLEMENTATION MATRIX

MOBILITY						
PROJECT NAME/ INITIATIVE	EXPECTED IMPLEMENTATION YEARS					RESPONSIBLE DEPARTMENT
	FY26	FY27	FY28	FY29	FY30+	
INTERSECTION PROJECTS						
Dayton Boulevard @ Signal Mountain Road		X	X			Public Works, TDOT
Dayton Boulevard @ Morrison Springs Road		X	X			Community Development, Public Works
Dayton Boulevard @ Ashland Terrace		X	X			Public Works, TDOT
Dayton Boulevard @ Memorial Drive		X	X			Community Development, Public Works
Morrison Springs Road @ Tom Weathers Drive		X	X			Community Development, Public Works
Morrison Springs Road @ Red Bank High School Entrance		X	X			Community Development, Public Works
ROADWAY PROJECTS						
Dayton Boulevard (SR-8) Resurfacing	X					TDOT
Dayton Boulevard Resurfacing (North)	X					Public Works
Lullwater Bridge Replacement		X				Public Works, TDOT
BICYCLE & PEDESTRIAN PROJECTS						
ADA Citywide Upgrade			X	X	X	Public Works
Sidewalks: Memorial Drive	X	X				Public Works
Sidewalks: Midvale Avenue	X	X				Public Works
Sidewalks: Pine Breeze Road	X	X				Public Works
Boulevard Greenway: Phase 1 (Cycle Track)		X	X	X		Community Development, Public Works

IMPLEMENTATION MATRIX

MOBILITY		
COST ESTIMATE	FUNDING SOURCE(S)	NOTES
INTERSECTION PROJECTS		
\$\$	TIP/Capital Improvements Budget	
\$\$	Capital Improvements Budget	Multimodal Safety Study
\$\$	TIP/Capital Improvements Budget	
\$	Capital Improvements Budget	RTP: At-Grade Railroad Crossing Signal Coordination
\$	Capital Improvements Budget	
\$	Capital Improvements Budget	
ROADWAY PROJECTS		
\$\$\$\$	TDOT	From the Tunnel to Signal Mountain Road
\$\$\$	TIP/Capital Improvements Budget	Northern segment, by City
\$\$\$	TIP/Capital Improvements Budget	
BICYCLE & PEDESTRIAN PROJECTS		
\$\$	TIP/Capital Improvements Budget	
\$	TIP/Capital Improvements Budget	
\$	TIP/Capital Improvements Budget	
\$	TIP/Capital Improvements Budget	
\$\$\$	TIP/Capital Improvements Budget	Focus on quick-build interventions

IMPLEMENTATION MATRIX

MOBILITY						
PROJECT NAME/ INITIATIVE	EXPECTED IMPLEMENTATION YEARS					RESPONSIBLE DEPARTMENT
	FY26	FY27	FY28	FY29	FY30+	
Boulevard Greenway: Phase 2 (Sidepath)					X	Community Development, Public Works
Boulevard Greenway: Phase 3 (Stream Greenway)				X	X	Community Development, Public Works, Parks & Rec, Private Sector Development
Morrison Springs Sidepath					X	Public Works, TDOT
Lyndon Avenue Bicycle Boulevard (Quick Build)	X	X				Public Works
Lyndon Avenue Bicycle Boulevard (Full Construction)				X	X	Public Works, Parks, Trails, & Recreation
Ashmore Avenue Bicycle Boulevard		X	X			Public Works, Parks, Trails, & Recreation Division
Bike Route Wayfinding & Signage	X	X	X			Public Works
Misc. Sidewalk Connections	X	X	X	X	X	Public Works
Misc. Crosswalk Improvements	X	X	X			Public Works
Trail Connections on Stringers Ridge	X	X				Public Works, Parks, Trails & Recreation
US-27 Corridor Trail		X	X			Public Works, Parks, Trails & Recreation

IMPLEMENTATION MATRIX

MOBILITY		
COST ESTIMATE	FUNDING SOURCE(S)	NOTES
\$\$\$\$	TIP/Capital Improvements Budget	Full construction
\$\$\$\$	Developer/Capital Improvements Budget	Incrementally constructed
\$\$\$\$	TIP/Capital Improvements Budget	
\$	Capital Improvements Budget	
\$\$\$	TIP (CMAQ)/Capital Improvements Budget	
\$	Capital Improvements Budget	Focus on quick-build interventions
\$	Capital Improvements Budget	
\$\$\$	Developer/Capital Improvements Budget	
\$\$	Capital Improvements Budget	
\$	Nonprofit/Capital Improvements Budget	
\$\$	Nonprofit/Capital Improvements Budget	

IMPLEMENTATION MATRIX

MOBILITY						
PROJECT NAME/ INITIATIVE	EXPECTED IMPLEMENTATION YEARS					RESPONSIBLE DEPARTMENT
	FY26	FY27	FY28	FY29	FY30+	
TRANSIT						
Establish On-Demand Micro Transit Coverage for Red Bank, Mountain Creek Neighborhood, and Signal Mountain Road			X	X		Community Development,
POLICIES & STANDARDS						
Complete Streets Ordinance	X					Community Development, Public Works
Speed Limit Evaluation and Adjustment	X					Public Works
SS4A Safety Action Plan (MPO)	X					RPA/MPO, Community Development, Public Works
Land Development Regulations: Mobility Updates	X	X				Community Development, Public Works
Develop Complete Street Standards	X	X				Community Development, Public Works

IMPLEMENTATION MATRIX

MOBILITY		
COST ESTIMATE	FUNDING SOURCE(S)	NOTES
TRANSIT		
\$\$\$	TIP (CMAQ)/Capital Improvements Budget	
POLICIES & STANDARDS		
\$	General Fund	
\$	General Fund	
\$	SS4A CSAP	
\$	General Fund	Zoning & Subdivision Regulations
\$	General Fund	

IMPLEMENTATION MATRIX

Each of the following projects and initiatives were pulled from the Parks & Recreation Master Plan.

PARKS, RECREATION, AND OPEN SPACE						
PROJECT NAME/ INITIATIVE	EXPECTED IMPLEMENTATION YEARS					RESPONSIBLE DEPARTMENT
	FY26	FY27	FY28	FY29	FY30+	
SYSTEM-WIDE IMPROVEMENTS						
Develop a comprehensive signage and wayfinding standard for parks and trails		X				Parks, Trails, & Recreation Division
EXISTING FACILITIES IMPROVEMENTS						
Implement "high priority" items at City of Red Bank Park	X	X				Parks, Trails, & Recreation Division
Implement "low priority" items at City of Red Bank Park		X	X	X		Parks, Trails, & Recreation Division
Implement "high priority" items at Joseph Glasscock Community Center		X				Parks, Trails, & Recreation Division
Implement "low priority" items at Joseph Glasscock Community Center			X			Parks, Trails, & Recreation Division
Implement "high priority" items at Norma Cagle Fields			X			Parks, Trails, & Recreation Division
Implement "low priority" items at Norma Cagle Fields			X	X		Parks, Trails, & Recreation Division
Implement "high priority" items at Morrison Springs Ballfields		X	X			Parks, Trails, & Recreation Division
Implement "low priority" items at Morrison Springs Ballfields			X	X		Parks, Trails, & Recreation Division
Implement "high priority" items at the Field Cemetery		X				Parks, Trails, & Recreation Division
Implement "low priority" items at the Field Cemetery			X	X	X	Parks, Trails, & Recreation Division

IMPLEMENTATION MATRIX

PARKS, RECREATION, AND OPEN SPACE		
COST ESTIMATE	FUNDING SOURCE(S)	NOTES
SYSTEM-WIDE IMPROVEMENTS		
\$	General Fund	
EXISTING FACILITIES IMPROVEMENTS		
\$	LPRF Grant, Dept. of Health Grant, Project Diabetes Grant, Stream and Wetland Restoration Grant, Sponsorships, Partnerships	
\$\$\$	LPRF Grant, Dept. of Health Grant, Project Diabetes Grant, Stream and Wetland Restoration Grant, Sponsorships, Partnerships	
\$	LPRF Grant, Sponsorships, Partnerships	
\$	LPRF Grant, Sponsorships, Partnerships	
\$\$	LPRF Grant, Dept. of Health Grant, Project Diabetes Grant	
\$	LPRF Grant, Dept. of Health Grant, Project Diabetes Grant	
\$\$	LPRF Grant, Sponsorships, Partnerships	
\$\$	LPRF Grant, Sponsorships, Partnerships	
Staff Time	Sponsorships, Partnerships	
\$\$\$	Sponsorships, Partnerships	

IMPLEMENTATION MATRIX

PARKS, RECREATION, AND OPEN SPACE						
PROJECT NAME/ INITIATIVE	EXPECTED IMPLEMENTATION YEARS					RESPONSIBLE DEPARTMENT
	FY26	FY27	FY28	FY29	FY30+	
Implement "high priority" items at Red Bank Boxing Building		X	X			Parks, Trails, & Recreation Division
Implement "low priority" items at Red Bank Boxing Building			X	X		Parks, Trails, & Recreation Division
Implement "high priority" items at Red Bank City Cemetery	X	X				Parks, Trails, & Recreation Division
Implement "low priority" items at Red Bank City Cemetery			X			Parks, Trails, & Recreation Division
Implement "high priority" items at Red Bank Swimming Pool			X	X	X	Parks, Trails, & Recreation Division
Implement "low priority" items at Red Bank Swimming Pool	X					Parks, Trails, & Recreation Division
Implement "high priority" items at Stringer's Ridge Preserve (portion managed by Red Bank)	X	X				Parks, Trails, & Recreation Division
Implement "low priority" items at Stringer's Ridge Preserve (portion managed by Red Bank)			X			Parks, Trails, & Recreation Division
Implement "high priority" items at Town Center Memorial	X					Parks, Trails, & Recreation Division
Implement "low priority" items at Town Center Memorial			X			Parks, Trails, & Recreation Division
Implement "high priority" items at White Oak Connector	X	X	X			Parks, Trails, & Recreation Division
Implement "low priority" items at White Oak Connector	X	X	X			Parks, Trails, & Recreation Division
Implement "high priority" items at White Oak Park	X	X	X			Parks, Trails, & Recreation Division

IMPLEMENTATION MATRIX

PARKS, RECREATION, AND OPEN SPACE		
COST ESTIMATE	FUNDING SOURCE(S)	NOTES
\$	Sponsorships, Partnerships	
\$	Sponsorships, Partnerships	
\$	LPRF Grant, Sponsorships, Partnerships	
\$\$	LPRF Grant, Sponsorships, Partnerships	
\$\$\$\$\$	LPRF Grant, Sponsorships, Partnerships	
\$	LPRF Grant, Sponsorships, Partnerships	
\$	RTP Grant, LPRF Grant, Sponsorships, Partnerships	
\$	RTP Grant, LPRF Grant, Sponsorships, Partnerships	
\$	Sponsorships, Partnerships	
\$	Sponsorships, Partnerships	
\$	LPRF Grant, Sponsorships, Partnerships	
\$	PPRF Grant, Sponsorships, Partnerships	
\$	LPRF Grant, Department of Health Grant, Project Diabetes Grant, RTP Grant, Sponsorships, Partnerships	

IMPLEMENTATION MATRIX

PARKS, RECREATION, AND OPEN SPACE						
PROJECT NAME/ INITIATIVE	EXPECTED IMPLEMENTATION YEARS					RESPONSIBLE DEPARTMENT
	FY26	FY27	FY28	FY29	FY30+	
Implement "low priority" items at White Oak Park			X	X	X	Parks, Trails, & Recreation Division
NEW PARK FACILITIES						
Design and construct a park at the recently acquired parcel off Dayton Boulevard in the North End			X			Parks, Trails, & Recreation Division
Pedestrian Connectivity Between Parks						
Develop connected greenway, sidewalk, bicycle, and trail infrastructure to connect Red Bank's park system		X	X	X		Parks, Trails, & Recreation Division
Add pedestrian facilities and sidewalks to create the "Lyndon Loop" for recreational walking			X	X		Parks, Trails, & Recreation Division
Identify and incorporate White Oak Connector phase two trail into the connected pedestrian system		X	X			Parks, Trails, & Recreation Division
Partner with Tennessee American Water to complete the White Oak Connector Phase 2		X				Parks, Trails, & Recreation Division
Programming						
Form partnerships with local organizations to help expand programs and events in Red Bank (e.g., churches, local businesses, schools, County, surrounding municipalities)	X	X	X	X	X	Parks, Trails, & Recreation Division
Provide more programming located at the parks based on highly desired events from the public survey such as festivals, food trucks, concerts, and art-related events	X	X	X	X	X	Parks, Trails, & Recreation Division

IMPLEMENTATION MATRIX

PARKS, RECREATION, AND OPEN SPACE		
COST ESTIMATE	FUNDING SOURCE(S)	NOTES
\$\$\$	LPRF Grant, Department of Health Grant, Project Diabetes Grant, RTP Grant, Sponsorships, Partnerships	
NEW PARK FACILITIES		
\$\$\$	LPRF Grant, RTP Grant, Sponsorships, Partnerships, Healthy Built Environments (HBE) Grants	
Pedestrian Connectivity Between Parks		
\$\$	LPRF Grant, RTP Grant, Sponsorships, Partnerships, Healthy Built Environments (HBE) Grants	
\$\$	LPRF Grant, RTP Grant, Sponsorships, Partnerships, Healthy Built Environments (HBE) Grants	
\$	Partnerships, Grants, General Fund	
Staff Time	General Budget	
Programming		
Staff Time	General Fund	
\$ & Staff Time	General Fund	

IMPLEMENTATION MATRIX

PARKS, RECREATION, AND OPEN SPACE						
PROJECT NAME/ INITIATIVE	EXPECTED IMPLEMENTATION YEARS					RESPONSIBLE DEPARTMENT
	FY26	FY27	FY28	FY29	FY30+	
Provide programming for a wider range of ages			X	X	X	Parks, Trails, & Recreation Division
Engage in partnerships with surrounding municipalities to provide more athletic programming, starting with highly desired leagues mentioned in the public survey such as indoor athletics, running, and soccer		X	X	X	X	Parks, Trails, & Recreation Division
Maintenance and Operations						
Hire additional staff - two-three people within the next year and continue to hire staff as needed	X	X	X	X	X	Parks, Trails, & Recreation Division
Purchase additional equipment to meet the Department's needs	X	X	X	X	X	Parks, Trails, & Recreation Division
Add Wi-Fi and cameras at the parks	X	X	X	X	X	Parks, Trails, & Recreation Division
Implement new maintenance and recreation software	X	X	X	X	X	Parks, Trails, & Recreation Division
Improve the system for how contracts with local entities and the City to utilize park facilities are tracked and maintained	X	X				Parks, Trails, & Recreation Division
Financial Analysis and Revenue Strategies						
Achieve compliance with the Land Conversion to start actively seeking out grants	X	X	X			Parks, Trails, & Recreation Division
Pursue grants and other sources of alternative funding options	X	X	X	X	X	Parks, Trails, & Recreation Division
Find additional permanent funding sources	X	X	X	X	X	Parks, Trails, & Recreation Division
Implement user fees for pavilions at White Oak Park	X	X				Parks, Trails, & Recreation Division

IMPLEMENTATION MATRIX

PARKS, RECREATION, AND OPEN SPACE		
COST ESTIMATE	FUNDING SOURCE(S)	NOTES
\$ & Staff Time	General Fund	
Staff Time	General Fund	
Maintenance and Operations		
\$	General Fund	
\$	Capital Improvements Budget	
\$	General Fund	
\$	General Fund	
Staff Time	General Budget	
Financial Analysis and Revenue Strategies		
Staff Time	General Fund, Grants	(See Appendix in the City of Red Bank Parks and Recreation Master Plan for more on the land conversion)
Staff Time	General Fund	
Staff Time	General Fund	
Staff Time	General Fund	

IMPLEMENTATION MATRIX

HOUSING						
PROJECT NAME/ INITIATIVE	EXPECTED IMPLEMENTATION YEARS					RESPONSIBLE DEPARTMENT
	FY26	FY27	FY28	FY29	FY30+	
Increase Red Bank's Housing Inventory						
Review and update Red Bank's Zoning and Subdivision Regulations.	X					Community Development
Consider public-private partnerships for new development/redevelopment that improves walkability, connections, and community amenities.		Ongoing >>>				Community Development, Public Works, Economic Development
Assess site readiness of potential redevelopment sites within the Boulevard Greenway.		Ongoing >>>				Community Development, Public Works, Economic Development
Encourage a Wider Range of Housing Options for All						
Conduct an audit of Red Bank's Zoning and Subdivision Regulations to identify barriers that limit the range of housing options.	X					Community Development
Regularly conduct a Housing Market Assessment to understand residential market, demographic, and socioeconomic changes.				X		Economic Development
Join AARP's Network of Age-Friendly States and Communities to Increase staff expertise of and tools for age-friendly communities.	X	>	>	>	>	Community Development

IMPLEMENTATION MATRIX

HOUSING		
COST ESTIMATE	FUNDING SOURCE(S)	NOTES
Increase Red Bank's Housing Inventory		
\$	General Fund	
Staff Time	General Fund	
\$	General Fund	
Encourage a Wider Range of Housing Options for All		
\$	General Fund	
\$	General Fund	
Staff Time	General Fund	

IMPLEMENTATION MATRIX

HOUSING						
PROJECT NAME/ INITIATIVE	EXPECTED IMPLEMENTATION YEARS					RESPONSIBLE DEPARTMENT
	FY26	FY27	FY28	FY29	FY30+	
Allow Economic Uses within Red Bank's Residential Neighborhoods						
Research best practices and applicable models for Short-Term Rental policies and strategies.			X			Community Development, Economic Development
Encourage home-based businesses, entrepreneurs, and solopreneurs to operate and grow businesses in their homes.	Ongoing >>>					Community Development, Economic Development
Continue to Improve the Overall Appearance of Red Bank's Neighborhoods						
Explore initiatives and resources that encourage Red Bank's residents to maintain residential properties.	X	X				Community Development
Develop a Housing Maintenance and Modification Program to provide resources for residents to continue living safely in their homes.			X	>	>	Community Development
Implement a Neighbors Helping Neighbors Program.		X	>	>	>	Community Development

IMPLEMENTATION MATRIX

HOUSING		
COST ESTIMATE	FUNDING SOURCE(S)	NOTES
Allow Economic Uses within Red Bank's Residential Neighborhoods		
Staff Time, \$	General Fund	
Staff Time	General Fund	
Continue to Improve the Overall Appearance of Red Bank's Neighborhoods		
Staff Time, \$	General Fund	
Staff Time, \$	General Fund	
Staff Time	General Fund	

IMPLEMENTATION MATRIX

ECONOMIC DEVELOPMENT						
PROJECT NAME/ INITIATIVE	EXPECTED IMPLEMENTATION YEARS					RESPONSIBLE DEPARTMENT
	FY26	FY27	FY28	FY29	FY30+	
Increase Economic Development Capacity						
Establish an Economic Development Initiative within the Community Development Department.		X				City of Red Bank, Community Development
Continue partnerships with the Red Bank/Signal Mountain Council.	Ongoing >>>					Community Development
Explore the development of a Main Street or Business Association for the Boulevard Greenway.			X	>	>	Community Development
Designate a staff position responsible for identifying and applying for funding and/or partnership opportunities with regional economic development entities.	Ongoing >>>					Community Development
Monitor and routinely track citywide economic and employment KPIs			X	>	>	Community Development
Diversify and Increase Tax Revenue						
Encourage new development and redevelopment of underutilized properties, particularly along Dayton Boulevard.	Ongoing >>>					Community Development
Attract hotel development to Red Bank.			X	>	>	Community Development
Evaluate creative funding mechanisms and/or public-private partnership opportunities to help fund the Boulevard Greenway.		X				Community Development, Public Works

IMPLEMENTATION MATRIX

ECONOMIC DEVELOPMENT		
COST ESTIMATE	FUNDING SOURCE(S)	NOTES
Increase Economic Development Capacity		
\$	General Fund	
Staff Time	General Fund	
\$	General Fund	
Staff Time	General Fund	
Staff Time	General Fund	
Diversify and Increase Tax Revenue		
Staff Time	General Fund	
Staff Time	General Fund	
\$	General Fund, Grants	

IMPLEMENTATION MATRIX

ECONOMIC DEVELOPMENT						
PROJECT NAME/ INITIATIVE	EXPECTED IMPLEMENTATION YEARS					RESPONSIBLE DEPARTMENT
	FY26	FY27	FY28	FY29	FY30+	
Provide resources and support for prospective and existing businesses, such as promotional one-pagers and enhanced business registration and permitting FAQ pages.	Ongoing > > >					Community Development
Reimagine the Commercial Environment of Dayton Boulevard with the Boulevard Greenway						
Increase knowledge and understanding of Trail Town model frameworks and best practices.						Community Development
Establish Development and/or Design Guidelines or Zoning Overlay District for development within the Boulevard Greenway.						Community Development
Foster Entrepreneurship and Encourage Small Business Formation and Growth						
Ensure Red Bank continues to be friendly to small businesses and entrepreneurs.	Ongoing > > >					Community Development
Assess additional tools and tactics to help small companies and solopreneurs grow their business.				>	>	Community Development
Routinely conduct a Business Survey to assess conditions, needs, and perceptions.		X		X		Community Development
Establish and maintain a webpage with regional entrepreneurial resources.		Ongoing > >				Community Development
Conduct a Feasibility Assessment to develop a new Business Incubator program for Red Bank.		X	X			Community Development

IMPLEMENTATION MATRIX

ECONOMIC DEVELOPMENT		
COST ESTIMATE	FUNDING SOURCE(S)	NOTES
\$	General Fund, Grants	
Reimagine the Commercial Environment of Dayton Boulevard with the Boulevard Greenway		
Staff Time, \$	Grants	
\$	General Fund	
Foster Entrepreneurship and Encourage Small Business Formation and Growth		
Staff Time	General Fund	
Staff Time	General Fund	
\$	General Fund	
Staff Time	General Fund	
\$	General Fund	

09

APPENDIX





Glossary

Previous Plans Analysis

Redevelopment Analysis Methodology

Survey Results Data

Former Red Bank Middle School Site Small Area Study

GLOSSARY

Term or Acronym	Definition
ACS	American Community Survey
Adaptive Reuse	The process of repurposing old buildings for new uses while preserving their historical or architectural features.
ADU	Accessory Dwelling Unit
Age-Friendly Community	A community designed to accommodate residents of all ages, particularly seniors, by providing accessible transportation, housing, and services.
CDBG	Community Development Block Grant
CID	Community Improvement District
Complete Streets	A design approach that ensures streets are safe and accessible for all users, including pedestrians, bicyclists, transit riders, and motorists.
Cottage Courts	A small cluster of single-family homes arranged around a shared green space.
CPI	Consumer Price Index
Daylighting	The process of restoring buried or culverted streams to open-air conditions.
EPA	United States Environmental Protection Agency
FAR	Floor Area Ratio
FHWA	Federal Highway Administration
Form-Based Code (FBC)	A zoning approach focused on regulating the physical form of buildings rather than just land use.
FTA	United States Federal Transit Administration
Greenway	A corridor of protected open space, typically used for recreational purposes and non-motorized transportation.
HUD	United States Housing and Urban Development Agency
I-#	Interstate - #
KPI	Key Progress Indicators
LEED	Leadership in Energy and Environmental Design
Live-Work Unit	A type of housing that combines residential and commercial space, allowing for home-based businesses.
LOS	Level of Service
Low-Impact Development (LID)	Sustainable stormwater management practices that minimize runoff and improve water quality.
LPI	Leading Pedestrian Intervals
MGD	Millions gallons per day

GLOSSARY

Term or Acronym	Definition
Missing Middle Housing	A range of multi-unit or clustered housing types, such as duplexes, triplexes, and courtyard apartments, that provide affordable housing options within walkable neighborhoods.
Mobility Hub	A location where different modes of transportation converge, such as transit stations with bike and pedestrian infrastructure.
N/A	Not Applicable
Pedestrian-Oriented Development (POD)	Development that prioritizes pedestrian access and walkability.
Placemaking	A planning and design approach focused on creating vibrant public spaces that enhance community engagement and well-being.
Shared-Use Path	A path designed for use by both pedestrians and cyclists.
SOV	Single Occupancy Vehicle
SS4S	Safe Routes for School
Stormwater Management	Strategies used to control rainwater runoff, reduce flooding, and improve water quality.
TAD	Tax Allocation District
TIF	Tax Increment Financing District
Traffic Calming	Measures such as speed bumps, curb extensions, and raised crosswalks used to reduce vehicle speeds and improve safety for pedestrians and cyclists.
Trail Town Model	A community planning strategy that promotes economic development through recreational trail systems.
UDO	Unified Development Ordinance
Urban Heat Island Effect	The phenomenon where urban areas experience higher temperatures than surrounding rural areas due to heat-absorbing surfaces like asphalt and concrete.
Workforce Housing	Housing that is affordable for middle-income workers who do not qualify for low-income housing assistance.

PREVIOUS PLANS ANALYSIS

A number of previous planning efforts informed this 2045 Comprehensive Plan. The following plans were reviewed at the start of the planning process to inform the existing conditions analysis, early community input activities and incorporate past engagement efforts into the 2045 Comprehensive Plan.

THE RED BANK PLAN: 2035

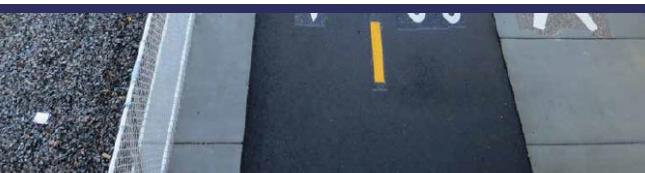


MOUNTAIN CREEK CORRIDOR STUDY



April 10, 2023

MOUNTAIN CREEK Community Greenway Master Plan



Connecting Chattanooga Neighborhoods by Rail-Trail: An Examination of Railroad Corridors



THE RED BANK PLAN: 2035 (2015)

The Red Bank Plan: 2035 was completed in 2014 and served as the City's previous zoning study and land use plan. It analyzed land use, housing, and transportation issues, but most of its recommendations were land use policies to limit spot zoning and increase quality, single-family housing. Policies and projects from the 2035 plan were updated and incorporated as relevant.

MOUNTAIN CREEK CORRIDOR STUDY (2023)

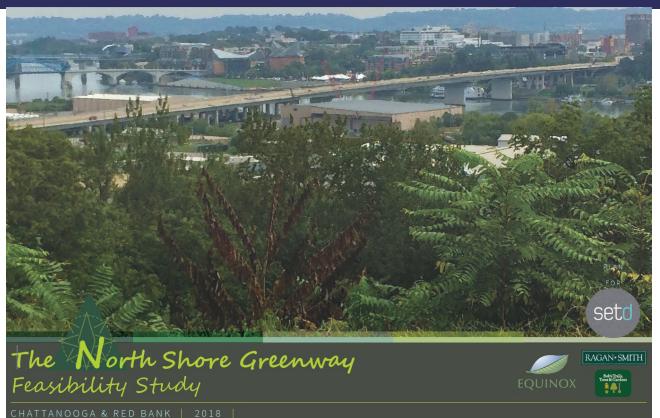
The Mountain Creek Corridor Study was completed in April 2023 and centered on the five-mile stretch of Mountain Creek Road directly west of Red Bank. Recommendations include conducting traffic studies, regulating development on steep slopes, and incentivizing mixed-use development clustered at the base of Walden Ridge to preserve the viewshed. These recommendations and suggested place types will be incorporated into the Regional Planning Association's (RPA) larger area plan for Hixson and Red Bank, which is currently in progress.

MOUNTAIN CREEK COMMUNITY GREENWAY MASTER PLAN (2003)

The Mountain Creek Community Greenway Master Plan, completed in 2003, identifies a potential greenway system along the western border of Red Bank. Red Bank Middle School, High School, and Erlanger North Hospital are key connection points for the potential greenway system. Residents are still keen to see this plan implemented.

CONNECTING CHATTANOOGA NEIGHBORHOODS BY RAIL-TRAIL (2015)

Connecting Chattanooga Neighborhoods by Rail-Trail was completed in April 2015 and explores extending the existing multimodal network in Chattanooga using existing railways. Several priority corridors were identified, the second of which would enter Red Bank near the intersection of Pineville Road and West Elmwood Drive, extending along Dayton Boulevard, and terminating at the Tennessee River.



NORTH SHORE GREENWAY FEASIBILITY STUDY

The *North Shore Greenway Feasibility Study* evaluates the potential for a 14.4-mile multi-use greenway connecting Chattanooga and Red Bank. The primary goals of the greenway are to enhance connectivity, stimulate economic development, and provide recreational opportunities. The study outlines the proposed routes, highlights challenges, and emphasizes the importance of community engagement and funding.

NORTH SHORE LAND USE PLAN

The *North Shore Land Use Plan* outlines a vision for Chattanooga's North Shore area south of Red Bank. Goals include maintaining its unique character, promoting mixed-use development, protecting residential neighborhoods, and enhancing transportation and public spaces. The plan emphasizes preserving natural assets, improving connectivity, and ensuring that future developments promote vibrancy and walkability.

HILL CITY NORTHSIDE NEIGHBORHOOD PLAN

The *Hill City/Northside Neighborhood Plan* aims to guide future development in the area by promoting mixed-use development, protecting residential zones, and enhancing public spaces and transportation infrastructure. The plan emphasizes the need for strategic partnerships to preserve the neighborhood's character while promoting growth.

HIXSON - NORTH RIVER COMMUNITY PLAN

The *Hixson-North River Neighborhood Plan* focuses on guiding future development in the area by promoting planned growth that preserves community atmosphere, improves public infrastructure, and protects natural resources like North Chickamauga Creek. The plan emphasizes the importance of creating a town center, enhancing transportation systems, and providing more housing options for seniors and younger families.



**HIXSON-
NORTH
RIVER**



REDEVELOPMENT ANALYSIS

METHODOLOGY

OVERVIEW

Susceptibility to change refers to the likelihood that a piece of land will see some level of change within a given time frame. A susceptibility to change analysis was conducted to determine which tax parcels in Red Bank are most likely to see new development or major land use changes in the short term (less than 10 years), which ones could see more minor or longer-term changes, and which ones are most likely to remain as they are. The results of this analysis highlight the relative likelihood of change in the next 10-20 years based on a number of factors

Parcels that have a low susceptibility to change include recently built structures, properties in established residential neighborhoods or subdivisions, areas with steep slopes, and no sewer access. Parcels that are the most likely to experience change are vacant parcels, parcels in which the land value exceeds the building value, and parcels that do not have access to sewer. The map on the following page shows the results of the analysis

METHODOLOGY

Parcel Size

- 0 = less than 0.5 acres
- 1 = 0.5 - 0.99 acres
- 2 = 1 - 4.99 acres
- 3 = 5+ acres

Land Value versus Building Value

- 1 = Building value is greater than land value
- 2 = Building value is 50 - 99% of land value
- 3 = Building value is less than 50% of land value

Land Uses

- 1 = Single-family residential uses, utilities, conservation areas, and tax-exempt uses such as schools and parks
- 2 = Commercial, multi-family, industrial uses, other civic uses, and vacant lands

Presence of Water

- 1 = Parcels with water, and more than 50% of their area lies within a body of water, stream buffer, or floodplain
- 2 = Parcels without water, or parcels with water and less than 50% of their area lies within a body of water, stream buffer, or floodplain

Ownership

- 1 = Owned by a private individual, public utility company, trust, HOA, or hospital
- 2 = Owned by the County, City, or State Government
- 3 = Owned by a private enterprise (LLC, Corporation, etc.)

Served by Sewer

- 0 = Parcels served by septic
- 2 = Parcels served by sewer

Proximity to Dayton Boulevard

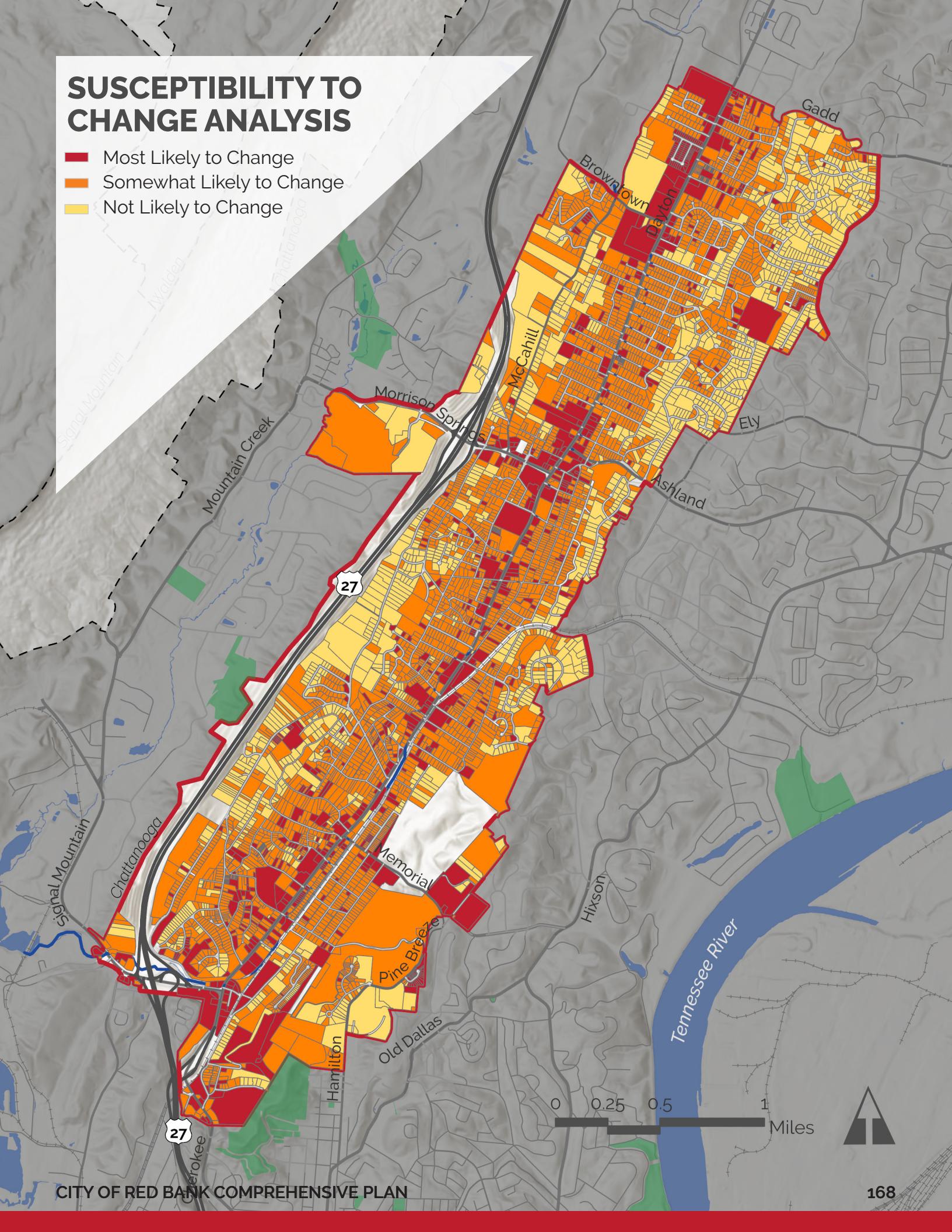
- 0 = Parcels more than a half mile from Dayton Boulevard
- 1 = Parcels between a quarter mile and a half mile from Dayton Boulevard
- 2 = Parcels a quarter mile or less from Dayton Boulevard

Steep Slopes

- 0 = Parcels containing a 30% or greater slope
- 1 = Parcels containing a 20% to 29% slope
- 2 = Parcels containing less than a 20% slope

SUSCEPTIBILITY TO CHANGE ANALYSIS

- Most Likely to Change
- Somewhat Likely to Change
- Not Likely to Change

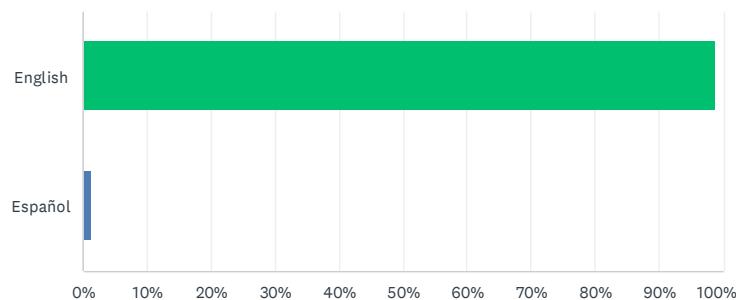


SURVEY RESULTS DATA

City of Red Bank Small Area Study Public Survey

Q1 Would you like to take this survey in English or Spanish? ¿Le gustaría realizar esta encuesta en inglés o español?

Answered: 1,014 Skipped: 351



Q2 What is your name?

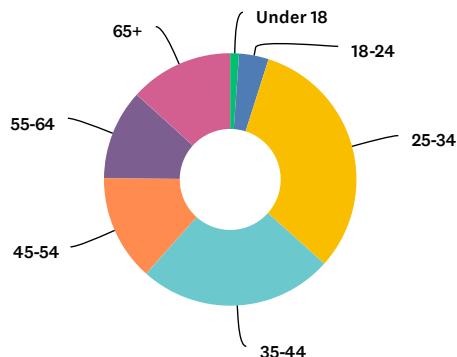
Answered: 1,130 Skipped: 235

Q3 Please tell us your age.

Answered: 1,237 Skipped: 128

SURVEY RESULTS DATA

City of Red Bank Small Area Study Public Survey



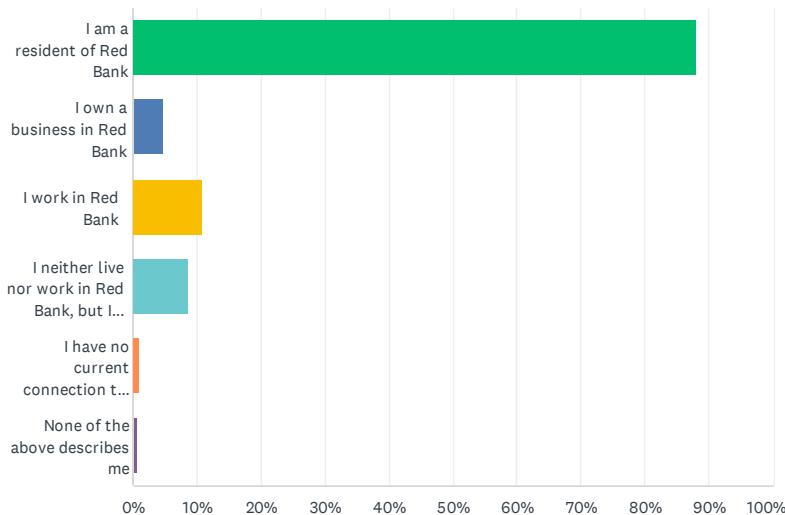
ANSWER CHOICES	RESPONSES	
Under 18	1.13%	14
18-24	3.80%	47
25-34	31.69%	392
35-44	24.98%	309
45-54	13.58%	168
55-64	11.56%	143
65+	13.26%	164
TOTAL		1,237

Q4 How would you describe your relationship to the City of Red Bank?
Check all that apply.

Answered: 1,237 Skipped: 128

SURVEY RESULTS DATA

City of Red Bank Small Area Study Public Survey



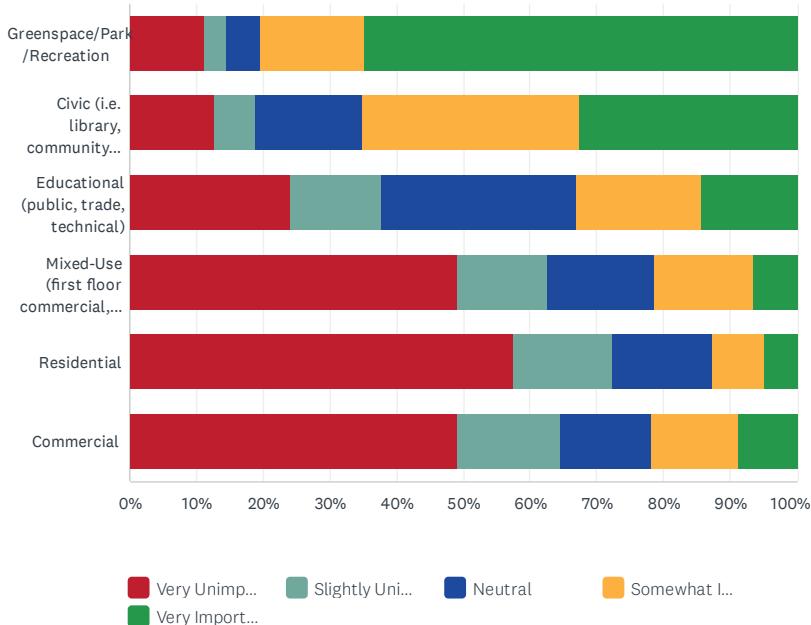
ANSWER CHOICES	RESPONSES
I am a resident of Red Bank	87.95% 1,088
I own a business in Red Bank	4.61% 57
I work in Red Bank	10.83% 134
I neither live nor work in Red Bank, but I visit often	8.81% 109
I have no current connection to Red Bank, but I am interested in the future of the city	1.13% 14
None of the above describes me	0.57% 7
Total Respondents: 1,237	

Q5 How important to you is each of the potential land use types?

Answered: 1,202 Skipped: 163

SURVEY RESULTS DATA

City of Red Bank Small Area Study Public Survey



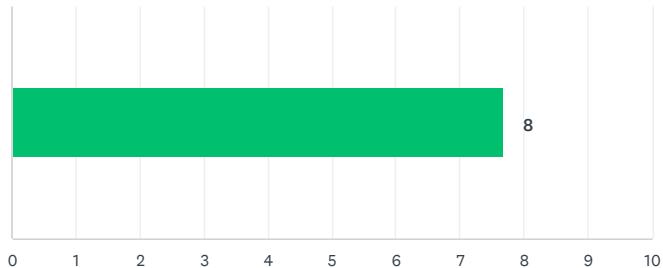
	VERY UNIMPORTANT	SLIGHTLY UNIMPORTANT	NEUTRAL	SOMEWHAT IMPORTANT	VERY IMPORTANT	TOTAL
Greenspace/Park/Recreation	11.17% 134	3.33% 40	5.08% 61	15.58% 187	64.83% 778	1,200
Civic (i.e. library, community center, recreation center, etc.)	12.58% 151	6.17% 74	16.17% 194	32.50% 390	32.58% 391	1,200
Educational (public, trade, technical)	24.10% 288	13.47% 161	29.21% 349	18.91% 226	14.31% 171	1,195
Mixed-Use (first floor commercial, upper floor(s) residential)	49.17% 590	13.50% 162	16.08% 193	14.75% 177	6.50% 78	1,200
Residential	57.53% 688	14.97% 179	14.88% 178	7.78% 93	4.85% 58	1,196
Commercial	49.16% 587	15.49% 185	13.48% 161	13.15% 157	8.71% 104	1,194

Q6 Out of the 12 acres available, how many would you like dedicated towards greenspace/park/recreation? Slide the bar or enter the acreage in the text box.

Answered: 1,202 Skipped: 163

SURVEY RESULTS DATA

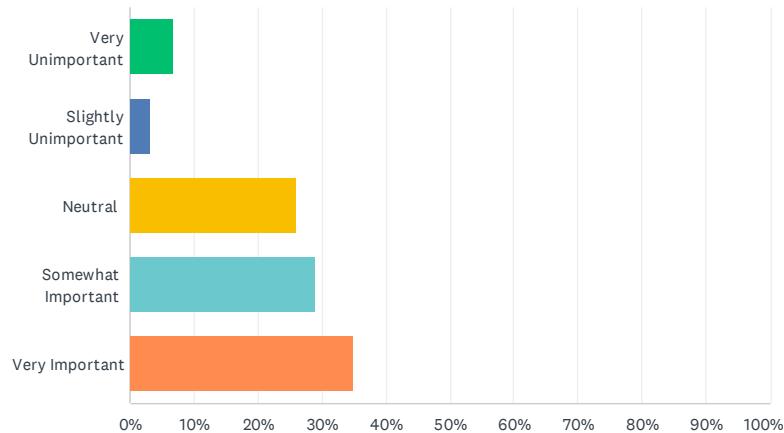
City of Red Bank Small Area Study Public Survey



ANSWER CHOICES	AVERAGE NUMBER	TOTAL NUMBER	RESPONSES		
	8	9,232	1,202		
Total Respondents: 1,202					
BASIC STATISTICS					
	MINIMUM	MAXIMUM	MEDIAN	MEAN	STANDARD DEVIATION
	0.00	12.00	7.00	7.68	3.80

Q7 How important to you are the City's long-term financial obligations to the site?

Answered: 1,202 Skipped: 163



SURVEY RESULTS DATA

City of Red Bank Small Area Study Public Survey

ANSWER CHOICES	RESPONSES
Very Unimportant	6.82%
Slightly Unimportant	3.24%
Neutral	26.04%
Somewhat Important	28.95%
Very Important	34.94%
TOTAL	1,202

Q8 Is there anything else you would like to share with the planning team related to the Former Red Bank Middle School Site or the City of Red Bank more broadly?

Answered: 704 Skipped: 661

Q9 If you would like to receive updates from the City of Red Bank, please enter your email below:

Answered: 514 Skipped: 851

Q10 Nombre:

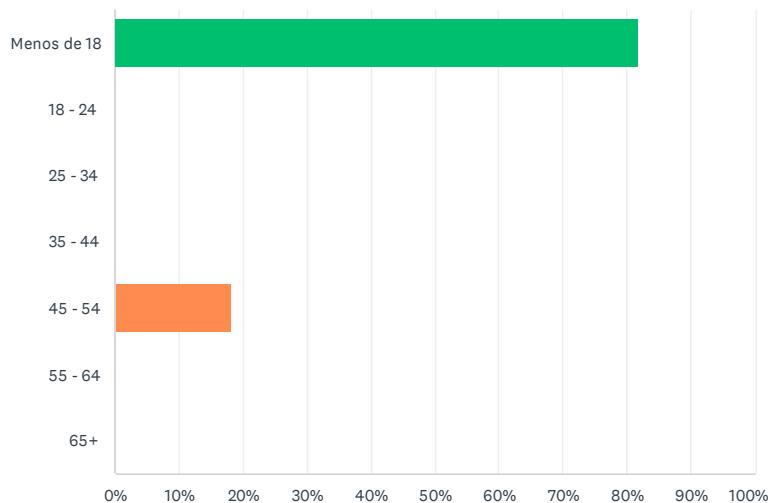
Answered: 9 Skipped: 1,356

Q11 Edad:

Answered: 11 Skipped: 1,354

SURVEY RESULTS DATA

City of Red Bank Small Area Study Public Survey



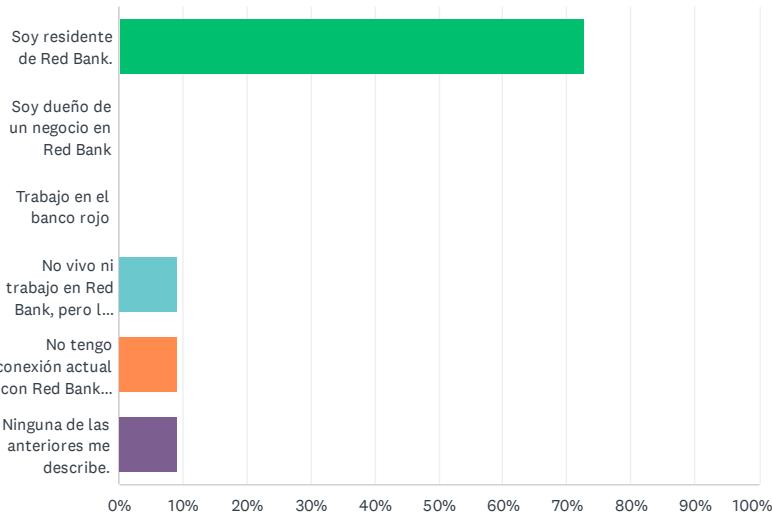
ANSWER CHOICES	RESPONSES	
Menos de 18	81.82%	9
18 - 24	0.00%	0
25 - 34	0.00%	0
35 - 44	0.00%	0
45 - 54	18.18%	2
55 - 64	0.00%	0
65+	0.00%	0
TOTAL		11

Q12 ¿Cómo describirías tu relación con la ciudad de Red Bank? Marca todo lo que corresponda.

Answered: 11 Skipped: 1,354

SURVEY RESULTS DATA

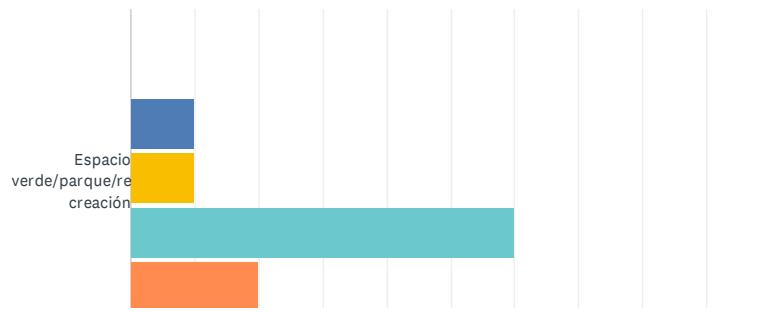
City of Red Bank Small Area Study Public Survey



ANSWER CHOICES	RESPONSES
Soy residente de Red Bank.	72.73% 8
Soy dueño de un negocio en Red Bank	0.00% 0
Trabajo en el banco rojo	0.00% 0
No vivo ni trabajo en Red Bank, pero lo visito con frecuencia.	9.09% 1
No tengo conexión actual con Red Bank, pero estoy interesado en el futuro de la ciudad.	9.09% 1
Ninguna de las anteriores me describe.	9.09% 1
Total Respondents: 11	

Q13 ¿Qué importancia tiene para ti cada uno de los posibles tipos de uso de la tierra?

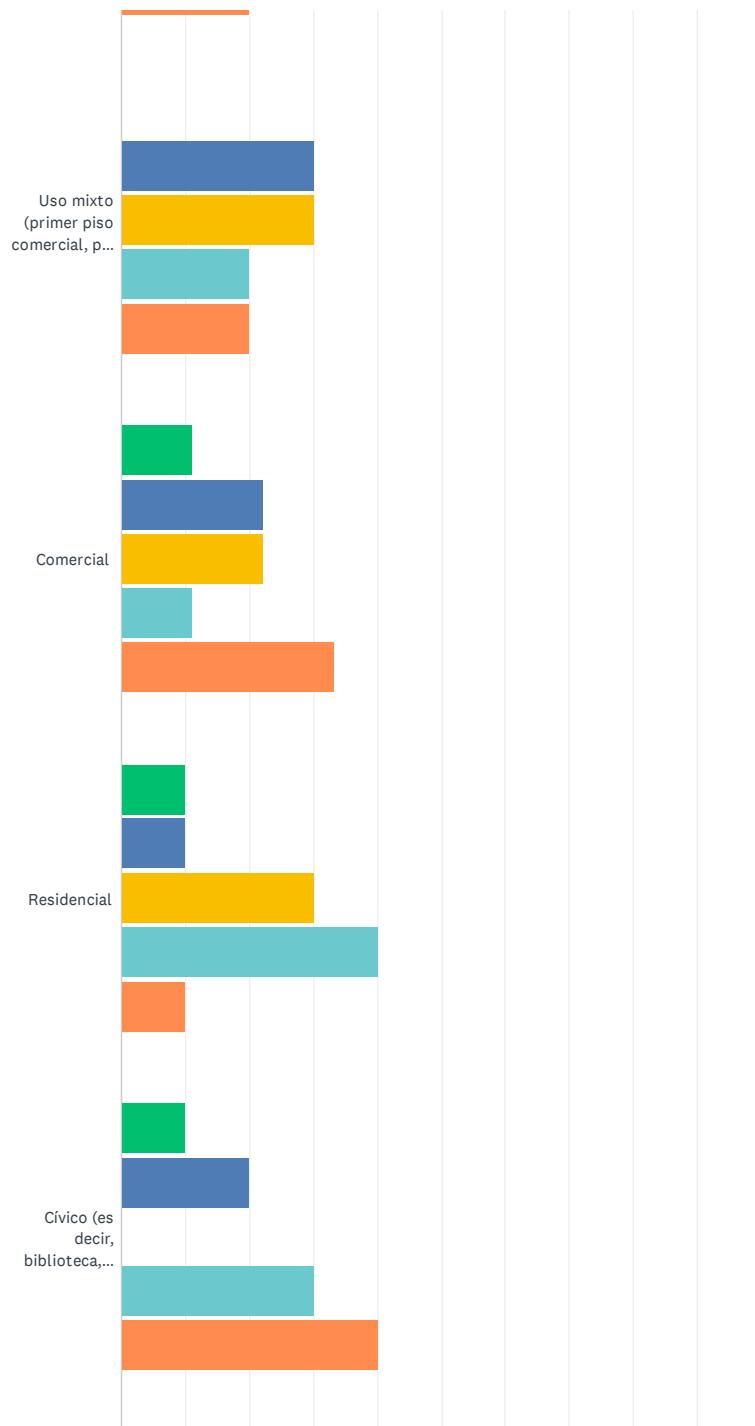
Answered: 10 Skipped: 1,355



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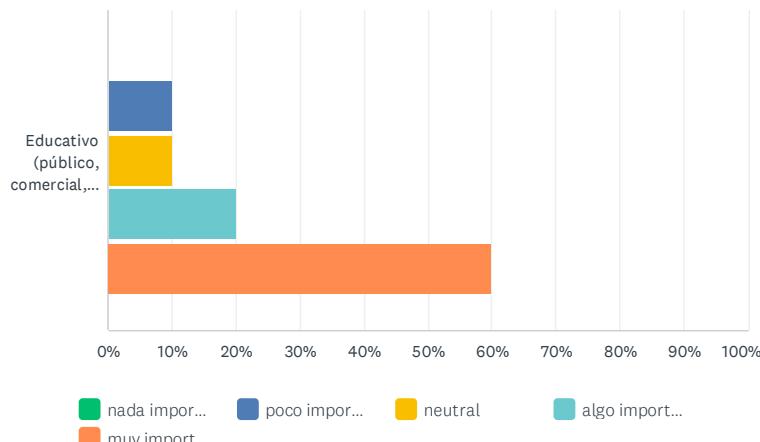
SURVEY RESULTS DATA

City of Red Bank Small Area Study Public Survey



SURVEY RESULTS DATA

City of Red Bank Small Area Study Public Survey



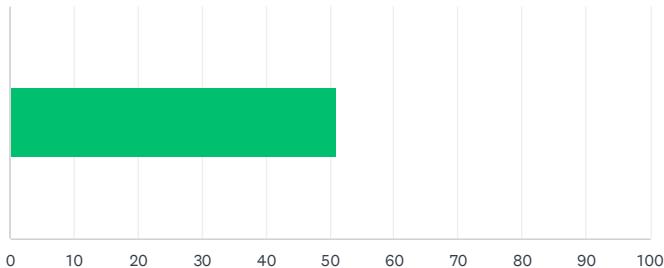
	NADA IMPORTANTE	POCO IMPORTANTE	NEUTRAL	ALGO IMPORTANTE	MUY IMPORTANTE	TOTAL
Espacio verde/parque/recreación	0.00% 0	10.00% 1	10.00% 1	60.00% 6	20.00% 2	10
Uso mixto (primer piso comercial, piso superior residencial)	0.00% 0	30.00% 3	30.00% 3	20.00% 2	20.00% 2	10
Comercial	11.11% 1	22.22% 2	22.22% 2	11.11% 1	33.33% 3	9
Residencial	10.00% 1	10.00% 1	30.00% 3	40.00% 4	10.00% 1	10
Cívico (es decir, biblioteca, centro comunitario, centro recreativo, etc.)	10.00% 1	20.00% 2	0.00% 0	30.00% 3	40.00% 4	10
Educativo (público, comercial, técnico)	0.00% 0	10.00% 1	10.00% 1	20.00% 2	60.00% 6	10

Q14 5. De los 12 acres disponibles, ¿cuántos te gustaría dedicar a espacios verdes/parques/recreación? Marca la barra o ingresa un número en el cuadro de texto.

Answered: 10 Skipped: 1,355

SURVEY RESULTS DATA

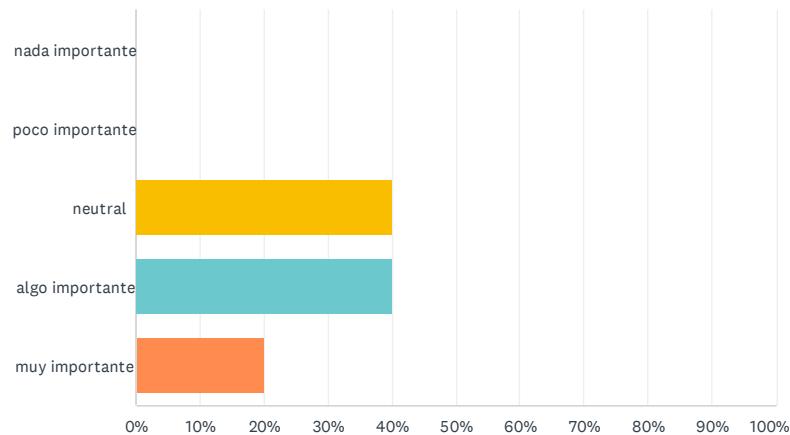
City of Red Bank Small Area Study Public Survey



ANSWER CHOICES	AVERAGE NUMBER	TOTAL NUMBER	RESPONSES
	51	509	10
Total Respondents: 10			

Q15 ¿Qué importancia tienen para ti las obligaciones financieras a largo plazo de la ciudad con el sitio?

Answered: 10 Skipped: 1,355



SURVEY RESULTS DATA

City of Red Bank Small Area Study Public Survey

ANSWER CHOICES	RESPONSES
nada importante	0.00% 0
poco importante	0.00% 0
neutral	40.00% 4
algo importante	40.00% 4
muy importante	20.00% 2
TOTAL	10

Q16 ¿Hay algo más que te gustaría compartir con el equipo de planificación relacionado con el sitio de la antigua escuela secundaria Red Bank o la ciudad de Red Bank en general?

Answered: 8 Skipped: 1,357

Q17 Si deseas recibir actualizaciones de la ciudad de Red Bank, ingresa tu correo electrónico:

Answered: 5 Skipped: 1,360

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