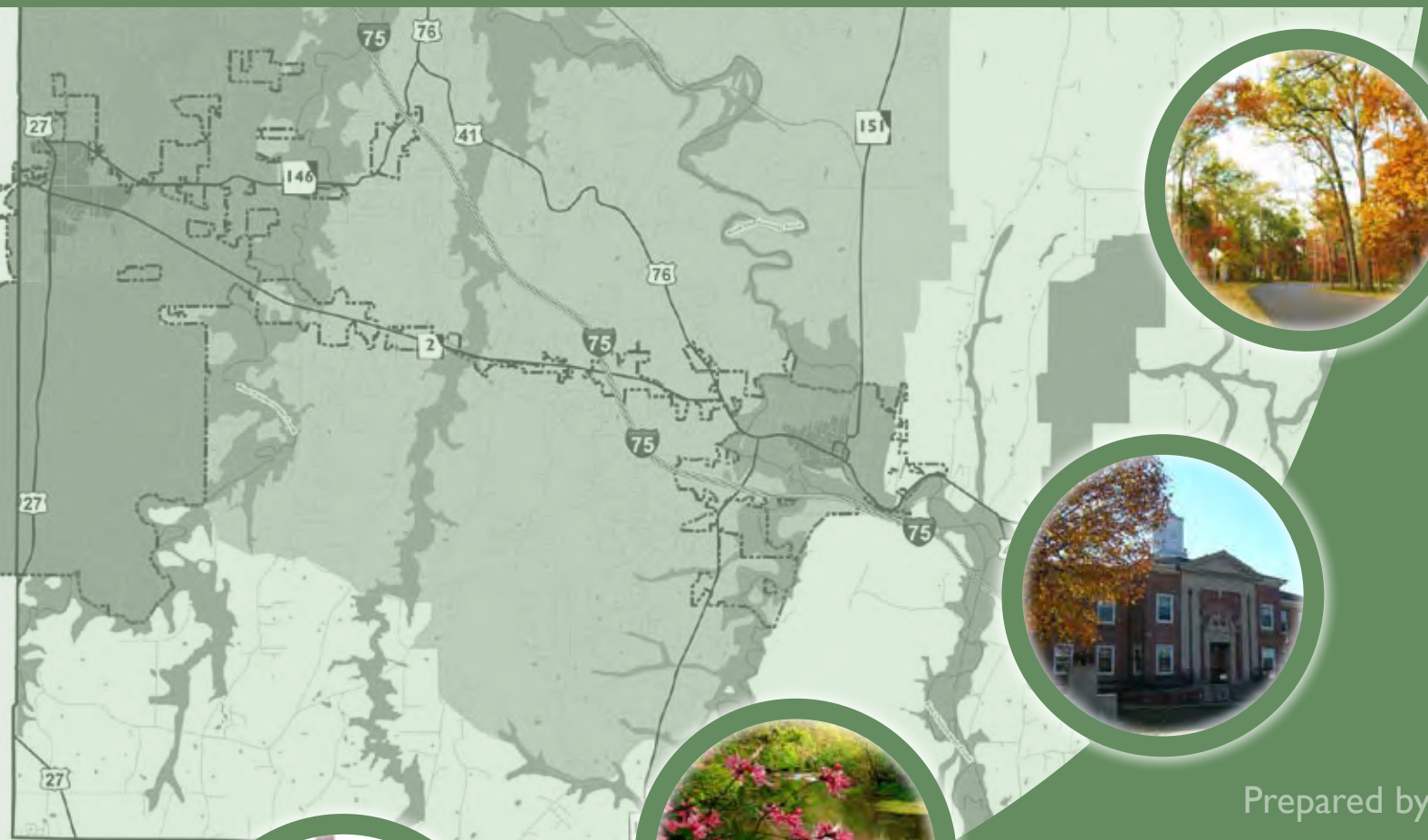


Catoosa County Joint Comprehensive Plan

Joint Comprehensive Plan Update for Catoosa County
and the cities of Fort Oglethorpe and Ringgold

Part II Community Agenda

2011-2031
February 2011



Prepared by:

 MACTEC

Prepared for:

Northwest Georgia Regional Commission

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CATOOSA COUNTY
Joint Comprehensive Plan 2011-2031

Community Agenda

Prepared for:

Northwest Georgia Regional Commission
Rome, Georgia

By:



MACTEC Engineering and Consulting, Inc.
Atlanta, Georgia

Adopted:

Catoosa County: February 15, 2011
City of Fort Oglethorpe: February 14, 2011
City of Ringgold: February 14, 2011

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Adoption Resolutions

CATOOSA COUNTY

RESOLUTION TO ADOPT THE CATOOSA COUNTY JOINT COMPREHENSIVE PLAN 2011-2031

WHEREAS Catoosa County and the cities of Fort Oglethorpe and Ringgold worked together in conjunction with the Northwest Georgia Regional Commission to prepare the Catoosa County Joint Comprehensive Plan 2011-2031; and

WHEREAS the Catoosa County Joint Comprehensive Plan 2011-2031 has been prepared according to the Standards and Procedures for Local Comprehensive Planning effective May 1 2005 and established by the Georgia Planning Act of 1989 which includes Community Assessment and Community Agenda components with information about population, housing, economic development, natural and historic resources, community facilities, existing land use, future development, and plan implementation; and


WHEREAS the Catoosa County Joint Comprehensive Plan 2011-2031 Community Agenda has been reviewed by the Northwest Georgia Regional Commission and the Georgia Department of Community Affairs and determined to have met the applicable minimum planning standards; and

WHEREAS the Catoosa County Joint Comprehensive Plan 2011-2031 is the product of a planning process which should continue to evolve and periodic updates should take place based on changing conditions and the reassessment of community vision and goals; and

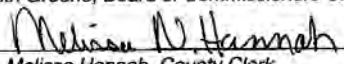
WHEREAS the Catoosa County Joint Comprehensive Plan 2011-2031 is not, and should not be, a zoning plan, but is intended to be a guide concerning decisions of elected officials regarding development and zoning matters; and

WHEREAS the Short Term Work Program portion of the Catoosa County Joint Comprehensive Plan 2011-2031 is intended to serve as a guide for local government implementation activities and should be updated on a regular basis;

BE IT THEREFORE RESOLVED, that the Catoosa County Board of Commissioners does hereby approve and adopt the Catoosa County Joint Comprehensive Plan 2011-2031 as a general guide for future growth, change, development and progress.

BY: 
Keith Greene, Board of Commissioners Chairman

2/15/11
Date

ATTEST: 
Melissa Hannah, County Clerk

2/15/11
Date

CITY OF FORT OGLETHORPE

RESOLUTION 2011-01

RESOLUTION TO ADOPT THE CATOOSA COUNTY JOINT COMPREHENSIVE PLAN 2011-2031

WHEREAS Catoosa County and the cities of Fort Oglethorpe and Ringgold worked together in conjunction with the Northwest Georgia Regional Commission to prepare the Catoosa County Joint Comprehensive Plan 2011-2031; and

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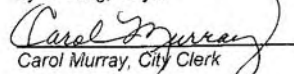
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WHEREAS the Short Term Work Program portion of the Catoosa County Joint Comprehensive Plan 2011-2031 is intended to serve as a guide for local government implementation activities and should be updated on a regular basis;

BE IT THEREFORE RESOLVED, that the City of Fort Oglethorpe Mayor and City Council hereby approves and adopts the Catoosa County Joint Comprehensive Plan 2011-2031 as a general guide for future growth, change, development and progress.

BY:  2/15/11 02/14/2011
Lynn Long, Mayor Date

ATTEST:  02/14/2011
Carol Murray, City Clerk Date

CITY OF RINGGOLD

RESOLUTION 2011-0214

RESOLUTION TO ADOPT THE CATOOSA COUNTY JOINT COMPREHENSIVE PLAN 2011-2031

WHEREAS Catoosa County and the cities of Fort Oglethorpe and Ringgold worked together in conjunction with the Northwest Georgia Regional Commission to prepare the Catoosa County Joint Comprehensive Plan 2011-2031; and

WHEREAS the Catoosa County Joint Comprehensive Plan 2011-2031 has been prepared according to the Standards and Procedures for Local Comprehensive Planning effective May 1, 2005, and established by the Georgia Planning Act of 1989 which includes Community Assessment and Community Agenda components with information about population, housing, economic development, natural and historic resources, community facilities, existing land use, future development, and plan implementation; and

WHEREAS the Catoosa County Joint Comprehensive Plan 2011-2031 Community Agenda has been reviewed by the Northwest Georgia Regional Commission and the Georgia Department of Community Affairs and determined to have met the applicable minimum planning standards; and

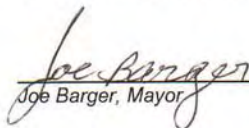
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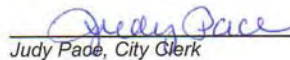
BE IT THEREFORE RESOLVED, that the City of Ringgold Mayor and City Council hereby approves and adopts the Catoosa County Joint Comprehensive Plan 2011-2031 as a general guide for future growth, change, development and progress.

BY:


Joe Barger, Mayor

2-15-11
Date

ATTEST:


Judy Pace, City Clerk

2-15-11
Date

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EXECUTIVE SUMMARY

Summary of the Catoosa County Joint Comprehensive Plan Community Agenda: Plan Highlights and Putting the Plan into Action

Catoosa County and the cities of Fort Oglethorpe and Ringgold joined together to prepare the *Catoosa County Joint Comprehensive Plan 2011-2031*. This plan includes two parts. Part I involved *Community Assessment* and the *Community Participation Program*, both prepared prior to the public visioning process. Part I set the stage for Part II, the *Community Agenda*.

The *Community Agenda*, requiring adoption by the County Commission, Fort Oglethorpe City Council and Ringgold City Council in order to become official policy, includes the community vision, goals, policies, primary issues and opportunities that the community has chosen to address, and a plan of action for implementation. In addition, it outlines desired development patterns and supporting land uses with a future development guide for the county and each city.

This executive summary presents “Plan Highlights” and “Putting the Plan Into Action.” “Plan Highlights” provides a brief overview of the Community Vision, key issues and goals organized by Vision Theme, and the Future Development Map. “Putting the Plan into Action” provides a synopsis of the steps and players involved in implementation of the *Community Agenda*.

PLAN HIGHLIGHTS

Once a rural county, Catoosa County growth in recent decades has outpaced that of other Chattanooga area counties. Residential growth dominated much of this change. This plan balances the need for economic and residential growth with the desire to maintain rural character. Focusing growth into areas of the county where infrastructure is planned, or already in place, allows for preservation of many rural areas. This plan also acknowledges the need to plan in more specific detail for downtown areas, major corridors and centers as well as for transportation, parks and trails.

The Community Vision Statement (see sidebar), formed from stakeholder input gathered during the public planning process, describes what the community wants to become over the next 20 years. The four Vision Themes organize primary issues/opportunities, goals, policies and strategies. The goals, policies, and strategies address the primary identified issues. Vision Themes represent the ideas and concerns of participants in the planning process and narrow the big picture vision to specific strategies that aim to make the Community Vision a reality.

VISION STATEMENT

Catoosa County is a self-sufficient community that respects its rural character, agricultural traditions, and small-town charm while acting as an important gateway to Northwest Georgia and a significant player in the economic prosperity of the region.

We successfully link the present with the past by embracing and promoting our rich history, culture, and natural landscapes while encouraging balanced, well-planned and sustainable development of well-connected activity centers, neighborhoods and open spaces.

Our citizens can live, work, shop and play in our county because we offer a variety of jobs, housing and shopping opportunities, a diverse economy, well-maintained infrastructure, an excellent public education system, and world-class recreation facilities.

Vision Themes, along with the Future Development Guide, tie these descriptions of a desired future to specific goals, policies and strategies. The four Vision Themes are shown in the following pages with implementing policies and key issues to address (see sidebars for each Vision Theme). They are *Development Patterns*, *Resource Conservation*, *Social and Economic Development*, and *Government Relations*.

Development Patterns

DP Goal 1: Rural communities

- Promote rural development patterns and design in rural areas
- Incorporate tools that protect viability of remaining agriculture

DP Goal 2: Healthy, complete neighborhoods

- Create new, walkable, well-connected neighborhoods, including a mixture of conventional suburban and traditional neighborhood design
- Revitalize established neighborhoods including context-sensitive redevelopment and infill
- Locate schools and parks in or near existing neighborhoods

DP Goal 3: Vibrant downtowns and activity centers

- Encourage mixed use within centers
- Initiate revitalization efforts in downtowns and other struggling centers
- Strategically place nodal development

DP Goal 4: Attractive, inviting corridors and gateways

- Promote quality corridor development
- Revitalize underutilized commercial corridors and uphold high standards for property maintenance
- Establish gateways and wayfinding to define major entrances and clearly direct visitors to tourist attractions

DP Goal 5: Safe, efficient multi-modal transportation

- Encourage a comprehensive, multi-modal transportation planning approach
- Improve safety and efficiency of existing corridors
- Promote interconnected network of streets
- Promote a more walkable community
- Promote a more bicycle-friendly community
- Provide comprehensive public transportation options in Catoosa County

DP Goal 6: Efficient use of existing and proposed community facilities

- Maximize efficient use of existing and planned utility infrastructure
- Encourage the prominent placement of important civic and institutional buildings

KEY ISSUES: DEVELOPMENT PATTERNS

- Limited bicycle and pedestrian infrastructure
- Automobile dependence
- Suburban sprawl
- Condition of downtown areas in Ringgold and Fort Oglethorpe
- Outdated, under-performing auto-oriented commercial development
- Lack of sewer infrastructure dictates large-lot residential subdivisions
- Limited east-west countywide connectivity
- Limited public transit
- Inter-parcel connectivity and congestion
- Incompatible or lack of connectivity to adjacent development
- Lack of flexibility for pavement widths
- Potential impacts of new road and expansion projects
- Lack of centrally-located services

DP Goal 7: Impacts mitigated for special uses

- Manage industrial and high impact uses with appropriate site design
- Manage major institutional and office use with appropriate site design
- Encourage revitalization and redevelopment of Brownfields

Resource Conservation**RC Goal 1: Preserve natural resources and environmentally sensitive areas**

- Preserve Taylor's Ridge and other significant ridge lines in Catoosa County
- Maintain tree canopy
- Protect environmentally sensitive areas
- Provide residents and visitors with the opportunity to connect with nature for enjoyment, recreation and economic activity
- Preserve and enhance a range of open spaces including viewsheds
- Improve water quality protection

RC Goal 2: Sustainable sites and buildings

- Encourage green building design, technology and sustainable site design

RC Goal 3: Reduce solid waste

- Support recycling efforts and improved participation
- Reduce illegal dumping of trash and hazardous waste

RC Goal 4: Preservation of historic and cultural resources

- Promote preservation of historic structures and places
- Promote public art

KEY ISSUES: RESOURCE CONSERVATION

- Potential for development of environmentally and culturally-sensitive areas
- Development of and continued growth pressure on farmland, slopes/ridges and historic areas/neighborhoods
- Clear cutting, tree preservation
- Flooding/development in flood prone areas
- Disappearance of rural scenery in and around the community.
- Limited availability of historic preservation tools
- Greenspace, parks and trails
- Brownfield areas

Social and Economic Development**SED Goal 1: Create a self-sufficient, sustainable economy**

- Facilitate coordinated economic development
- Focus different types of economic development opportunities in appropriate areas
- Encourage mixed-use activity centers and corridors
- Promote development of a wider range of shopping, dining and entertainment options in the county
- Promote Catoosa County as regional economic center
- Coordinate job training opportunities
- Ensure availability of adequate, developable land to support economic development

KEY ISSUES: SOCIAL AND ECON. DEV.

- Bedroom community
- Desire for more retail, services, entertainment, dining
- Lafayette Road and battlefield gateway
- Growing jobs/housing imbalance
- Few housing options beyond single-family detached
- Increasing need for retirement and elderly housing

SED Goal 2: Thriving tourism economy

- Support increased efforts to attract tourism

SED Goal 3: Quality park and recreation facilities and activities

- Support a coordinated system of parks and green space
- Encourage provision of publicly-accessible parks and open space within new development
- Support expansion of recreation programs that provide safe and healthy recreation opportunities for all ages

SED Goal 4: Variety of quality housing options

- Encourage housing diversity in new neighborhoods
- Promote “aging in place” housing options
- Promote high standards of construction for all housing in each jurisdiction

Government Relations**GR Goal 1: Effective government communication with the public**

- Effectively communicate *Community Agenda* implementation status with the public

GR Goal 2: Effective coordination of all levels of government in Catoosa County

- Enhance municipal service delivery with coordination agreements or consolidation of duplicate services within Catoosa County
- Promote partnerships between local governments and school board

GR Goal 3: Regional planning coordination

- Increase land use, transportation and infrastructure coordination with jurisdictions adjacent to Catoosa County
- Emphasize coordination with regional and state agencies

KEY ISSUES: GOVERNMENT RELATIONS

- Redundant services
- Local politics
- Fire protection services
- Limited past involvement with TPO

DECISION-MAKING FRAMEWORK

This plan is based on the community’s **VISION** for growth and development over the next 20 years that focuses attention on the future and defines the ideal image of how the community should be in the future.

GOALS define the desired future state of the community and generally relate to big picture ideas.

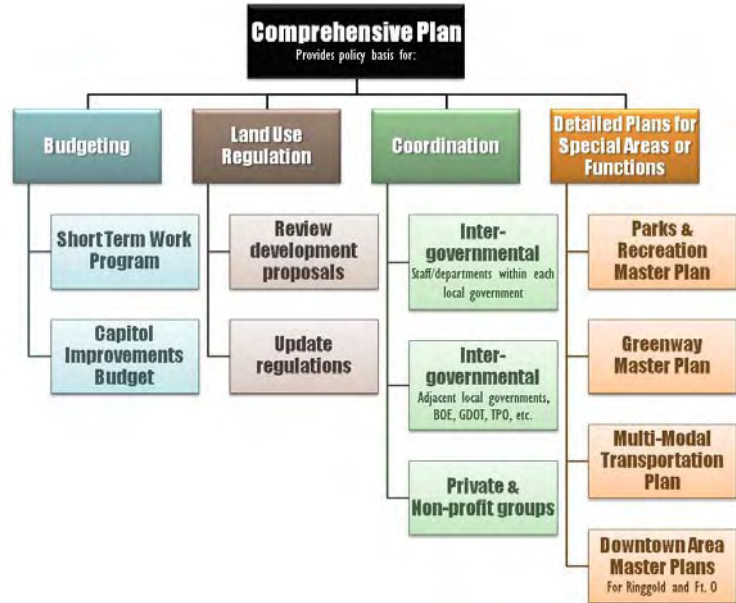
POLICIES guide everyday decisions related to achieving the community vision. Policies are specific and provide measurable actions. Policies are represented in this plan by policies statements (associated with specific goals) in Chapter 2 and the Character Area Policy narrative, and the Future Development Map found in Chapter 3.

STRATEGIES are specific action steps that when completed should implement the vision, goals, policies of the community. Strategies are represented in this plan by and the strategies associated with goal and policy statements in Chapter 2 and the Character Area implementation strategies in Chapter 3.

PUTTING THE PLAN INTO ACTION

Adopting a comprehensive plan may seem like the end of the process, but actually it represents the beginning of a new phase – implementation. Implementing the plan requires an understanding of the plan recommendations and tools available for putting the plan to work for Catoosa County. In short, the plan is a tool that provides a policy basis for:

- Budgeting
- Local land use regulation
- Coordination among local governments, state and federal agencies, utilities, regional agencies
- Detailed plans for special areas, circumstances and functions
- Promotion and economic development



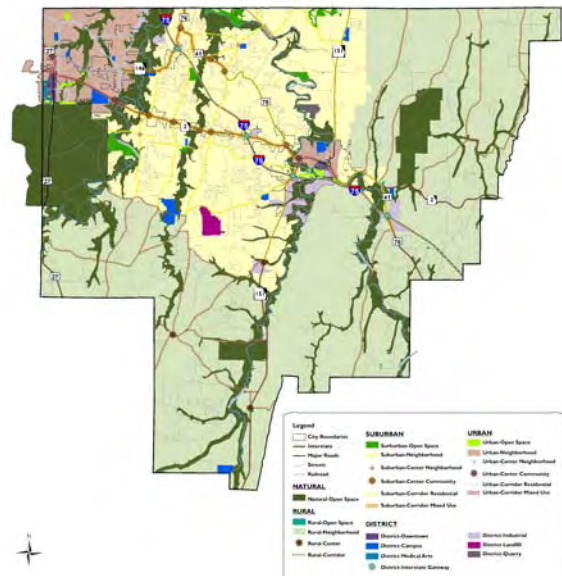
Budgeting

The Implementation Program outlines the overall strategy for achieving the Community Vision for Future Development and for implementing the Future Development Guide. The Short Term Work Program (STWP) prioritizes the recommended strategies and assigns responsible parties to each. As presented, it provides the County Commission and City Councils with a prioritized “to-do” list in addition to providing a policy guide.

The County Commission, City Councils and administrative staff for each jurisdiction should consult the STWP each year when developing their annual budget. The STWP prioritizes each strategy and can guide future investment. Items listed in the STWP include programs, ordinances, administrative systems, community improvements or investments, and financing arrangements or other programs/initiatives.

Land Use Regulation

The policy basis for land use regulation occurs in two specific ways. First, the Future Development Guide provides a tool for evaluating land development requests. Second, the zoning and subdivision regulations (and other land development related guidelines and regulations) sometimes require amendments based on the plan recommendations.



Future Development Guide

The Future Development Guide consists of the Future Development Maps and Character Area Policy. The Future Development Maps assign a unique Character Area to each parcel in Catoosa County. The Character Area Policy describes with text and illustrations the vision for growth and development for each Character Area shown on the Future Development Maps. The policy represents and describes unique policy strategy and development pattern and links intent with design strategies to help achieve the community vision.

Future Development Maps are used to guide future rezoning. Proposed zone change requests are reviewed for consistency with the Character Area Policy associated with the Future Development Map.

Development Regulations and Guidelines

Evaluation and adoption of changes to development regulations is a common follow-up after adoption of a comprehensive plan update. The purpose of zoning, subdivision and development regulation updates is to ensure that your development tools can implement the goals, policies and strategies outlined in the Community Vision, as well as ensure the implementation of Chapter 3. Implementation of such zoning, subdivision and development regulation updates should include the following strategies described in Chapter 2.

Coordination among local governments, state and federal agencies, utilities, regional agencies

The policy basis for coordination occurs in two major components. First, each local government's agencies and departments should coordinate their plans with that of the Community Agenda. Second, coordination should occur among local, state, federal, non-profit and other utility providers.

Service Delivery

Each local government should review service plans to ensure that they support the goals and policies of the *Community Agenda*. This includes ensuring that future facilities are planned to meet the service demand promoted by the plan. For example, make sure that plans to offer suburban and urban-scale services and infrastructure are in line with what is shown in the Future Development Guide.

Coordination

The *Community Agenda* calls for increased coordination of local governments with the county school board, state agencies, federal agencies, non-profit groups, utility providers. The plan provides the opportunity for each entity to view future needs from a common policy playbook. For example, utility providers, private developers, GDOT, and economic development agencies can each see that the community has designated specific areas for future growth and specific areas for rural preservation. As a result, these entities can work together to ensure that their projects and policies support the Community Vision.

WHAT'S YOUR ROLE IN IMPLEMENTING THE COMMUNITY AGENDA?

Elected Officials (city council or county commission) adopt the plan, use the plan as resource for preparation of annual budget / CIP, allocate funding for plan-recommended implementation projects/ studies/additional planning, approve code amendments, etc.

Planning Commission members review the plan as it relates to specific zoning, subdivision or other land development request. They may also recommend updated or new land use/development codes to the elected officials.

Utilities providers use the plan to determine areas where expansion or improvements to specific utilities are warranted.

Private landowners/developers use the plan to determine areas where new development should occur. In addition, they help implement goals of the plan through land development that includes roads, sidewalks, parks, etc that are required with their development.

Planning Staff reviews development proposals; updates or prepares new land use/development codes to present to the elected officials for adoption.

Other Government Staff review service plans, etc. to ensure that they support the goals and policies in the *Community Agenda* and make changes accordingly.

General public are the watchdogs of the plan and standby to participate when other planning initiatives are underway.

Detailed plans for special areas or functions

Functional plans address specific government services such as parks, recreation, and transportation. This plan recommends preparation of several Functional Plans to supplement the *Community Agenda* and address issues and concerns raised by stakeholders during the public planning process at level beyond that which a comprehensive plan can address.

Parks and Recreation Master Plan

A parks and recreation master plan would translate community needs and desires for parks, facilities and programs into recommendations that can be implemented within a planning period, typically 10 years. The plan would also identify a financial strategy for the implementation of plan recommendations. It would address active and passive recreational needs and ideally make recommendations for land acquisition, improvements to existing recreation sites, development of new parks and facilities, and a capital improvements program.

Greenway System Master Plan

A Countywide Greenway System Master Plan would provide a vision for a comprehensive greenway system to supplement community and regional parks operated by the cities, county and other recreation associations in Catoosa County. Once developed, such a system would connect residents to important natural resources that builds off of the success of (and could one day connect) trails currently in use in Ringgold, Fort Oglethorpe and Chattanooga.

Multi-Modal Transportation Plan

A countywide multi-modal transportation plan would be developed in coordination with Georgia Department of Transportation, Northwest Georgia Regional Commission and Chattanooga-Hamilton County/North Georgia Transportation Planning Organization (TPO). This plan would further define long-term needs that support the TPO's Regional Transportation Plan. In addition, it would create a long-range plan for developing streets, pedestrian paths, bike lanes/paths, and public transit that contribute to a fully-connected transportation network. It also identifies a financial strategy for the implementation of plan recommendations.

Downtown Master Plans

Downtown Master Plans should be developed for downtown areas in Fort Oglethorpe and Ringgold. These plans would address goals, policies, and guidelines specific to the downtown areas. Recommendations would likely include infrastructure improvements such as streetscapes and gateways. The greater detail helps inform the second objective of a downtown master plan, an action plan to help guide and coordinate local decision making.

INTRODUCTION

Introduction to the Community Agenda for Catoosa County and the cities of Fort Oglethorpe and Ringgold

Located in Northwest Georgia and within the Chattanooga TN-GA Metropolitan Statistical Area (MSA) and in close proximity to important regional cities and job centers, Catoosa County is projected to experience continued growth and investment. In an effort to meet the community's future needs, Catoosa County and the cities of Fort Oglethorpe and Ringgold coordinated the efforts of citizens, elected officials, professional leaders, property owners, and major employers to create a community vision for the future that will be guided by the *Catoosa County Joint Comprehensive Plan 2011-2031 Part II – Community Agenda*.

PURPOSE

The *Community Agenda* represents the community vision, goals, policies, primary issues and opportunities that the community has chosen to address, and a plan of action for implementation. In addition, it outlines desired development patterns and supporting land uses with a future development guide for the county and each city.

The *Community Agenda* serves the purpose of meeting the intent of the Georgia Department of Community Affairs' (DCA) "Standards and Procedures for Local Comprehensive Planning," as established on May 1, 2005. Preparation in accordance with these standards is an essential requirement in maintaining status as a Qualified Local Government (QLG). QLG status allows communities to be eligible for state assistance programs. State law requires adopted comprehensive plan updates for Catoosa County, Fort Oglethorpe and Ringgold by February 28, 2011.

SCOPE

Part I of the Comprehensive Plan included the *Community Participation Program, Community Assessment and Analysis of Supporting Data* that were prepared prior to the development of the *Community Agenda*. These documents provided a preliminary look at the issues and opportunities, areas requiring special attention and an analysis of existing development patterns that included recommended "Character Areas."

COMMUNITY SNAPSHOT

ISSUES & OPPORTUNITIES

- Lack of walkable communities
- Limited shopping and service opportunities (must travel to Chattanooga or Dalton)
- Poor maintenance of private property
- Run-down appearance of corridors such as US-27 and US-41/US-76
- Growing population and keeping pace with expanded infrastructure

POPULATION TRENDS

Year	Catoosa County	Fort Oglethorpe*	Ringgold
1990	42,464	5,880	1,882
2000	53,282	6,940	2,422
2008	62,825	9,663	2,803

*Includes portion within Walker County
Source: U.S. Census Bureau

POPULATION PROJECTIONS

Year	Catoosa County
2015	76,684
2020	87,463
2025	101,319
2030	115,504

Source: Northwest Georgia Regional Commission

WHY WE PLAN

Comprehensive planning is an important management tool for promoting a strong, healthy community. A comprehensive plan provides a vision, clearly stated and shared by all, that describes the future of the community. It protects private property rights and also encourages and supports economic development. The plan can be used to promote orderly and rational development so the county and each city can remain physically attractive and economically viable while preserving important natural and historic resources.

The comprehensive plan provides the tool to become more certain about where development will occur, what it will be like, when it will happen, and how the costs of development will be met. It provides a tool for the community to achieve the development pattern it desires, such as: traditional neighborhoods, infill development, creating a sense of place, providing transportation alternatives, permitting mixed uses, protecting natural resources and accommodating economic growth.

Planning also helps the county and each city invest its money wisely in infrastructure such as roads, water and sewer service, parks and green space, and other facilities to maintain and improve the quality of life for the residents of the county and each city.

The *Community Agenda*, which is Part II of the Comprehensive Plan, represents these and additional ideas discussed during the public participation process. The *Community Agenda* does not restate the data included in Part I. Instead, it lists prioritized issues and opportunities, a community vision that includes goals, policies and strategies organized by Vision Themes, a Future Development Guide that describes desired development with the Future Development Map, Character Area Policy, and Character Area Implementation Strategies, and an Implementation Program that prioritizes and assigns costs and responsible parties to the strategies presented throughout the plan.

COMMUNITY PARTICIPATION AND PLAN DEVELOPMENT

Creating a functional comprehensive plan begins with defining a common vision for the future development of the community. A community vision is the overall image of what the community wants to be and how it wants to look at some point in the future. It is the starting point for creating a plan and actions to implement the plan. A successful visioning process requires meaningful participation from a wide range of community stakeholders.

Catoosa County residents, property owners, business owners and other stakeholders contributed to the production of the *Community Agenda*. Due to the participation involved in developing the plan, the *Community Agenda* should generate local pride and enthusiasm about the future of the county and each city – encouraging citizens to remain engaged in the development process in order to ensure that each local government implements the plan.

WHY WE PLAN

- Set a new standard for protecting natural and cultural resources
- Promote desired patterns of development
- Facilitate economic development
- Accommodate a range of housing and transportation options
- Prioritize capital expenditures
- Enhance quality of life



Countywide Kickoff Meeting held March 4, 2010 in Ringgold



Countywide Kickoff Meeting held March 4, 2010 in Ringgold



Visioning Workshop in Fort Oglethorpe

Visioning Process

The Visioning Process, or citizen participation process, for the *Catoosa County Joint Comprehensive Plan 2011-2031* included multiple layers of participation from the residents and stakeholders. A Countywide Kick-Off Meeting, Visioning Workshops, Countywide Framework Workshop, Countywide Open House and Public Hearings at County Commission and City Council meetings provided opportunities for input. In addition, a Steering Committee added considerable input into the planning process.

Countywide Kickoff Meeting

The Countywide Kick-Off Meeting took place March 4, 2010 at the Catoosa County Administration Building in Ringgold. Questionnaires were distributed at the meeting and made available for wider distribution by posting the survey on the county's website. Responses received by the consultant team helped supplement and expand the list of preliminary issues and opportunities presented in the *Community Assessment*.

Visioning Workshops

Participants provided their input on the future of Catoosa County during the six workshops held during March 2010 at locations throughout the county via prioritization exercises, facilitated discussion and one-on-one conversations with the planning team. The six locations were:

- East Catoosa – Keith Voting Precinct
- North Catoosa – Graysville Voting Precinct
- South Catoosa – Woodstation Voting Precinct
- Central Catoosa – The Colonnade
- Ringgold area – Catoosa County Administration Building
- Fort Oglethorpe/Lakeview area – Fort Oglethorpe City Hall

Visioning Workshop participants prioritized and contributed to a list of preliminary issues and opportunities identified during preparation of the *Community Assessment*, from online survey responses, and discussions with the Steering Committee. The exercises organized information into the following categories: Development Patterns, Resource Conservation, Social and Economic Development, Government Relations, Community Dreams and Community Assets. Participants also provided input during two facilitated mapping exercises. The first exercise had participants identify specific areas related to Issues, Assets, and Dreams in the community. The second map exercise had participants provide input on the proposed character areas and the future development pattern.

Framework Workshop

The Countywide Framework Workshop was held May 15, 2010 at the Catoosa County Administration Building in Ringgold. Participants had the opportunity to review the input from the six Visioning Workshops that included a preliminary list of Goals and Policies related to the Community Vision and the framework for the



Visioning Workshop in Keith



Visioning Workshop in Fort Oglethorpe



Visioning Workshop at the Colonnade



Countywide Framework Workshop

Future Development Guide. Presentation of the Future Development Guide included summaries of the proposed character areas and a conceptual Future Development Map. Feedback on the information presented was provided to the consultant team through one-on-one conversations, facilitated small-group discussions, and comment forms provided to participants.

Open House

The public was then presented the “preliminary draft” *Community Agenda* at an Open House held July 29, 2010. The format allowed participants to drop in at their convenience and stay as little or as long as they desired. Participants viewed the *Community Agenda* document, large scale maps, and spoke individually with planning team members to present questions or concerns.

Public Hearings

The “final draft” *Community Agenda* document was prepared after the Open House. The “final draft,” which included minor updates based on input received from the staff and public in attendance at the Open House along with input from the Joint Comprehensive Plan Steering Committee, was presented at a regularly-scheduled Catoosa County Commission, Fort Oglethorpe City Council, and Ringgold City Council meetings held during August and September 2010. The meetings included public hearings providing opportunities for stakeholders to offer additional input. Following the public hearings, each legislative body adopted resolutions authorizing the transmittal of the *Community Agenda* to NWGRC and DCA for review.

Joint Comprehensive Plan Steering Committee

In addition to meetings designed to solicit input from the general public, the planning team also organized the Joint Comprehensive Plan Steering Committee that provided important input and feedback into the planning process. The committee included the staff members from each jurisdiction as well as local business and community representatives. Meetings were facilitated by the planning consultant team.

The committee assisted in defining the prioritized issues and opportunities, defining Character Areas and preparing the Implementation Program. Committee members also reviewed drafts of plan components at various points during its development and provided critical feedback and insight based on their experience dealing with the important issues facing the county and cities on a daily basis. Involvement of staff members was crucial since these staff members will be coordinating the execution of many of the strategies identified in the Implementation Program or administering policies defined in the plan. The committee members held a total of five meetings during the planning process.



Countywide Framework Workshop



Countywide Open House



Countywide Open House



Joint Comprehensive Plan Steering Committee meeting held during February 2010

CHAPTER SUMMARIES

The sequence of chapters in the *Community Agenda* is structured to implement the vision, goals, policies and strategies contained within each section and to answer the questions “Where do we want to be in 20 years?” and “How do we get there?”. The *Community Agenda* is structured into the following chapters:

- Chapter 1: Introduction
- Chapter 2: Community Vision
- Chapter 3: Future Development Guide
- Chapter 4: Implementation Program
- Appendices A through D

Chapter 1: Introduction

The Introduction provides a brief summary of the contents of the *Community Agenda* and outlines the overall framework of the plan. It also documents the community participation program that defined much of the plan production.

Chapter 2: Community Vision

The Community Vision reflects the community’s vision for growth and development for the next 20 years. This vision, which was developed with an extensive public visioning process, is defined by Vision Themes. The **Vision Themes** organize a series of primary issues/opportunities, goals, policies and strategies that address the primary issues and opportunities. The Vision Themes are: Development Patterns, Resource Conservation, Social and Economic Development and Government Relations. The primary issues/opportunities represent important topics discovered during the analysis of existing conditions (*Community Assessment*) and supplemented and prioritized during the Visioning Process. Included in each vision theme is a series of Goals, Policies and Strategies. The Strategies are used to create the Implementation Program chapter.

Chapter 3: Future Development Guide

A comprehensive plan is a general policy document used to guide the physical development of a community. The Future Development Guide defines the community’s desired development patterns and guides future decision-making related to the physical development of the community. The Future Development Guide is comprised of three sections: Character Area Policy, Character Area Implementation Strategy and Future Development Map.

The **Character Area Policy** section describes the intent, general characteristics, application, primary land uses, appropriate zoning districts and design principles for each Character Area, which are areas with unique quality worth preserving or areas that have been identified with the potential to develop into something new or different.

The **Character Area Implementation Strategy** section identifies specific, actionable strategies intended to achieve the desired development patterns described by the Character Areas.

The **Future Development Map** section presents the Future Development Maps for each jurisdiction. The Future Development Maps identify the location of Character Areas and clarifies where and what type of development should occur.

Chapter 4: Implementation Program

The Implementation Program identifies specific actions necessary to achieve the community's vision. This chapter incorporates the strategies presented within the Community Vision and Future Development Guide chapters into a plan of action. The Implementation Program includes ordinances, programs, community improvements or investments, additional plans or studies, administrative systems and financing arrangements or other initiatives to be put in place to implement the comprehensive plan. The Short-Term Work Program prioritizes the strategies presented throughout the comprehensive plan to be implemented over the next five years and assigns responsible parties, identifies potential funding sources, and provides a timeline for completion of each. Chapter 4 also details the specifics of maintaining the comprehensive plan. Maintenance of the plan includes major and minor plan amendments, updates of the plan, or required periodic updates of the *Community Agenda*.

Appendices

The appendices supplement the information presented in Chapters 1-5 of the comprehensive plan as described below:

- Appendix A – Quality Community Objectives
- Appendix B – Report of Accomplishments
- Appendix C – Glossary of Terms and Development Concepts
- Appendix D – DCA and NWGRC Review/Approval Documentation

GOVERNMENT JURISDICTION KEY

The following symbols are used throughout the document to identify applicability of Character Areas, Character Area Policy, Character Area Implementation Strategies, Vision Themes, Goals, Policies, and Strategies by government unit:

- ① Catoosa County ② City of Fort Oglethorpe ③ City of Ringgold

COMMUNITY VISION

Presenting the Community Vision Statement and Community Vision Themes for Catoosa County and the cities of Fort Oglethorpe and Ringgold

Catoosa County is a growing community with unique issues and opportunities related to its historical development and projected future growth. In order to manage the future growth and enhance the quality of life, Catoosa County, Fort Oglethorpe and Ringgold have jointly identified a vision for future development. The Community Vision chapter, which was developed with an extensive public visioning process, uses the following sections to organize the community's overall vision for the future.

- The **Vision Statement** describes the overall idea of what the community desires to be in the future.
- The **Vision Themes** organize a series of goals, policies and strategies that address the community's issues and opportunities.

DECISION-MAKING FRAMEWORK

In order to implement the community's vision of the future, the comprehensive plan should be guided by a decision-making framework related to growth and development.

This plan is based on the community's **VISION** for growth and development over the next 20 years. Developed with input from citizens, elected officials, and community stakeholders, the vision focuses attention on the future of the community and defines the ideal image of what the City should be in the future.

To achieve the community vision, **GOALS** are developed to help define the desired future state of the community. Goals also provide guidance related to the long-term decision making of the community.

Because goals are typically related to big picture ideas and a long-term view of development, **POLICIES** are used to guide everyday decisions related to achieving the community vision. Policies are more specific than goals and provide measurable actions. Policies are represented in this plan by the policy statements presented in this chapter, the Character Area Policy narrative, and the Future Development Map.

In order to accomplish the vision, goals and policies of the community, **STRATEGIES** are created. Strategies are specific action steps that when completed should implement the vision, goals, policies of the community. Strategies are represented in this plan by the Character Area implementation strategies and the strategies associated with goal and policy statements presented in the Community Vision chapter. They are further described in the Implementation Program chapter.

VISION STATEMENT

The Community Vision Statement is a formal description of what the community wants to become. Input from stakeholders gathered during the visioning process (described in Chapter 1: Introduction) forms the basis for the Community Vision Statement. Vision Themes presented along with the presentation of the Community Vision Statement in the following pages and Chapter 3: Future Development Guide tie these descriptions of a desired future to specific goals, policies and strategies.

Catoosa County is a self-sufficient community that respects its rural character, agricultural traditions, and small-town charm while acting as an important gateway to Northwest Georgia and a significant player in the economic prosperity of the region.

We successfully link the present with the past by embracing and promoting our rich history, culture, and natural landscapes while encouraging balanced, well-planned and sustainable development of well-connected activity centers, neighborhoods and open spaces.

Our residents can live, work, shop and play in our county because we offer a variety of jobs, housing and shopping opportunities, a diverse economy, well-maintained infrastructure, an excellent public education system, and world-class recreation facilities.

VISION THEMES

The Vision Themes organize primary issues/opportunities, goals, policies and strategies. The goals, policies, and strategies were developed to address the primary issues and opportunities (see Chapter 1 for definition of goals, policies and strategies). Vision Themes represent the ideas and concerns of participants in the planning process and narrow the big picture vision to specific strategies that aim to make the Community Vision a reality. The themes presented are:

- Development Patterns
- Resource Conservation
- Social and Economic Development
- Government Relations

In addition to providing a structure to help achieve the community's vision, the vision themes are also used to support the Quality Community Objectives (QCO) as set forth by DCA (see Appendix A for the QCO list).

Development Patterns

Primary Issues and Opportunities

Limited bicycle and pedestrian infrastructure – Intermittent sidewalks, lack of sidewalks and wide roads hamper pedestrian safety in urban and suburban areas throughout the county. The community does not have enough sidewalks and bike trails and those that exist are not well linked. Sidewalk installation and enhancements in some areas has improved conditions, but much more is needed to create a pedestrian-friendly environment. Crosswalk installation in certain areas has not been effective, according to local officials. For the most part, pedestrian amenities and safety features are not required or invested in countywide, which results from an imbalance between auto-dependent transportation projects and alternative transportation projects. In addition, traffic speeds on many neighborhood streets and regional arterials make walking and biking less safe and unappealing. Neighborhoods countywide generally lack amenities within walking distance of residences, which means most trips require driving.

Automobile dependence – The countywide dependence on driving for most trips contributes to the region's air pollution problems. Higher intensity uses such as retail shops, offices, or apartments are concentrated along major roadways. Most streets are not spatially defined by buildings, trees and lighting. Many streets do not discourage high-speed traffic. As a result, housing, jobs, daily needs and other activities are not within easy and safe walking distance of one another. These patterns increase regional traffic and peak-period congestion. They reduce the level of service on arterial roadways and increase trip times. Local officials say that citizens have grown frustrated as taxpayer money funds road improvements while traffic congestion remains unchanged.

Suburban sprawl – Typical suburban, car-dependent, single-use development defines the predominant countywide development pattern. Retail and employment opportunities are primarily relegated to major corridors like SR-2/Battlefield Parkway, US-41/US-76 and US-27 (north of the park). In addition, the county's typical lot size for new residential development falls between 0.25 and 1.0 acre. This has created automobile-oriented communities that lack many of the amenities that make environments safe and walkable.

Outdated, under-performing auto-oriented commercial development – Commercial development designed for access solely by car dominates the commercial corridors, especially along US-41/US-76 and US-27. This highway scale discourages pedestrian traffic.

Lack of sewer infrastructure dictates large-lot residential subdivisions – Sewer infrastructure does not reach all areas currently experiencing growth pressure. As a result, large-lot residential subdivision development takes place in order to accommodate septic systems. Retrofitted sewer systems serving large-lot subdivisions are less efficient and more costly than servicing more compact suburban and urban-scale development patterns. As a result, growth in Catoosa County is limited due to lack of sewer infrastructure. Planned sewer expansion should be coordinated with land use planning.

Major sewer improvements, including repairs and expansion, are in the works within the West Chickamauga, Peavine and East Chickamauga basins. Improvements allow for suburban-scale development in areas that previously relied on septic systems. Sewer allows for a wider range of development types and patterns. In addition, replacement of aging septic systems and improvements to the Fort Oglethorpe system will improve water quality in nearby creeks and rivers. The local governments can use water and sewer expansion as a tool to direct growth to suitable locations as well as manage the timing of new growth.

Limited east-west countywide connectivity – While multiple routes provide north-south connectivity in Catoosa County (e.g. US-41/US-76, I-75, US-27, etc.), but due to the natural barrier created by Taylor's Ridge and other environmental constraints, only SR-2 provides east-west connectivity.

Limited public transit service – While Chattanooga Area Transit Authority provides residents of Hamilton County with public bus transportation, Catoosa County residents have extremely limited transit choices. Services currently offered fail to provide suitable choices for growing segments of the population that need access to quality jobs, services, goods, health care, and recreation opportunities.

Inter-parcel connectivity and congestion – Arterial corridors have experienced increased peak-period traffic congestion, unattractive commercial sign clutter, and sprawling unconnected development. Inter-parcel connectivity between individual development uses is needed within new development.

Incompatible or lack of connectivity to adjacent development – Street layouts in new developments are often not compatible with those in older parts of our community. In addition, they often do not adequately (if at all) connect to the adjacent existing neighborhoods.

Lack of flexibility for pavement widths – The right-of-way pavement standards do not allow for flexible street widths to accommodate different usage patterns or to promote walkability.

Potential impacts of new road and expansion projects – Widening of some corridors has the potential to encourage adjacent development and create congestion in areas where the community has not previously desired the alteration of existing character. Construction of new roads to areas not previously connected also encourages suburban development. Decisions build new roadways and expanded existing roadways should be consistent with long-range land use plans.

At-grade rail crossings – At-grade rail crossings create safety hazards countywide.

Lack of centrally-located services – The community is not physically locating services (e.g. infrastructure, buildings, etc.) in compact areas to benefit the citizenry and make for easy access (e.g. walking, car, bike and transit).

SR-2/Battlefield Parkway and I-75 interchange at SR-146/Cloud Springs Road– These two areas are projected to grow in population and importance as a regional center for activity.

Availability of drinking water – While other areas of north Georgia struggle to identify potential sources of drinking water to support future growth, Catoosa County currently has substantial water resources that can support long-term growth.

I-75 Corridor – The I-75 corridor connects Catoosa County to major job and entertainment centers in Hamilton and Whitfield counties.

SPLOST funds benefitting county – SPLOST funds generated by sales tax allow for countywide infrastructure improvements. Retail located in proximity to I-75 interchanges allow generation of revenue from travelers and shoppers who live in other areas.

Goals, Policies and Strategies

DP Goal I: Rural communities ①

While growth continues to impact rural areas of Catoosa County, vast areas of undeveloped open space, pastures and working farms continue to dominate the south and east areas of the county. Ample land remains in non-rural designated areas to accommodate projected population growth in areas where infrastructure exists or is planned to support suburban and urban development intensity.

DP Policy 1.1: Promote rural development patterns and design in rural areas ①

The Future Development Map (presented in Chapter 3) designates rural development character (e.g. low-density residential, agricultural, etc.) for significant areas of south and east Catoosa County, while encouraging suburban and urban-scale development in other areas better suited to accommodate growth.

- ☞ **DP Strategy 1.1.1:** Follow Future Development Guide and Map to determine appropriate limits for expansion of sewer infrastructure to maintain rural community character and to instead prioritize infrastructure expansion for areas where development is desired. ①
- ☞ **DP Strategy 1.1.2:** Develop a Rural Corridor Overlay District (a.k.a. Scenic Corridor Overlay) for areas designated as Rural-Corridor character area to determine site design, access management, visual character, appropriate land use, and other design standards for these corridors in order to protect scenic views and rural development patterns.¹ ①
- ☞ **DP Strategy 1.1.3:** Create conservation easement program to promote the use of conservation easements and conservation tax credits by land owners, conserve important natural land, and preserve rural public and private lands. ①
- ☞ **DP Strategy 1.1.4:** Encourage use of conservation subdivision ordinance to preserve natural features and rural character within new residential development, building from the existing ordinances that allow for cluster development.² ①

DP Policy 1.2: Incorporate tools that protect viability of remaining agriculture ①

Develop development tools that preserve and promote agricultural activity in rural areas of Catoosa County, especially in areas where development pressures currently make farm preservation difficult.

- ☞ **DP Strategy 1.2.1:** Establish partnerships with land trusts or create financial instruments such as tax incentives that support and preserve agricultural activities and rural open space. ①
- ☞ **DP Strategy 1.2.2:** Promote the use of Purchase of Development Rights (PDRs), and Transfer of Development Rights (TDRs). ①
- ☞ **DP Strategy 1.2.3:** Adopt zoning text amendment to establish an “agricultural use notice and waiver.” At the time that an individual applies for land use, building or occupancy permit or when non-agricultural land abutting or within 1,000 feet of agricultural land, the applicant would sign a waiver that indicates an understanding/acknowledgement that agricultural land exists near the subject property and an agricultural operation is ongoing adjacent to this existing or proposed use.³ ①
- ☞ **DP Strategy 1.2.4:** Adopt zoning text amendment to establish an “agricultural buffer” to minimize future potential conflicts between agricultural and non-agricultural uses all new non-agricultural development adjacent to designated agricultural land should provide an agricultural buffer.⁴ ①
- ☞ **DP Strategy 1.2.5:** Encourage use of Federal Farm and Ranch Land Protection Program, which provides matching funds to help purchase development rights to keep productive farm and rangeland in agricultural uses for purchase of conservation easements or other interests in land from landowners.⁵ ①

¹ See DCA Model Land Use Management Code Sec. 7-8 Scenic Corridor Overlay District

² See DCA Model Land Use Management Code Sec. 8-1 (Rural Clustering) and Sec. 9-6-1 (Conservation Character District)

³ See DCA Model Land Use Management Code Sec. 7-1 Agricultural Use Notice and Waiver

⁴ See DCA Model Land Use Management Code Sec. 7-2 Agricultural Buffer

⁵ USDA NRCS Farm and Ranch Lands Protection Program: <http://www.nrcs.usda.gov/programs/frpp/>

- ☞ **DP Strategy 1.2.6:** Encourage large family farms to gain recognition by the Georgia Centennial Farm Program.⁶ ❶

DP Goal 2: Healthy, complete neighborhoods ❶ ❷ ❸

Neighborhoods should be enjoyable places to live with interesting buildings, streets, and green spaces that promote community pride. The community promotes strong, healthy, walkable neighborhoods located near commercial, service and employment centers that provide a mix of uses, and variety of housing choices that create quality, compact development that enhance the quality of life, maximize use of available infrastructure, reduce travel time, increase opportunities to access uses by walking or bicycling, and direct development away from sensitive natural areas. Neighborhoods with these qualities require appropriate maintenance and infrastructure enhancements, while growing areas on the periphery require master planning and attention to detail to ensure that they will add enduring value to the community.

DP Policy 2.1: Create new, walkable, well-connected neighborhoods, including a mixture of conventional suburban and traditional neighborhood design ❶ ❷ ❸

Roads and sidewalks designed for new suburban neighborhood developments should connect adjacent established neighborhoods to link residences to greenspace, commercial, and recreation areas. Encourage Traditional Neighborhood Development (TND) that could provide a wide range of housing types in newly-developing areas with a connected, pedestrian-friendly street system and ample open space.

- ☞ **DP Strategy 2.1.1:** Amend existing zoning regulations to include provisions that support Traditional Neighborhood Design principles (e.g. amend Planned Unit Development district or adopt new TND ordinance).⁷ ❶ ❷ ❸
- ☞ **DP Strategy 2.1.2:** Promote desired development patterns with incentives and develop small arealcommunity plans for large undeveloped areas where growth is planned for the next 20 years. ❶ ❷ ❸
- ☞ **See DP Strategy 5.3.1:** Street connectivity requirements.

DP Policy 2.2: Locate schools and parks in or near existing neighborhoods ❶ ❷ ❸

New public schools and public parks should be located in or near existing neighborhoods to enhance quality of life, reduce the automobile dependence, stimulate infill development, and enhance the sense of community and local pride. Locating these uses near existing neighborhoods also provides nearby residents with the choice of walking or biking to these uses from home, rather than depending solely on the private automobile. Safe sidewalks, trails and bike lanes should connect schools to neighborhoods, allowing children to walk and bike to school safely.

- ☞ **DP Strategy 2.2.1:** Coordinate school site selection between planning officials, neighborhoods, and the school board to identify school locations within or near existing neighborhoods. ❶ ❷ ❸

⁶ Georgia DNR HPD Centennial Farms Program: <http://gashpo.org/content/displaycontent.asp?txtDocument=119>

⁷ See DCA Model Land Use Management Code Sec. 9.6.5 Traditional Neighborhood Character District

- ☞ **DP Strategy 2.2.2:** Develop a Parks, Recreation and Greenspace Master Plan to assess current facilities, determine future needs, identify maintenance needs, determine locations for new parks, coordinate connection of parks and neighborhoods with a greenway trail network, and prioritize capital investments. ① ② ③
- ☞ **DP Strategy 2.2.3:** Apply for federal “Safe Routes to School” to fund construction of sidewalks, trails, and bike lanes that make walking and biking easy and safe within schools zones. ①

DP Policy 2.3: Revitalize established neighborhoods ① ② ③

Development, revitalization, and retrofit of established, older neighborhoods have typically taken a back seat to the growth issues related to Greenfields. Established, older neighborhoods offer opportunities for neighborhood stabilization/revitalization, infill development, redevelopment of underutilized commercial/industrial areas, and intensification/urbanizing of aging suburban shopping centers with mixed use development. Infill and redevelopment in existing neighborhoods allows the reuse of underutilized and neglected properties in areas with existing infrastructure such as roads, water and sewer. This new development improves neighborhood housing options and creates additional opportunities to enhance the neighborhood’s visual character and function.

- ☞ **DP Strategy 2.3.1:** Create incentives for infill development. ① ② ③
- ☞ **DP Strategy 2.3.2:** Develop small area neighborhood plans to identify specific issues within neighborhoods, identify design strategies, and prioritize reinvestment strategies and projects (including redevelopment plans via the state’s redevelopment planning laws), especially for north Fort Oglethorpe and the unincorporated areas of Graysville and Lakeview. ① ②
- ☞ **DP Strategy 2.3.3:** Improve enforcement efforts to require that all residential, commercial and industrial properties be appropriately maintained following property maintenance codes of each community (including dilapidated housing or poorly maintained vacant lots). ① ② ③
- ☞ **DP Strategy 2.3.4:** Study the potential to establish an environmental court solely dedicated to problems related to housing, community health, solid waste, fire, building, litter, illegal dumping, and zoning violations (including the property maintenance code) in order to result in stricter adherence to property maintenance and compliance with various local requirements. ① ② ③
- ☞ **DP Strategy 2.3.5:** Establish a joint countywide land bank public authority to efficiently acquire, hold, manage and develop tax foreclosed property with long-term investment of community and surrounding property owners in mind. Land banks provide the opportunity to decide the fate of tax foreclosed property and to slow or stop the spread of slum and blight. In addition, the land bank program could be used to acquire land with dilapidated structures, abandoned properties, and blighted lots for the purpose of selling the land to a developer of new housing or commercial development that meets the community’s goals. ① ② ③
- ☞ **DP Strategy 2.3.6:** Develop financing tools for landowners that facilitate investment in struggling neighborhoods. Tax rebates, small low interest loan programs, or federal Community Development Block Grant (CDBG) funds for interior and exterior renovations or home energy improvements can improve the visual character and quality of life of neighborhoods. ① ② ③
- ☞ **DP Strategy 2.3.7:** Seek funding from the Neighborhood Stabilization Program (NSP), part of the Federal Housing and Economic Recovery Act of 2008, which allocated more than \$6,000,000 for the Northwest Georgia Region to redevelop abandoned, foreclosed and blighted properties and to provide homeowner counseling between 2009 and 2013. ① ② ③

DP Policy 2.4: Ensure context-sensitive redevelopment and infill ① ② ③

Appropriate standards are needed to ensure that new development is compatible with its neighborhood, maintains harmony and character of existing residential areas and that development occurs in an orderly and desirable manner

- ☞ **DP Strategy 2.4.1:** *Develop a vacant sitelot inventory, identify those that are suitable for infill development.* ① ② ③
- ☞ **DP Strategy 2.4.2:** *Establish an Infill Development Guide and regulations to describe appropriate site design and development standards for context sensitive infill development allowing for accommodation of infill housing with building setbacks and minimum lots sizes that are compatible with surrounding homes.*⁸ ① ② ③
- ☞ **DP Strategy 2.4.3:** *Establish effective design guidelines to steer the development of high-quality commercial, walkable mixed use commercial and higher intensity residential neighborhoods and corridors and ensure appropriate new and infill development complements the character of the community.*⁹ ① ② ③

DP Goal 3: Vibrant downtowns and activity centers ① ② ③

Activity centers are the heart of the community and should combine a wide range of uses, including places for shopping, employment, recreation and civic activity. They should include attractive buildings and streets that support a wide range of uses and transportation options to make meeting the daily needs of both residents and visitors enjoyable, safe, and convenient.

DP Policy 3.1: Encourage mixed use within centers ① ② ③

While community development patterns in much of the county separate residential from commercial uses, future development in appropriate areas should allow mixed-use patterns creating activity nodes that provide jobs and services within walking distance of residences, preserve open spaces, and make public transportation more effective.

- ☞ **DP Strategy 3.1.1:** *Adopt a mixed use overlay zoning district that allows for a vertical mix of higher density residential, office, and commercial uses, that promotes compact, interconnected development, and that continues traditional “Main Street” development patterns. The overlay should include specific requirements for specific Character Areas (see descriptions for Character Areas: S-CTR N, S-CTR C, U-CTR N, U-CTR C, D-DT).*¹⁰ ① ② ③
- ☞ **DP Strategy 3.1.2** *Establish effective design guidelines to steer the development of high-quality commercial, walkable mixed use commercial and higher intensity residential neighborhoods and corridors.*¹¹ ① ② ③
- ☞ **DP Strategy 3.1.3:** *“Repurpose” vacant store fronts through partnerships with Downtown landowners of vacant buildings. They could serve as art exhibits, advertising space for community events or civic gatherings, or advertisement for other Downtown businesses.* ① ② ③

⁸ See DCA Model Land Use Management Code Sec. 7-9 Residential Infill Development

⁹ See DCA Model Land Use Management Code Sec. 9-2 Design Review, 9-3 Design Guidelines, and 9-5 Formed-Based Code Provisions

¹⁰ See DCA Model Land Use Management Code Sec. 9-6-9 Mixed Use Activity Center Character District, 9-6-7 Pedestrian Retail District, and 7.6 Mixed Use District

¹¹ See DCA Model Land Use Management Code Sec. 9-2 Design Review, 9-3 Design Guidelines, and 9-5 Formed-Based Code Provisions

DP Policy 3.2: Initiate revitalization efforts in Downtowns and other struggling centers ① ② ③

Encourage the continued revitalization and redevelopment of Downtowns Fort Oglethorpe, Downtown Ringgold and other underutilized activity centers as vibrant centers for culture, government, dining, residential, and retail diversity. Downtown areas can accommodate a greater mix in housing types (e.g. loft apartments or condominiums) within close proximity to shopping, recreation and employment.

- ☞ **DP Strategy 3.2.1:** Coordinate with various entities to develop and implement master plans for Downtown Fort Oglethorpe and Downtown Ringgold that establish a clear vision for the revitalization for each and help guide public and private investments to improve the physical character, and support the retention of residential and non-residential uses that will provide economic and social vitality.¹² ② ③
- ☞ **DP Strategy 3.2.2:** Establish a Ringgold locally-designated historic district. The boundaries of the Ringgold Commercial Historic District (National Register district), have the potential to form a locally-designated historic district. This designation would protect buildings from inappropriate exterior alterations, signage, infill development, as well as demolition due to a required design review process.¹³ ③
- ☞ **DP Strategy 3.2.3:** Pursue urban redevelopment plans for downtown areas that provide legal redevelopment tools that can be used to revitalize the central business district.¹⁴ ② ③
- ☞ **DP Strategy 3.2.4:** Consider tax allocation districts to provide funding for redevelopment activities through the pledge of future incremental increases in property values generated by redevelopment, such as support needed infrastructure improvements within the designated area and support new private investment. ② ③
- ☞ **DP Strategy 3.2.5:** Consider establishing Community Improvement District or self-taxing districts that use additional property taxes to help accelerate transportation and infrastructure projects critical to the redevelopment of downtown areas. ② ③
- ☞ **DP Strategy 3.2.6:** Establish shared parking opportunities, encouraging property owners to share their parking facilities in order to reduce the overall need for parking spaces in downtown. ② ③
- ☞ **DP Strategy 3.2.7:** Develop a Downtown farmers market in a highly visible location, such as an existing parking lot, to provide opportunities for local artisans, vendors, shop owners, and other businesses to sell goods at a Downtown market space. Monthly or weekly markets could be scheduled along with other Downtown events to promote activity in Downtown. A location in the warehouse district is preferred, containing a shelter to accommodate trucks and vendors. ② ③
- ☞ **DP Strategy 3.2.8:** Assist in the formation of a Downtown Merchants Association by providing City staff assistance and technical support. ② ③
- ☞ **DP Strategy 3.2.9:** Apply for the Georgia Main Street Program and if accepted receive assistance in the form of technical services, networking, training and information to assist with downtown/neighborhood business district economic development efforts.
 - Fort Oglethorpe should apply for Main Street community status. ②
 - Ringgold should apply for Better Hometown community status. ③

¹² See DCA Model Land Use Management Code Sec. 9-1 Downtown Specific Plan

¹³ See DCA Model Land Use Management Code Sec. 9-4 Historic Preservation

¹⁴ See DCA Model Land Use Management Code Sec. 10-4 Urban Redevelopment/Downtown Development

- ☞ **DP Strategy 3.2.10:** Coordinate with DCA to establish an Opportunity Zone(s) to encourage development and redevelopment of a smaller geographical area(s) served by existing economic development programs (only after adopting an urban redevelopment plan, per state law). ② ③

DP Policy 3.3: Strategically place nodal development ① ② ③

Focus regional-scaled, suburban, and big box commercial development into development and redevelopment nodes, such as major intersections, rather than allowing commercial development along the full length of major corridors. In addition, promote development of smaller-scaled neighborhood centers as well as revitalization and enhancement of existing small-scale commercial centers.

- ☞ **DP Strategy 3.3.1:** Encourage the location of activity center development in specially designated nodes identified in the Future Development Guide and Map. ① ② ③

DP Goal 4: Attractive, inviting corridors and gateways ① ② ③

Create attractive and functional corridors that combine a wide range of uses. Major corridors are the backbone of the community, acting as the primary regional transportation connector between adjacent communities, neighborhoods, and activity centers. Because of their important transportation role, they are also attractive locations for major businesses and civic institutions. New development of property along corridors should balance transportation requirements with surrounding business and residential development. In addition, corridor development should improve the visual character and function of the suburban and urban corridors.

DP Policy 4.1: Promote quality corridor development ① ② ③

Development along major corridors provides travelers and visitors with a positive impression of the community. Corridors throughout Catoosa County should balance transportation needs with surrounding business and residential development and improve the visual character and function of suburban and urban corridors.

- ☞ **DP Strategy 4.1.1:** Develop a corridor overlay zoning district that addresses site design, access management, visual character, and other design standards along major corridors (See Future Development Guide and Map). This includes establishing an amenity zone adjacent to the corridor to provide for sidewalks or other enhancements and to manage development so as to avoid strip commercial patterns. The overlay should include specific requirements for unique Character Areas (see descriptions for Character Areas: S-COR R, S-COR MU, U-COR R, U-COR MU).¹⁵ ① ② ③
- ☞ **DP Strategy 4.1.2:** Engage in phased corridor/streetscape master planning for corridor character areas to guide enhancements (in accordance with TEA-21 implementation fund requirements). ① ② ③
- ☞ **DP Strategy 4.1.3:** Develop Interstate Gateway Overlay District to encourage managed, sensible interchange development with development regulations for Highway Interchange Areas, a partial zoning scheme to guide future development surrounding highway interchanges.¹⁶ ① ② ③

¹⁵ See DCA Model Land Use Management Code Sec. 7-8 Rural/Suburban Arterial Corridor Overlay

¹⁶ See DCA Model Land Use Management Code Sec7-5 Highway Interchange Areas

DP Policy 4.2: Revitalize underutilized commercial corridors and uphold high standards for property maintenance ① ② ③

As opportunities for redevelopment of underutilized and under-performing properties arise along commercial corridors, the local governments should recruit developers capable of providing commercial and mixed-use centers that produce tax revenue and provide jobs. Highway corridor redevelopment can create a more seamless transition from existing sprawling single-use commercial strips and low-density single family neighborhoods.

- ☞ **DP Strategy 4.2.1:** *Develop small area corridor plans that identify specific needs of area, identify design strategies, and prioritize infrastructure and facilities investments.* ① ② ③
- ☞ **DP Strategy 4.2.2:** *Develop land use and design standards that create transitions from higher intensity development along major roadways and special districts to less intense neighborhoods.* ① ② ③
- ☞ **DP Strategy 4.2.3:** *Adopt a mixed use zoning district or develop a mixed use overlay zoning district that allows for a vertical mix of higher density residential, office, and commercial uses, that promotes compact, interconnected development, and that continues traditional “Main Street” development patterns.¹⁷* ① ② ③
- ☞ **See DP Strategy 2.3.3**

DP Policy 4.3: Establish gateways and wayfinding to define major entrances and clearly direct visitors to tourist attractions ① ② ③

Attractive, inviting gateways will provide travelers and visitors to Catoosa County, Fort Oglethorpe and Ringgold with a positive first impression. While some are better than others, overall the gateways are lacking. Gateways countywide should exhibit the best of what each community has to offer in terms of land use and urban design. Rather than standing out for their lack of appeal, gateways should demand the attention of travelers with improvements to landscaping, signage, utilities, building facades, and property frontages.

- ☞ **DP Strategy 4.3.1:** *Plan and seek funding to establish and enhance existing visual gateways at the entrance to the county and each city with streetscaping, attractive signage, banners and lighting, directional signage with a logo to guide drivers to public parking lots.* ① ② ③
- ☞ **DP Strategy 4.3.2:** *Establish wayfinding signage plans for Fort Oglethorpe, Ringgold and unincorporated Catoosa County that direct travelers, visitors and residents to the historic attractions, the Chattanooga and Chickamauga National Battlefield, and other recreational areas (includes coordination with the state’s Civil War Sesquicentennial Committee).* ① ② ③

DP Goal 5: Safe, efficient multi-modal transportation ① ② ③

Mobility, efficiency and safety are important components of a community’s transportation system. Current and future mobility needs will be addressed through appropriate land use decisions as guided by the Future Development Map. Catoosa County strives for an efficient multi-modal transportation system with connected road network (local and regional), potential future transit opportunities, sidewalks/pedestrian paths, and bicycle paths, ensuring design and construction of “complete streets” that accommodate existing and future needs.

¹⁷ See DCA Model Land Use Management Code Sec. 9-6-9 Mixed Use Activity Center Character District, 9-6-7 Pedestrian Retail District, and 7.6 Mixed Use District

DP Policy 5.1: Encourage a comprehensive, multi-modal transportation planning approach ① ② ③

A comprehensive, multimodal approach to transportation planning can deliver a system and infrastructure designed and operated to enable safe access for all users. Pedestrians, bicyclists, motorists and transit riders of all ages and abilities must be able to safely move along and across streets throughout Catoosa County. Roadway planning, design, and street operations must meet regional transportation goals while embracing neighborhoods and considering the adjacent uses of land. This process respects traditional street design objectives for safety, efficiency, capacity and maintenance while integrating community objectives and values relating to compatibility. It does so by linking sense of place, urban design, cost and environmental impact.

- ☞ **DP Strategy 5.1.1:** *Develop a Joint Countywide Multi-modal Transportation Plan, in coordination with GDOT, NWGRC, C-HC/ING TPO; to further define long-term needs that support the Regional Transportation Plan and develop streets, pedestrian paths, bike lanes/paths, and public transit that contribute to a system of fully-connected and interesting routes.* ① ② ③
- ☞ **DP Strategy 5.1.2:** *Review road design standards ensure their ability to encourage “complete streets,” by accommodating all modes of travel, while still providing flexibility to allow designers to tailor the project to unique circumstances.*¹⁸ ① ② ③
- ☞ **DP Strategy 5.1.3:** *Develop Context Sensitive Design guidelines that describe appropriate roadway and access management standards. These guidelines should link the form and function of different street types with surrounding land uses to promote orderly and efficient traffic circulation along corridors identified in the Future Development Guide.* ① ② ③
- ☞ **DP Strategy 5.1.4:** *Consider traffic impact of new development as part of the permitting process. This enables local governments to determine the transportation demands of development proposals and provide for reduction of adverse impacts on the transportation system.*¹⁹ ① ② ③
- ☞ **DP Strategy 5.1.5:** *Establish a countywide traffic calming program that involves physical improvements designed to decrease traffic speed and increase the walkability of roadways and can include raised crosswalks, narrower traffic lanes, addition of on-street parking and landscaped medians (also includes speed humps on neighborhood, non-collector streets).* ① ② ③

DP Policy 5.2: Improve safety and efficiency of existing corridors ① ② ③

Established corridors would benefit from a series of operational improvements such as a more sophisticated traffic signal synchronization system, increased access management (access points to homes and businesses along busy corridors), and expansion, where needed, of ROW to include dedicated left-turn lanes, bicycle lanes, curb/gutter, and sidewalks. These types of improvements could significantly enhance both the safety and efficiency of the existing system. .

- ☞ **DP Strategy 5.2.1:** *Develop access management plans for established corridors such as US-27/Lafayette Road, US-41/US-76/Ringgold Road could provide order to what have become (in some locations) continuous curb cuts on each side of the street resulting in unattractive, pedestrian-unfriendly, confusing roadways (a Multi-Modal Transportation Plan could further define/prioritize locations in need of access management plans).* ① ② ③
- ☞ **DP Strategy 5.2.2:** *Seek to improve railroad crossings at key locations, in concert with the Federal Rail Authority.* ① ② ③

¹⁸ See more information from the National Complete Streets Coalition website: <http://www.completestreets.org/>

¹⁹ See DCA Model Land Use Management Code Sec. 5-6 Traffic Impact Study

- ☞ **DP Strategy 5.2.3:** Continue to identify traffic signalization and timing improvements. Synchronization of traffic signals would help smooth traffic flow, reduce congestion, and improve travel times at peak traffic hours. The net result would be a more enjoyable driving experience, less fuel waste, lower vehicular emissions, and time savings for residents, workers, and businesses. ① ② ③
- ☞ **DP Strategy 5.2.4:** Establish an ongoing pavement management program to maintain safe roadway conditions. ① ② ③

DP Policy 5.3: Promote interconnected network of streets ① ② ③

New development/redevelopment should both create an interconnected street network that connects to existing adjacent development, allowing for more than one way in and one way out, while allows providing for multiple route options within the development.

- ☞ **DP Strategy 5.3.1:** Adopt street and site connectivity standards that require an interconnected public street network within new developments and that require new streets and neighborhoods to link to existing public streets and adjacent neighborhoods. ① ② ③
- ☞ **DP Strategy 5.3.2:** Integrate a Corridor Map into long-range planning (that supports the Multi-modal Transportation Plan) to designate where the construction and improvement of transportation facilities (especially arterials and collector/connector streets) is expected indicating the right-of-way of planned transportation facilities.²⁰ ① ② ③

DP Policy 5.4: Promote a more walkable community ① ② ③

Sidewalks, greenways, trails of all sorts, appropriately placed crosswalks, and other pedestrian linkages can make Catoosa County communities more walkable and provide opportunities for investment in existing communities that in turn spurs redevelopment and revitalization. This bicycle and pedestrian infrastructure should provide urban and suburban area neighborhoods with safe connections to commercial areas (including Downtown Ringgold and Downtown Fort Oglethorpe), parks (including Chattanooga and Chickamauga National Battlefield) and recreation areas, schools, and other civic institutions.

- ☞ **DP Strategy 5.4.1:** Prepare existing conditions analysis of existing sidewalks (and other pedestrian facilities) to identify substandard facilities and prioritize repair/replacement projects to identify and prioritize areas appropriate for new sidewalks and multi-use trails. ① ② ③
- ☞ **DP Strategy 5.4.2:** Adopt pedestrian connectivity standards for new developments. These standards should create an interconnected public sidewalk and trail network within new developments and should enhance connectivity area wide by linking new sidewalks and trails and to existing sidewalks and trails in adjacent neighborhoods. Additionally, establish appropriate standards for neighborhoods, corridors and centers since their form and function are different. ① ② ③
- ☞ **DP Strategy 5.4.3:** Amend zoning and/or subdivision regulations to require installation of bicycle and pedestrian facilities (sidewalks, trails, etc.) as components of all new development and redevelopment projects. ① ② ③
- ☞ **See DP Strategy 5.1.3**

²⁰ See DCA Model Land Use Management Code Sec. 8-2 Corridor Map

DP Policy 5.5: Promote a more bike-friendly community ① ② ③

Biking should become a safe and convenient transportation option and recreation activity throughout Catoosa County by ensuring safe, adequate and well-designed facilities are provided for bikes, including pavement markings, signage and intersection crossings.

- ☞ **DP Strategy 5.5.1:** Prepare existing conditions analysis of existing bicycle facilities to identify and prioritize areas appropriate for new bicycle facilities. ① ② ③
- ☞ **DP Strategy 5.5.2:** Amend zoning and/or subdivision regulations to require installation of bicycle facilities as a component of all new development and redevelopment projects. ① ② ③
- ☞ **DP Strategy 5.5.3:** Strengthen relationship with Bike! Walk! Northwest Georgia, a regional advocacy group, promotes supportive and inclusive bicycle and pedestrian policies and facilitates coordinated planning throughout the Northwest Georgia Region and could provide individual assistance to Catoosa County communities. ① ② ③

DP Policy 5.6: Provide comprehensive public transportation options in Catoosa County ① ② ③

Catoosa County should provide safe and convenient transportation service to allow residents and visitors to meet their daily needs without a private automobile. Coordinate with Chattanooga Area Regional Transit Authority (CARTA) to expand local and regional public transportation service to Catoosa County

- ☞ **DP Strategy 5.6.1:** Conduct public transportation study, in coordination with CARTA, NWRGC, GDOT, TDOT and C-HC/ING TPO. The study should identify destinations, feasibility and types of public transportation such as commuter rail, buses, shuttles and taxi services. Among the transit corridors to consider are: ① ② ③
 - A local fixed route transit system could increase mode choices for a variety of trips. Transportation choices offer options for a variety of users, including those without a car, to access work, shopping, medical or personal business destinations (including a SR-2/Battlefield Parkway corridor route).
 - US-41/US-76 Ringgold Road bus line connecting East Ridge, Ringgold and unincorporated Catoosa County (including the Graysville area) to Downtown Chattanooga (in coordination with the City of East Ridge)
 - Extension of either the No. 9 or No. 13 CARTA bus line along US-27/Lafayette Road and connecting Rossville, Fort Oglethorpe and unincorporated Catoosa County (including Lakeview) to Downtown Chattanooga (in coordination with the City of Rossville)
 - I-75 Express Routes linking Catoosa County to Downtown Chattanooga (via I-24) and Hamilton Place (similar to existing I-24 and I-75 in Tennessee Express Routes)
- ☞ **DP Strategy 5.6.2:** Coordinate with TDOT and GDOT to promote high-speed rail corridor between Atlanta and Chattanooga that will be in the best interest of Catoosa County. ① ② ③

DP Goal 6: Efficient use of existing and proposed community facilities ① ② ③

The availability of water, wastewater, fire protection and emergency services, police protection, parks and other utilities and services affects the safety and quality of life for residents as well as the economic stability of the community. Catoosa County, Fort Oglethorpe and Ringgold will promote a development pattern that provides for long-term development needs, while achieving a cost-effective provision of public infrastructure and facilities.

DP Policy 6.1: Maximize efficient use of existing and planned utility infrastructure**1 2 3**

Having public water and sewer in place can encourage growth in desired areas, while the absence of such infrastructure can limit growth in areas where preservation of rural character and protection of natural resources is envisioned. With that in mind, development activity should be encouraged in areas already served by public utilities to maximize public investments in the current infrastructure system and to limit capital improvement expenditures on new infrastructure. Planned wastewater treatment and collection infrastructure and other utility improvements can accommodate desired growth opportunities in areas envisioned for suburban and urban growth, as long as land use and infrastructure planning are consistently coordinated.

- ☞ **DP Strategy 6.1.1:** Amend development regulations to ensure capital improvements needed to accommodate future development are provided concurrent with new development. Establish adequate public facilities standards controlling the timing and location of new development by coordinating development permits with availability of public facilities to serve the development. Ensure capital improvements needed to accommodate future development are provided concurrent with new development and prohibit development unless adequate infrastructure is in place or can be provided by the developer. **1 2 3**
- ☞ **DP Strategy 6.1.2:** Follow Future Development Guide and Map to determine infrastructure expansion areas that are appropriate for new development and redevelopment. Extend utilities to reach developable areas within Urban and Suburban development categories. **1 2 3**
- ☞ **DP Strategy 6.1.3:** Promote orderly expansion of water and sewer services. Effectively managing growth and governmental expenditures through planned, phased expansion of infrastructure guided by community vision. **1 2 3**

DP Policy 6.2: Encourage the prominent placement of important civic and institutional buildings**1 2 3**

New civic buildings, such as City Hall, police and fire stations, and churches, should be located prominently in activity centers, corridors and neighborhoods to promote civic pride and activity. Additionally, they should be designed and located to be accessed by walking, biking, driving and public transportation.

- ☞ **DP Strategy 6.2.1:** Coordinate the location and construction of new civic buildings in activity centers, corridors and neighborhoods. **1 2 3**

DP Goal 7: Impacts mitigated for special uses**1 2 3**

Create appropriate areas for special use districts or large single use areas that require special design considerations allowing for management of unique circumstances that either negatively impact adjacent development, in the case of industrial development, or compliment surrounding development patterns, such as office park developments, with appropriate design strategies.

DP Policy 7.1: Manage industrial and high impact uses with appropriate site design**1 2 3**

Use site design to mitigate the potentially negative impact of industrial and other high impact uses on surrounding neighborhoods, corridors and open space.

- ☞ **DP Strategy 7.1.1:** Encourage the location of industrial and other high impact development in specially designated clusters to mitigate negative impacts on adjacent development as identified in the Future Development Guide and Map. **1 2 3**

DP Policy 7.2: Manage major institutional and office use with appropriate site design

① ② ③

Use site design to integrate special job centers with adjacent neighborhoods, corridors and open space – making these institutional and office concentrations accessible and a positive benefit to surrounding development.

- ☞ **DP Strategy 7.2.1:** Review and amend zoning and subdivision regulations to ensure street and sidewalk connections between neighborhoods and new major institutional and office development. ① ② ③

DP Policy 7.3: Encourage revitalization and redevelopment of Brownfields ① ② ③

Focus efforts to clean up vacant, underutilized or abandoned Brownfield sites and prepare redevelopment plans specific to each site to guide future improvements.

- ☞ **DP Strategy 7.3.1:** Conduct an inventory of vacant Brownfield land to identify sites that are suitable for development and redevelopment. ① ② ③
- ☞ **DP Strategy 7.3.2:** In conjunction with stakeholders, identify the Brownfield sites with the greatest potential for redevelopment and the greatest community benefit. Develop small area plans for the priority sites that provide needed amenities, use existing infrastructure and complement community character. Make plans available to developers. If feasible and appropriate for the area, offer development incentives like density bonuses, discount fees and permit fast-tracking. ① ② ③

Resource Conservation

Primary Issues and Opportunities

Potential for development of environmentally and culturally-sensitive areas – Development of steep slopes, viewsheds and remaining county farmland has the potential to alter the county’s rural character and compromise environmental quality. Recent development has occurred in these environmentally-sensitive areas as well as within historic neighborhoods. The following were heavily emphasized during the public participation process for this plan:

- Development of and continued growth pressure on farmland, slopes and historic areas/neighborhoods (including the potential for ridge development)
- Clear cutting, tree preservation
- Flooding/development in flood prone areas
- New development in previously rural areas of the county is contributing to the disappearance of rural scenery in and around the community.

Limited availability of historic preservation tools – Limited protection currently exists for historic resources in Catoosa County beyond the locally-designated historic district in Fort Oglethorpe, government-owned property, and managed sites.

Greenspace, parks and trails – The need for parks and greenspace preservation will increase as growth continues countywide. Future parks should provide outdoor recreation opportunities for all age groups. With the exception of the National Military Park, few countywide options exist that offer the public easily-accessible parks, recreation areas, and greenspace. Local trail systems, state-designated bike routes, and existing trails in adjacent jurisdictions do not currently link to one another.

Brownfield areas – Some industrial sites, former gas stations and other abandoned or contaminated properties are potential brownfields. Redevelopment will require special attention to requirements for brownfield evaluation and potential cleanup. An inventory of potential brownfield sites is not currently available for the county.

Regulations in place that protect environmental features – Catoosa County, Fort Oglethorpe and Ringgold have each adopted the applicable environmental planning regulations. These include provisions for *watershed protection*, *groundwater recharge areas*, and *wetlands*. Each government has also adopted flood hazard, *soil erosion and sedimentation control*, and *stormwater management* ordinances to protect floodplains, wetlands, water resources and soil.

Locally-designated historic ordinance in Fort Oglethorpe – Fort Oglethorpe has a government-appointed historic preservation commission. As a result, the city is classified by the state as a Certified Local Government (CLG), making the city eligible to receive federal historic preservation grant funds. Catoosa County and Ringgold could become eligible to apply to the CLG Program if they adopt historic preservation ordinances and appoint historic preservation commissions.


Goals, Policies and Strategies

RC Goal I: Preserve natural resources and environmentally sensitive areas ① ② ③

Catoosa County's many natural features (e.g. ridges, waterways, green spaces, tree canopies, etc.) are critical assets that must be preserved and protected. The boundaries defined by these natural features create a framework within which growth and development may occur and natural features have the potential to establish natural linkages within the county. Recognition is vital that the preservation of open space and natural features has a connection to sound environmental stewardship and long-term health and safety concerns, as well as impacts on economic development and community livability.

RC Policy I.1: Preserve Taylor's Ridge and other significant ridge lines in Catoosa County ① ② ③

Taylor's Ridge is among Catoosa County's most dramatic and beloved natural resources. The tree-covered slopes of this ridge are a defining symbol of the county, region and metropolitan area and among the many reasons new residents move to the county. Preservation of the slopes and tree lines are necessary to maintain Taylor's Ridge and other major ridges and steep slopes.

 **RC Strategy I.1.1:** Review existing regulations and, if needed, adopt Hillside/Ridgeline protection development standards that allow for reasonable hillside use that complements natural and visual character of the community while preventing development that would cause erosion sedimentation, severe tree cutting or scaring.²¹ ① ② ③

RC Policy I.2: Maintain tree canopy ① ② ③

Adoption of a well-crafted ordinance can provide tree protection and replacement measures for new development. Tree canopies in established neighborhoods and along established corridors are an important element of neighborhood character and offer protection from the sun, slow down runoff of rainwater and help define the outdoor spaces. Remaining tree canopies are vulnerable to large-scale removal in many neighborhoods since existing tools for managing development provide little protection for mature trees.

²¹ See DCA Model Land Use Management Code Sec 3-4 Hillside/Ridgeline Protection

- ☞ **RC Strategy 1.2.1:** Review exiting regulations and, if needed, adopt Tree protection ordinance requiring preservation of significant portions of trees on a new development site.²² ① ② ③

RC Policy 1.3: Protect environmentally sensitive areas ① ② ③

Preserve and protect important natural features such as forests, steep slopes, water features, scenic natural views and other environmentally sensitive areas. These areas should be protected with public parks, conservation easements and site designs that preserve these precious resources to the greatest extent possible.

- ☞ **RC Strategy 1.3.1:** Discourage development in environmentally sensitive areas, as delineated in the Natural development category identified in the Future Development Guide and Map. ① ② ③
- ☞ **RC Strategy 1.3.2:** Explore regional-level partnerships to protect and enhance the natural environment, without being tied to political boundaries. ① ② ③
- ☞ **RC Strategy 1.3.3:** Create conservation easement program and promote conservation easements and conservation tax credits by landowners to help preserve environmentally-sensitive lands. ① ② ③
- ☞ **RC Strategy 1.3.4:** Review and update, as needed, site design requirements for open space. Site design requirements should, to the greatest extent possible, preserve environmentally sensitive areas and allow for continuity of environmental features. ① ② ③
- ☞ **RC Strategy 1.3.5:** Enlist land trusts for open space preservation. Non-profit land trusts working with communities to help save community's land heritage through voluntary land conservation. ① ② ③
- ☞ **RC Strategy 1.3.6:** Pursue public purchase of environmentally-sensitive lands for creating of wildlife areas, nature preserves and public parks. ① ② ③
- ☞ **See RC Strategy 4.1.9:** Explore tools to protect historic buildings and sites. ① ② ③

RC Policy 1.4: Provide residents and visitors with the opportunity to connect with nature for enjoyment, recreation and economic activity ① ② ③

Make access to natural areas an important part of the community for recreation and economic activity. Coordinate the creation of a greenway system that can connect residents to important natural resources that builds off of the success of (and could one day connect) trails currently in use in Ringgold, Fort Oglethorpe and Chattanooga.

- ☞ **RC Strategy 1.4.1:** Develop a Countywide Greenway System Master Plan that provides a vision for a comprehensive greenway system that supplements the system of community and regional parks operated by the cities, county and other recreation associations.²³ ① ② ③

RC Policy 1.5: Preserve and enhance a range of open spaces including viewsheds ① ② ③

Open spaces, pastures and viewsheds should be available and easily accessible by all residents to enjoy.

²² See DCA Model Land Use Management Code Sec 3-4 Tree Protection

²³ The Countywide Greenway System Master Plan should incorporate the South and West Chickamauga Creek Greenway Master Plan prepared for Catoosa County in 1998. In addition, it would incorporate existing trails located in Fort Oglethorpe and Ringgold.

- ☞ **See DP Strategy 1.1.2:** *Develop a Rural Corridor Overlay District.*²⁴
- ☞ **See DP Strategy 1.1.4:** *Encourage Conservation Subdivisions*²⁵
- ☞ **See RC Strategy 1.1.1:** *Hillside/Ridgeline protection development standards.*²⁶

RC Policy 1.6: Improve water quality protection ① ② ③

Support the health and natural functions of waterways by revitalizing creeks, streams, rivers and other natural water bodies as well as protecting waterways and groundwater from septic waste, stormwater runoff and construction debris.

- ☞ **RC Strategy 1.6.1:** *Require riparian buffers; requiring strips of land along banks of streams or rivers to be set aside from development to protect water quality.* ① ② ③
- ☞ **RC Strategy 1.6.2:** *Discourage development in environmentally sensitive areas, as delineated in the Natural development category identified in the Future Development Guide and Map.* ① ② ③
- ☞ **RC Strategy 1.6.3:** *Utilize public parks, conservation easements, site design and other land preservation tools to preserve land adjacent to streams and other important water bodies.* ① ② ③
- ☞ **RC Strategy 1.6.4:** *Continue to enforce sediment and erosion control requirements to mitigate negative impacts of construction site run-off on waterways.* ① ② ③
- ☞ **RC Strategy 1.6.5:** *Continue to incorporate best management practices for effective stormwater management, site development, and landscaping.* ① ② ③
- ☞ **RC Strategy 1.6.6:** *Develop jointly a countywide inventory and condition assessment of existing individual septic systems.* ① ② ③
- ☞ **RC Strategy 1.6.7:** *Develop a jointly a countywide mandatory septic tank maintenance program.* ① ② ③

RC Goal 2: Sustainable sites and buildings ① ② ③

Create development patterns that reduce energy consumption and mitigate the impacts of development on the environment

RC Policy 2.1: Encourage green building design, technology and sustainable site design ① ② ③

Promote energy efficiency and conservation using sustainable construction practices. Use site design strategies, such as stormwater management, wastewater management, heat island mitigation and light pollution mitigation, to reduce the impact of development on the environment.

- ☞ **RC Strategy 2.1.1:** *Examine building codes to identify means of introducing incentives and requirements for the use of “green” materials, systems, and practices.* ① ② ③
- ☞ **RC Strategy 2.1.2:** *Develop a Sustainable Site Design Guide to describe sustainable site design best practices.* ① ② ③

²⁴ See DCA Model Land Use Management Code Sec. 7-8 Scenic Corridor Overlay District

²⁵ See DCA Model Land Use Management Code Sec. 8-1 (Rural Clustering) and Sec. 9-6-1 (Conservation Character District)

²⁶ See DCA Model Land Use Management Code Sec 3-4 Hillside/Ridgeline Protection

- ☞ **RC Strategy 2.1.3:** *Develop sustainable green design for new public buildings (and facilities) to create environmentally-sound and resource-efficient facilities using an integrated approach to design that promotes resource conservation, reduces cost of operation and maintenance, and addresses issues such as historic preservation, access to public transit and other community infrastructure systems. Incorporate green, environmentally-friendly technology into day-to-day operations. This includes becoming less dependence on fossil fuels by replacing low-mileage vehicles with more fuel-efficient models (e.g. hybrids) as well as better reuse of waste, incorporation of solar energy, etc. 1 2 3*

RC Goal 3: Reduce solid waste 1 2 3

Improve solid waste collection, treatment and management service to enhance environmental stewardship.

RC Policy 3.1: Support recycling efforts and improved participation 1 2 3

Recycling of solid waste such as glass, plastic, paper and cardboard is encouraged countywide to promote environmental stewardship and reduce the demand for securing locations for permanent waste disposal.

- ☞ **RC Strategy 3.1.1:** *Study the feasibility of establishing/expanding a countywide recycling and materials collection system. 1 2 3*
- ☞ **RC Strategy 3.1.2:** *Continue to promote the Catoosa County Solid Waste Management Plan and establish supporting programs. 1 2 3*
- ☞ **RC Strategy 3.1.3:** *Require on-site recycling facilities with new multifamily, commercial, industrial and institutional development for use by employees and residents. 1 2 3*
- ☞ **RC Strategy 3.1.4:** *Consider expanding municipal recycling to include placing recycling receptacles in public spaces such as government buildings, public parks and downtown areas. 1 2 3*
- ☞ **RC Strategy 3.1.5:** *Adopt measures to reduce solid waste and encourage recycling at all local-government-maintained properties. 1 2 3*

RC Policy 3.2: Reduce illegal dumping of trash and hazardous waste 1 2 3

Illegal dumping sites in the county should be quickly located and mitigated to prevent environmental damage and protect water quality.

- ☞ **RC Strategy 3.2.1:** *Develop a program to assist in locating and cleaning up illegal open dump sites. 1 2 3*
- ☞ **See DP Strategy 2.3.4:** *Establish an environmental court.*

RC Goal 4: Preservation of historic and cultural resources 1 2 3

Catoosa County's historic sites and neighborhoods highlight the community's rich history and character and contribute to the overall sense of place. Preservation of these community assets provides current and future residents and visitors with an enjoyable, educational glimpse into the county's past.

RC Policy 4.1: Promote preservation of historic structures and places ① ② ③

Catoosa County's historic structures and sites highlight the area's history, as well as social and cultural identity. Approximately 16% of the countywide housing stock is at or reaching the age (50+ years old) when structures, generally, may be eligible for listing on the National Register of Historic Places. Promotion of these structures and sites allow the community and visitors an opportunity to learn about the history and culture of Catoosa County. Historic structures and sites should be identified and preserved to ensure that residents, visitors and future generations continue to have the opportunity to enjoy and experience these places.

- ☞ **RC Strategy 4.1.1:** Conduct countywide historic and cultural resources inventory to identify existing historic resources. ① ② ③
- ☞ **RC Strategy 4.1.2:** Coordinate with local, state and regional historical societies to nominate eligible properties to the National Register of Historic Places. ① ② ③
- ☞ **RC Strategy 4.1.3:** Seek local designation of historic properties to ensure long-term preservation of the resources, and/or identify incentives for their preservation (e.g. building façade easements). ① ② ③
- ☞ **RC Strategy 4.1.4:** Create incentives for historic building restoration, encouraging renovation versus demolition of historic properties. ① ② ③
- ☞ **RC Strategy 4.1.5:** Adopt an Historic Preservation Ordinance requiring protection of locally-designated historic properties and districts²⁷ ① ③
- ☞ **RC Strategy 4.1.6:** Promote use of federal historic housing rehabilitation tax credits. Property owners have the potential to take advantage of two Federal tax incentive programs: the Rehabilitation Investment Tax Credit program (RITC), which effectively reduces the costs of rehabilitation to an owner of a historic income-producing property, and the charitable contribution deduction, which is a donation of the historic value of a structure and is available to owners of residential and income-producing properties. ① ② ③
- ☞ **RC Strategy 4.1.7:** Establish historic/cultural markers program. ① ② ③
- ☞ **RC Strategy 4.1.8:** Create local tour guide for historic and cultural resources coordinated among cities and county. ① ② ③
- ☞ **RC Strategy 4.1.9:** Explore available tools to assist with protection and acquisition of historic buildings and sites including the creation of revolving funds for repair and acquisition of properties, façade or conservation easement negotiation, utilization of federal funds (e.g. Land and Water Conservation Fund, Transportation Enhancement Program,) promotion of conservation tax credits for use by private land owners holding portions of battlefield sites, and the DCA Regionally Important Resource (RIR) Program for historic and natural resources. ① ② ③
- ☞ **See DP Strategy 3.2.2:** Establish a Ringgold locally-designated historic district

RC Policy 4.2: Promote public art ①

Use public art in public places to encourage and support the arts, enhance visual character of the community, establish a sense of place.

- ☞ **RC Strategy 4.2.1:** Create public art program. Public art should be a part of public spaces to foster community pride and improve the visual attractiveness of public spaces. ①

²⁷ See DCA Model Land Use Management Code Sec 9-4 Historic Preservation Ordinance

Social and Economic Development

Primary Issues and Opportunities

Bedroom community – Catoosa County largely remains a Chattanooga bedroom community. Much of the county's labor force commutes to Tennessee for work. The challenge remains for the county to balance residential growth with retail and commercial development. Residential growth has, to date, dominated countywide development. County officials acknowledge that residential development alone fails to adequately fund suburban and urban-scale government services. The lack of jobs in the county also creates a lack of physical convenience and accessibility of jobs to workforce.

Desire for more retail, services, entertainment, dining – The community appreciates the retail, restaurant, and entertainment establishments offered in Catoosa County, but feel the population and economic buying power warrant more choice, especially for higher-end options. Currently, the county loses sales tax dollars to Hamilton County and Whitfield County as residents leave the county to conduct business, enjoy a night on the town or shop.

Lafayette Road and battlefield gateway – Lafayette Road provides a lackluster gateway to Chickamauga and Chattanooga National Military Park. The area also serves as the downtown for Fort Oglethorpe.

Growing jobs/housing imbalance – An imbalance between location of available housing and location of major employment centers exists in Catoosa County. The countywide *jobs-housing unit balance* fell below the ideal range for 2000 and 2008. The number of jobs countywide has not kept pace with the number of residents, which means residents are increasingly traveling outside the county for employment.

Few housing options beyond single-family detached – *Single-family detached* houses represent the largest portion of housing units countywide and within each city. The share of *single-family detached* and *mobile home* housing units countywide was higher than that of the state and nation in 2008. While new multi-family units have come online in recent years, the share of housing structures consisting of *10 units or more* represented only 3.4% countywide units, compared to 6.6% for the MSA and 9.3% for the state. Meanwhile, the proportion of multi-family units in Fort Oglethorpe and Ringgold was greater than the proportion of the state and nation in 2000.

Increasing need for retirement and elderly housing – Approximately 30% of the Catoosa County residents were at or near retirement in 2008. Approximately 10% were at retirement age or older. These facts highlight the need for housing options and designs that address the needs of the elderly population.

Access to I-75 and airports – Access to rail, I-75 and I-24 provide economic development opportunities. Proximity to the Chattanooga and Atlanta airports and amenities also create opportunities for economic development.

I-75 corridor provides potential for retail and business park growth – The I-75 corridor can attract additional regional retail allowing residents to depend less on Chattanooga and Dalton for retail and service needs. The I-75 corridor can also attract business parks for corporate headquarters. Retail and business park growth would increase the tax base and shift the burden of funding government services from its heavy reliance on residential property taxes.

Projected regional job growth for education and other employment sectors – Georgia Department of Labor projected employment increases of 5,000 jobs or more for each of the following subsectors in the Northwest Georgia Region from 2006 to 2016: *Educational services, food services and drinking places, telecommunications, and administrative and support services* subsectors.

Technical college satellite campus for Catoosa County – Georgia Northwestern Technical College has plans to add a satellite campus in Fort Oglethorpe. The college has a workforce ready program allowing technical schools to assess needs and adapt training accordingly. They actively recruit new students for openings.

Presence of local economic development advocates – Catoosa County has several development authorities that support economic development activity including Catoosa County Chamber of Commerce, Catoosa County Development Authority, Ringgold Downtown Development Authority, Fort Oglethorpe Downtown Development Authority and Northwest Georgia Joint Development Authority. In addition, several economic development programs and tools are available that use state and local resources to support economic growth and activity (e.g. business subsidies and tax credits, job training and higher education grants and scholarships).

Goals, Policies and Strategies

SED Goal 1: Create a self-sufficient, sustainable economy ① ② ③

Catoosa County seeks a self-sufficient economy and continued shift from the status of a Chattanooga bedroom in order to provide a stable tax base, necessary community services and job opportunities. Continue to promote a range of job opportunities that meet the needs of residents and existing and prospective businesses are matched appropriately with the skills of the community.

SED Policy 1.1: Facilitate coordinated economic development

Economic development efforts coordinated among local, regional and state agencies and organizations will promote a stable tax base, necessary community services, and job opportunities. New retail and shopping development make it possible for residents to shop and conduct more business in their own community without crossing state or county lines. Expanded job opportunities give residents more employment options close to home.

- ☞ **SED Strategy 1.1.1:** Develop a countywide master plan for economic development (planning process was underway in 2010-2011) that provides a proactive set of goals, policies and measurable strategies. ① ② ③

SED Policy 1.2: Focus different types of economic development opportunities in appropriate areas ① ② ③

Guide economic development investment and activity using the Future Development Guide and Map.

- ☞ **SED Strategy 1.2.1:** Encourage location of small to moderate scale commercial activity at nodes within the Suburban and Urban Development Categories to maximize the efficient use of existing transportation systems. ① ② ③
- ☞ **SED Strategy 1.2.2:** Encourage location of major commercial activity along the corridors and within the centers identified in the Future Development Guide and Map. ① ② ③
- ☞ **SED Strategy 1.2.3:** Encourage location of small business development along the corridors and within the centers and appropriate districts identified in the Future Development Guide and Map. ① ② ③
- ☞ **SED Strategy 1.2.4:** Encourage location of large business and industrial facilities within the special districts identified in the Future Development Guide and Map. ① ② ③

SED Policy 1.3: Encourage mixed-use activity centers and corridors ① ② ③

Promote mixed-use development that locates job opportunities in close proximity to places to live.

- ☞ **SED Strategy 1.3.1:** Actively market center and corridor areas identified in the Future Development Guide and Map for small and medium sized businesses. ① ② ③
- ☞ **SED Strategy 1.3.2:** Create public-private partnerships to develop revitalization plans and infrastructure improvements for underutilized centers and corridors. ① ② ③

SED Policy 1.4: Promote development with a wider range of shopping, dining and entertainment options in the county ① ② ③

Expand local shopping, dining and entertainment opportunities to meet the needs of residents, attract visitors to the community and improve the tax base.

- ☞ **SED Strategy 1.4.1:** Focus restaurants and entertainment uses in centers and corridors identified in the Future Development Guide and Map. ① ② ③
- ☞ **SED Strategy 1.4.2:** Develop a marketing study to determine demand for shopping, dining and entertainment options. ① ② ③

SED Policy 1.5: Promote Catoosa County as a regional economic center ① ② ③

Continue to establish Catoosa County, especially I-75 interchanges as well as SR-2/Battlefield Parkway, US-41/US-76/Ringgold Road, Cloud Springs Rd. and US-27/LaFayette Road corridors as regional economic centers.

- ☞ **SED Strategy 1.5.1:** Local and regional economic development authorities should continue to provide tools in addition to those currently available. ① ② ③
- ☞ **SED Strategy 1.5.2:** Coordinate working relationships with planning staff, local businesses and local economic development organizations to ensure new and existing business developments are in line with the principles of the Future Development Guide. ① ② ③
- ☞ **SED Strategy 1.5.3:** Identify development incentives to encourage appropriate, job-creating businesses to locate in districts identified in the Future Development Guide. ① ② ③
- ☞ **SED Strategy 1.5.4:** Actively market districts identified in the Future Development Guide for concentrate areas of industrial and large-scale business development. ① ② ③

SED Policy 1.6: Coordinate job training opportunities ① ② ③

Provide job training opportunities to increase the skill sets of Catoosa County's workforce and quality of life.

- ☞ **SED Strategy 1.6.1:** Coordinate adult education opportunities that enhance the job skills of the workforce and that meet the needs of existing or desired businesses. Continue coordination with Georgia Northwestern Technical College and Dalton State College to build and strengthen relations and discuss innovative approaches to educational opportunities in the county. ① ② ③

SED Policy 1.7: Ensure availability of adequate, developable land to support economic development ① ② ③

Guide new technological, industrial and commercial development to appropriate areas of the community

- ☞ **SED Strategy 1.7.1:** Encourage new employment centers by providing the infrastructure necessary to accommodate new industry, while also remaining flexible to future economic shifts and needs. ① ② ③

SED Goal 2: Thriving tourism economy ① ② ③

Expand tourism efforts to take advantage of the natural beauty of Catoosa County as well as its historic and cultural attractions. Civil War enthusiasts flock to Catoosa County to experience attractions such as the Chickamauga and Chattanooga National Military Park. These attractions create a solid foundation for countywide and regional heritage tourism efforts.

SED Policy 2.1: Support increased efforts to attract tourism ① ② ③

Increase efforts to draw tourists to Catoosa County attractions such as Chattanooga and Chickamauga National Military Park, historic sites, natural areas, etc.

- ☞ **SED Strategy 2.1.1:** Promote Agritourism and Ecotourism to create opportunities for farms, nature preserves and other similar operations to promote land preservation, local revitalization and job creation using tourism. ① ② ③
- ☞ **SED Strategy 2.1.2:** Establish and promote efforts to revitalize downtown areas of Fort Oglethorpe and Ringgold. ② ③
- ☞ **SED Strategy 2.1.3:** Establish marketing efforts that pair park-related activities with significant Native American sites and other county attractions. Coordination among the various preservation-related groups in the county can assist with these efforts. ① ② ③
- ☞ **SED Strategy 2.1.4:** Pursue a Multiple Property National Historic listing of sites and districts associated with "Dixie Highway," US-41. Doing so could increase opportunities for grants and tax incentives on a wide range of structures and tourism-based sites. ① ③
- ☞ **SED Strategy 2.1.5:** Continue coordination with US-27 alternative tourism route efforts. ① ②
- ☞ **See DP Strategy 4.3.1:** Establish and enhance existing visual gateways.
- ☞ **See DP Strategy 4.3.2:** Establish wayfinding signage plans.

SED Goal 3: Quality park and recreation facilities and activities ① ② ③

Availability of quality parks, community centers and recreation activities/programs supports active, healthy lifestyles for all ages and enhance quality of life for residents and visitors.

SED Policy 3.1: Support a coordinated system of parks and green space ① ② ③

Ensure the community has access to a range of parks and green spaces – from small pocket parks that serve the immediate neighborhood to large, regional parks that serve the entire community. Ensure existing parks are well-maintained and enhanced with new amenities.

- ☞ **SED Strategy 3.1.1:** Develop incentives that encourage developers to create publicly accessible neighborhood parks as part of their development projects. ① ② ③

- ☞ **See DP Strategy 2.2.2:** *Develop Parks, Recreation and Greenspace Master Plan*
- ☞ **See RC Strategy 1.4.1:** *Develop a Greenway System Master Plan*

SED Policy 3.2: Encourage provision of publicly-accessible parks and open space within new development ① ② ③

For areas where the community desires new neighborhoods and commercial development, new development tools are needed to promote the reservation of neighborhood and community parks, passive open space and other natural areas. Doing so would enhance neighborhoods by protecting natural resources and providing active and passive recreation opportunities.

- ☞ **SED Strategy 3.2.1:** *Review and update development regulations to include requirements for parks and open space in new developments. Require major developments to provide publicly-accessible neighborhood parks and green space. Offer incentives for minor developments that provide portions development area for greenways, trails, or new public parks. ① ② ③*

SED Policy 3.3: Support expansion of recreation programs that provide safe and healthy recreation opportunities for all ages ① ② ③

A variety of park and recreation facilities are available for residents of Catoosa County, however a coordinated expansion of options of both passive and active recreational facilities and programs would better meet the needs of families and a growing senior population. The system should offer facilities and recreational activities and enrichment/educational opportunities for all residents – young and old.

- ☞ **SED Strategy 3.3.1:** *Include an assessment of existing park and recreation programs along with recommendations for future programs within the Parks, Recreation and Green Space Master Plan in order to ensure provision of recreation programs for all ages, including new programs for teenagers and young adults. ① ② ③*

SED Goal 4: Variety of quality housing options ① ② ③

Promote a variety of housing choices– making it possible for all who work in the community to also live in the community including promotion of a variety housing types and price points for all ages and income.

SED Policy 4.1: Encourage housing diversity in new neighborhoods ① ② ③

The community should plan for a variety of housing products (styles and price points) as development occurs to meet the needs of traditional and non-traditional households (e.g. empty nesters, seniors, and young professionals without children). New housing development should provide a mix of housing types to meet differing lifestyle needs such as town homes, condominium units and two-bedroom single-family dwellings.

- ☞ **SED Strategy 4.1.1:** *Conduct housing study to identify the state of the current housing stock and the future housing needs countywide. This should include determining affordable housing needs countywide and allow for maintenance of residential cost balance so that workforce housing remains available for county residents in addition to accommodating affluent residents. In addition, determine what barriers exist and providing incentives may help address the mismatch between the location of available housing and major employment centers in the community. ① ② ③*

- ☞ **SED Strategy 4.1.2:** Create incentives such as density bonuses or expedited permit processing development of affordable housing, mixed use development that includes multiple housing types and/or affordable housing options. ① ② ③
- ☞ **SED Strategy 4.1.3:** Permit development of accessory dwelling units or elderly cottage housing (i.e. granny flats) by-right in all residential areas. ① ② ③
- ☞ **SED Strategy 4.1.4:** Develop incentives that encourage housing diversity. ① ② ③
- ☞ **See DP Strategy 2.1.1:** Traditional Neighborhood Design principles.²⁸
- ☞ **See DP Strategy 3.1.1:** Mixed use overlay zoning district.²⁹ ① ② ③

SED Policy 4.2: Promote “aging in place” housing options ① ② ③

Senior housing developments that allow residents to “age in place” are encouraged. These developments should be located to provide and incorporate infrastructure to provide access to transit and sidewalks and allow seniors multi-modal opportunities.

- ☞ **SED Strategy 4.2.1:** Permit development of accessory dwelling units or elderly cottage housing (i.e. granny flats) by-right in all residential areas. ① ② ③
- ☞ **SED Strategy 4.2.2:** Coordinate senior services and development. ① ② ③
- ☞ **SED Strategy 4.2.3:** Encourage the location of senior housing and retirement homes near shopping and medical services. ① ② ③

SED Policy 4.3: Promote high standards of construction for all housing in each jurisdiction ① ② ③

Ensure new home and home improvement construction makes homes healthy and safe.

- ☞ **SED Strategy 4.3.1:** Review and update building codes and inspection procedures to create healthy and safe housing conditions. ① ② ③

Government Relations

Primary Issues and Opportunities

Redundant services – The cities and county provide some similar services that could potentially be provided jointly via intergovernmental agreements or department consolidation. Redundant services are often less efficient and more costly.

Local politics – Participants at public meetings and in questionnaires voiced their displeasure for the spirit of local politics. Arguments between jurisdictions were noted most.

Fire protection services – Fire protection has been a recently controversial topic as the county and its’ municipalities are reexamining their service delivery strategy related to fire protection.

²⁸ See DCA Model Land Use Management Code Sec. 9.6.5 Traditional Neighborhood Character District

²⁹ See DCA Model Land Use Management Code Sec. 9-6-9 Mixed Use Activity Center Character District, 9-6-7 Pedestrian Retail District, and 7.6 Mixed Use District

Limited past involvement with TPO – Catoosa County has only recently become more involved in the Chattanooga-Hamilton County/North Georgia Transportation Planning Organization (TPO). Limited past involvement with this regional transportation planning agency has potentially hindered the county's efforts to increase federal and state spending on needed transportation projects in the county. The TPO is dedicated to maintaining a quality relationship with Catoosa County.

Annexation and land use agreements – Local jurisdictions have adopted resolutions that establish a process for disputes on property annexation, land use, access and property value assessments.

Goals, Policies and Strategies

GR Goal 1: Effective government communication with the public ① ② ③

Effective implementation of the *Community Agenda* requires ongoing communication between each jurisdiction and the public (e.g. citizens, property owners, business owners, etc).

GR Policy 1.1: Effectively communicate *Community Agenda* implementation status with the public ① ② ③

Catoosa County, Fort Oglethorpe and Ringgold should work jointly to design and implement a public outreach program to inform the public about the progress of the Comprehensive Plan *Community Agenda* and when projects are being considered for implementation. This approach is also useful in enhancing public participation in government and knowledge of community decisions related to services and public infrastructure.

☞ **GR Strategy 1.1.1:** *Develop and implement a public outreach program with the focus of communicating the status of Community Agenda implementation. The program should incorporate the existing cities and county websites while also creating mechanisms for feedback from the public, (including website comment opportunities, town hall meetings, and speaking to homeowner associations) and incorporate social media websites such as Facebook and Twitter to increase distribution of information.* ① ② ③

GR Goal 2: Effective coordination of all levels of government in Catoosa County ① ② ③

Enhance local governmental coordination between Catoosa County, Fort Oglethorpe and Ringgold to ensure orderly development and service delivery, including implementation of the vision, policies and strategies presented in this plan

GR Policy 2.1: Enhance municipal service delivery with coordination agreements or consolidation of duplicate services within Catoosa County ① ② ③

- ☞ **GR Strategy 2.1.1:** *Establish regular-scheduled joint meetings with Catoosa County, Fort Oglethorpe and Ringgold to address long-range needs as well as short-term issues and opportunities such as:* ① ② ③
- *Effective use of the Service Delivery Strategy establishing a strategy for future provision of local services that promotes effectiveness, cost efficiency and funding equity.*
 - *Identify joint planning areas (annexation, municipal incorporation or joint service delivery areas)*

- Establish joint processes for collaborative planning and decision making: Location and extension of public facilities with the entities responsible for provision and maintenance of the public facilities; siting facilities with countywide significance such as water supply reservoirs, water and wastewater treatment plants and solid waste disposal facilities.

- ☞ **GR Strategy 2.1.2:** Consider jointly adopting an intergovernmental agreement to share resources for planning, land use regulation, building inspection and code enforcement.³⁰ ① ② ③
- ☞ **GR Strategy 2.1.3:** Develop jointly a service delivery study to determine potential efficiency and cost savings associated with consolidation of some city and county government services. ① ② ③

GR Policy 2.2: Promote partnerships between local governments and school board ① ② ③

Work with Catoosa County Schools to achieve the mutual goals and policies and to efficiently plan for development in the community as a whole and not as individual parts

- ☞ **See DP Strategy 2.2.1:** Coordinate school site selection.

GR Goal 3: Regional planning coordination ① ② ③

Emphasize regional coordination to assist in setting regional priorities, identify shared needs, and find collaborative solutions, particularly related to problems or services that transcend local jurisdiction boundaries (e.g. transit service, water resources)

GR Policy 3.1: Increase land use, transportation and infrastructure coordination with jurisdictions adjacent to Catoosa County ① ② ③

Refine communication and coordination efforts with Chattanooga-Hamilton County, East Ridge, Chickamauga, Walker County and Whitfield County regarding development activity to ensure orderly and efficient development patterns.

- ☞ **GR Strategy 3.1.1:** Establish regular-scheduled joint meetings jurisdictions adjacent to Catoosa County (and Fort Oglethorpe) to address long-range needs as well as short-term issues and opportunities. ① ②
- ☞ **GR Strategy 3.1.2:** Continue the successful coordination for financing of economic development and infrastructure with SPLOST-funded projects. ① ② ③

GR Policy 3.2: Emphasize coordination with regional and state agencies ① ② ③

Develop and/or maintain working relationships with Chattanooga-Hamilton County/North Georgia Transportation Planning Organization (TPO), Northwest Georgia Water Planning District, and Northwest Georgia Regional Commission to assist in setting regional priorities, identify shared needs, and find collaborative solutions, particularly related to problems that transcend local jurisdiction boundaries.

- ☞ **GR Strategy 2.1.1:** Local jurisdictions should continue to be actively involved in ongoing transportation planning activities with the TPO. Transportation issues affect everyone and are

³⁰ See DCA Model Code 10-5

the foundation for many home purchases, employment selections and economic development decisions. ① ② ③

- ☞ **GR Strategy 2.1.2:** Continue to work with the Northwest Georgia Regional Commission to coordinate planning and development efforts in the region. ① ② ③
- ☞ **GR Strategy 2.1.3:** Work with state and federal agencies to identify funding opportunities for community development and transportation needs. ① ② ③
- ☞ **GR Strategy 2.1.4:** Coordination with water planning districts. Establish local goals and implementation programs consistent with the water planning goals and objectives. ① ② ③

FUTURE DEVELOPMENT GUIDE

Character Area Policy, Implementation Strategies and Future Development Map for Catoosa County and the cities of Fort Oglethorpe and Ringgold

A key component of the comprehensive planning process is the creation of the Future Development Guide. The guide uses Character Areas, defined by Development Categories and Community Elements, to describe in detail the vision for growth and development for the next 20 years. This vision, which was developed with a public planning process, is expressed by unique Character Areas.

The Future Development Guide presents the introduction to Character Area-based planning, policies and strategies associated with Character Areas, and the associated map within the four sections described below:

- What is Character Area-Based Planning?
- Character Area Policy
- Character Area Implementation Strategy
- Future Development Map

CHARACTER AREA BASED PLANNING

Character Area based planning focuses on the way an area looks and how it functions. Tailored strategies are applied to each area, with the goal of enhancing the existing character/function or promoting a desired new character for the future. Character Areas define areas that presently have unique or special characteristics that need to be preserved, have potential to evolve into unique areas or that require special attention because of unique development issues.

The Character Areas are defined in this plan by Development Categories that group development types and Community Elements that incorporate physical element of natural and built features. Character Area names reflect both the Development Category and Community Element (e.g. Natural-Open Space).

Introduction to the Transect

The Character Areas in this document are defined using the Transect model that groups development types and community elements to describe the physical development and character of an area. The Transect is a planning tool that creates a logical transition of natural and built features of communities that ranges from completely natural areas to very dense urban areas. Each of the transect zones represents a unique type, scale, and intensity of natural and built features that when combined define the character of an area. This is particularly helpful in coordinating planning and development efforts as it links physical development patterns with appropriate services that support daily life.

Development Categories

The **Development Categories** describe generalized development patterns ranging from completely natural areas to urban areas. Each category incorporates different types and scales of natural and built features. Development Categories are shown in the diagram below and summarized in the table that follows.

Summary of Development Categories

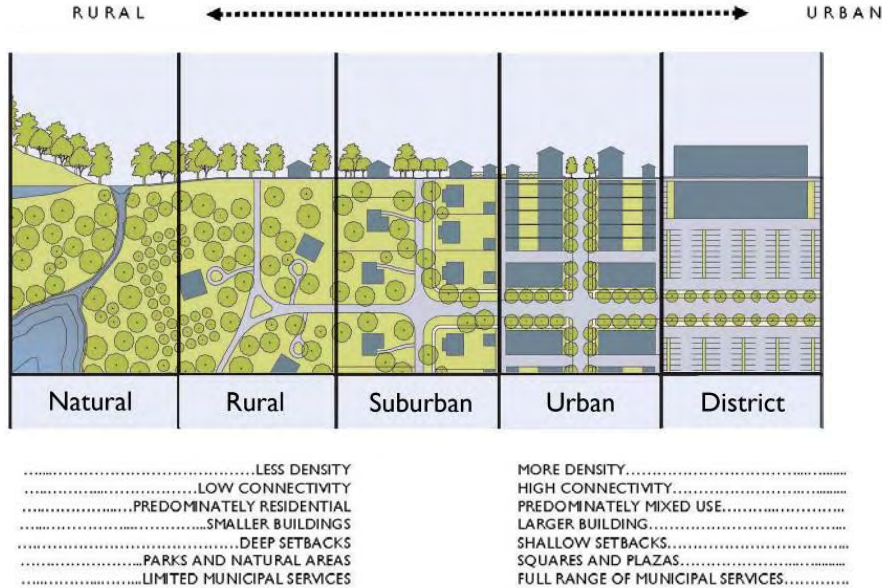


Image courtesy of Duany Plater-Zyberk and Company

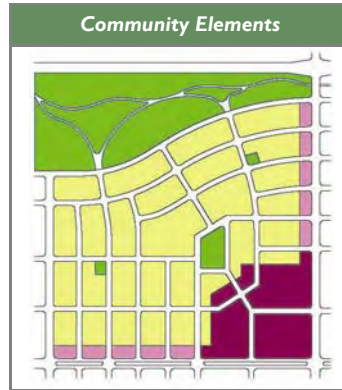
Development Category	Summary
Natural	<ul style="list-style-type: none"> • Areas in a natural state or that should be preserved because of their environmental sensitivity and function. • Land includes floodplains, prime agricultural land, groundwater recharge areas and steep slopes.
Rural	<ul style="list-style-type: none"> • Important land to preserve and enhance community's rural lifestyle, agricultural land and natural areas. • Areas defined by agricultural uses and low density residential and rural commercial uses.
Suburban	<ul style="list-style-type: none"> • Areas that represent a transition from natural/rural areas to urban areas. • Important to enhance access to urban amenities such as jobs, retail services and public services.
Urban	<ul style="list-style-type: none"> • Important areas to enhance and create quality, walkable communities with residential and non-residential uses in close proximity to one another. • High degree of connectivity, density and intensity of development. • Characterized by compact, walkable development typical of town centers.
District	<ul style="list-style-type: none"> • Characterized by compact, walkable development typical of central business districts • Districts represent areas that do not fit within the specific categories listed above. Examples often include industrial parks, office parks, colleges and universities and other large-scale single-focused areas.

Community Elements

The **Community Elements** employed by the Character Area Policy describe scale, character and intensity of development within each Development Category, where applicable. These elements are represented by the following:

- Open Space
- Neighborhoods
- Centers
- Corridors

Below is a summary diagram as well as a summary table of the general characteristics of each Community Element.



Summary of Community Elements

Community Element	Diagram	Summary
Open Space		<ul style="list-style-type: none"> • Ranges from woodlands and floodplains in natural areas to parks and squares in urban areas • Creates areas that preserve natural features and functions and provides places for the community to connect with nature or play
Neighborhood		<ul style="list-style-type: none"> • Primary area of residence for most of community • Provides diversity of housing • Locates housing in proximity to corridors, centers and open space
Center		<ul style="list-style-type: none"> • General gathering places within neighborhoods or at the edge of two neighborhoods • Characterized by access to full range of retail and commercial services and civic uses • Typically represents highest level of activity within each Development Category • Can range from rural to urban areas
Corridor		<ul style="list-style-type: none"> • Primary link between neighborhoods and communities • Primarily a transportation corridor connection different neighborhoods and centers • Functions as either a throughway or a destination depending on Development Category and uses along corridor

Relationship of Future Development Map to Zoning

City and county zoning consists of both a zoning map and a written ordinance that divides the jurisdictions into zoning districts, including various residential, commercial, mixed-use and industrial districts. The zoning regulations describe what type of land use and specific activities are permitted in each district, and also regulate how buildings, signs, parking and other construction may be placed on a lot. The zoning regulations also provide procedures for rezoning and other planning applications.

The zoning map and zoning regulations provide properties in Catoosa County, Fort Oglethorpe and Ringgold zoning jurisdictions with certain rights to development, while the *Community Agenda's* Future Development Map serves as a guide to the future development of property. The Future Development Map and Character Area Policy should be used as a guide for future rezoning decisions undertaken by each jurisdiction.

CHARACTER AREA POLICY

The Future Development Guide Character Area Policy is presented in narrative form in this section and physically depicted in the Future Development Map. The policy represents and describes unique policy strategy and development pattern and links intent with design strategies to help achieve the community vision.

The presentation of the Character Area Policy takes place in text sub-sections organized by Development Category. Each sub-section begins with a general description of the Development Category that presents the character and intent of the category and lists the Character Areas included within the category. Narratives for each Character Area follow the category description. Each Character Area Policy presented in the narrative incorporates the following components:

- **Intent** describes the policy intent of each Character Area, specifically to *preserve, maintain, enhance or create* a desired character.
- **General Characteristics** provides a general overview of desired development pattern in terms of characteristics that are more specifically addressed in the Design Principles.
- **Application** provides a general description of areas where the Character Areas can be found or appropriately applied based on characteristics of the land and infrastructure.
- **Primary Future Land Uses** lists appropriate land uses that support the desired mix and/or type of land uses in a Character Area.
- **Compatible Zoning Districts** identifies appropriate zoning districts to use within the character area. Zoning districts in this policy component represent both currently adopted zoning districts, and where necessary, proposed districts specifically to implement the intent of the Character Area. Districts or Overlay Zoning shown in *italics* represent proposed new development tools that would require adoption by the local jurisdiction during a process separate from this comprehensive plan.
- **Design Principles** describes the form, function and character of physical elements of the Character Area. This includes scale which is presented in terms of low, medium and high (relative to other Character Areas), site design, density/intensity, green space, transportation and infrastructure (public utilities).
- **Visual Character Description** provides illustrative descriptions of the desired development character specifically for development patterns, transportation and green space.

Development Category: Natural

The Natural Development Category applies to areas that are important to preserve and maintain in a natural state. The intent of this category is to preserve the natural character of the area, to preserve the natural functions of the environment, and to provide areas where residents and visitors can enjoy nature. Examples of this category include natural wildlife habitat, water bodies, and public preserves and parks.

To preserve the natural character of this area, the land should be left in an undisturbed state. Examples of important features that warrant preserving include rivers, streams, wetlands, floodplains, important wildlife habitats, and steep slopes.

Preserved areas can be both public and private. Public natural areas can be in the form of parks or government owned land. Privately owned natural areas can be in the form of conservation easements or undesirable areas for development because of sensitive natural features.

Emphasis should be placed on connecting natural features to support a healthy natural environment. When natural environments are interrupted or segregated by the built environment, their functional health is reduced.

Building and development is rare in this category. When development does occur, it is typically associated with civic uses such as parks, community centers, and camping grounds and infrastructure such as power lines, trails or roads. Every effort should be made to minimize the physical impact of any development on the surrounding natural environment.

Opportunities to connect and enjoy nature are an important part of a community. This category should provide these opportunities through public preserves and low impact recreational activities.

Examples of public preserves include federal, state, and local parks that can provide access to natural areas. Examples of low impact recreational activities include biking, hiking, boating, fishing, and camping.

NATURAL CHARACTER AREAS

- Natural-Open Space



Image Credit: PlaceMakers and Dede Christopher

Natural-Open Space

① ② ③

Intent: PRESERVE existing undisturbed natural areas and open space not suitable for development in addition to the protection of areas that have already developed or have the potential to develop due to existing zoning. Natural-Open Space (N-OS) areas are important in the preservation of natural, ecological functions of the environment and in the preservation of the natural environment for current and future generations to enjoy.

General Characteristics: N-OS areas are public or privately-owned land intended to remain as open space for natural area conservation and passive recreation purposes.

N-OS areas should also provide opportunities for residents to connect with nature and preserve important environmental functions. These areas may also be secured and protected by conservation easements, land trusts, or government owned land.

Development is generally absent within N-OS, with the exception being nature centers, trails and other built features that allow the community to enjoy natural areas. Access to natural areas is limited to hiking /bicycle trails, paths, or informal roadways such as dirt or gravel roads, or small parking areas at the edge of natural areas.

Application: N-OS areas are located throughout the community, represented primarily by floodplain areas and areas in a conservation easement.

Primary Future Land Uses

- Undeveloped areas in their natural state
- Passive recreation, including greenways and trails
- Cemeteries and burial grounds
- Civic benefit uses suitable for the area such as educational or nature centers and nature preserves

Compatible Zoning Classifications

- FH, OS ②
- Not Applicable ① ③

DESIGN PRINCIPLES

Site Design

- Preserve scenic views, natural habitats and natural character
- Place building(s) and choose exterior materials to blend with surrounding landscape and to reduce visual impacts
- Maintain existing vegetation and tree cover

Density/Intensity

- Natural landscape with limited civic buildings to provide access and education to community

Green Space

- Natural landscape
- Maintain connections between natural features

Transportation

- Low bicycle and pedestrian connectivity with greenways, trails
- Limited vehicular access with informal roadways such as unpaved roads

Infrastructure

- Not applicable

Visual Character Description

Development Pattern



Transportation



Green Space



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Development Category: Rural

The Rural Category represents areas defined by agricultural uses, low-density residential uses, and limited low-intensity, non-residential uses where appropriate. The intent of this category is to preserve and enhance the rural character of unincorporated areas of Catoosa County.

The development pattern is defined by sparsely scattered buildings connected by a road network that is not dense. Buildings are usually a combination of residential homes and structures for agricultural activities. Spacing between buildings is usually wide and they are separated by large tracts of land. Some rural areas may have clusters of residential buildings that are closer to one another and the street to create rural 'hamlets' such as Keith and Woodstation.

Agricultural activities are an important and defining feature of this category. Pasture land, crop fields, and activities relating to harvesting the land are appropriate. Limited commercial activity can be found at cross roads. The non-residential uses should be limited to those that provide essential services to the rural community. Civic uses such as schools and post offices or commercial uses such as small grocery stores or feed stores are examples of appropriate non-residential uses. Additionally, these buildings should be located on smaller lots, oriented close to the street, and clustered together to minimize the development of the surrounding rural landscape.

Transportation is characterized by a road network that is not dense and generally follows contours and other natural features. Typical rural road cross sections consist of the roadway, shoulders, and ditch and swales with no curbs or sidewalks. Because the road network is spread out, distances between intersections is greater. The nature of the road network and low frequency of intersections limits mobility options to motorized vehicles and increases trip distance and time.

Public and utility services are limited in rural areas. Public safety services such as police, fire, and medical response are limited because of the greater distances to travel and limited road connections. Civic services such as schools, community centers and post offices should be located at important cross roads. Electricity is the main utility service for rural areas. Water and sewer service is limited and should be discouraged from expanding into rural areas. Instead, water and sewer should be handled on site with best management practices to limit negative environmental impacts.

Green space is an important part of the rural character. Farm land and natural features are the main types of green space in rural areas and are mostly located on private land. Public access to green space is typically at regional parks that emphasize the preservation of land in a natural state.

RURAL CHARACTER AREAS

- Rural-Open Space
- Rural-Neighborhood
- Rural-Center
- Rural-Corridor



Image Credit: PlaceMakers and Dede Christopher

Rural-Open Space

1

Intent: **ENHANCE** existing rural open space and **CREATE** new rural open space to improve the quality of life with an increased sense of place and community.

General Characteristics: Rural-Open Space (R-OS) is characterized by active and passive land uses that may serve the immediate Rural-Neighborhood, Rural-Center or the greater community. Active land uses support public-benefit activities such as playgrounds, picnic areas, sports fields and multi-use paths. Passive land uses can include natural areas, formal and informal landscaping, or open fields for informal recreation activities.

Civic buildings are the primary building types located within R-OS and can range from community centers to maintenance facilities for park maintenance. All civic buildings should be located on lots to minimize their impact on natural features such as streams, or steep slopes. Important civic buildings, such as a community center, should be located prominently on the site to improve access and establish the building as an important public place.

Connectivity is moderate for vehicles, pedestrians and cyclists. Vehicular access to R-OS should be managed and clustered in specific areas or along the street edge. Pedestrian and bicycle access should be encouraged with bike lanes, sidewalks and trails. Internal circulation should prioritize walking and biking over driving to promote bicycle and pedestrian safety and physical activity.

Development at the edge of R-OS should encourage access and frame the character area as an important public place. R-OS should have a well-defined edge and boundaries. Development should be separated from open space areas by either the roadway or natural features such as a stream, to limit private property from defining the edge.

Application: R-OS is generally located near Rural-Center areas or in close proximity to clusters of homes in Rural-Neighborhoods.

Primary Future Land Uses

- Undeveloped areas in their natural state
- Agricultural uses and accessory uses important to support the rural lifestyle such as barns or stables
- Cemeteries and burial grounds
- Residential uses such as low density single-family
- Civic benefit uses such as places of worship, municipal parks or preserves, passive recreation (including greenways and trails)

Compatible Zoning Classifications

- Not applicable 1

DESIGN PRINCIPLES

Site Design

- Deep building setbacks with green space or moderate building setbacks to locate building close to roadway
- Small building footprints in relation to lot size
- Access generally provided by private driveway

Density/Intensity

- Low density/intensity
- 0 to 1 dwelling units/5 acres
- Higher density/intensity as allowable by conservation subdivision ordinance

Green Space

- Natural landscape
- Maintain connections between natural features
- Maintain and preserve important agricultural land
- Informal landscaping









Transportation

- Low pedestrian connectivity with greenways and trails
- Low vehicular connectivity with generous distance between intersections
- Rural roadways with shoulder and ditch or swale is main road type

Infrastructure

- Limited municipal water and sewer
- Primary water supply through wells
- Primary sewer treatment utilizes septic or on-site treatment system
- Variable telecommunications
- Variable electricity

Visual Character Description

<i>Development Pattern</i>	
	
	
<i>Transportation</i>	
	
<i>Green Space</i>	
	

Rural-Neighborhood

1

Intent: PRESERVE and ENHANCE the rural character. Rural-Neighborhood (R-N) areas are intended to preserve the rural lifestyle with hamlet-style clustering of homes typically found in rural areas that are compatible with surrounding agricultural uses, that benefit from the scenic rural landscape and that accommodate limited residential growth.

General Characteristics: R-N is characterized by low-density residential development and agricultural activities. The general development pattern is either scattered with large distances between buildings or clustered in small hamlets. Clustering can be defined by buildings located in close proximity and along a rural road or by conservation subdivisions that group homes to preserve important natural features, open space and the rural character of the area. Buildings are either removed from the road with deep setbacks or are located close to the road with an informal orientation to the roadway.

With the exception of arterial roadways that cross the area, the majority of roads are narrow rural roads. Roadway cross sections are typically defined by the roadway, shoulders, ditch and swales, and informal landscaping or farm fences lining the edges. Vehicular connectivity is low with large block lengths and infrequent intersections.

Future development should continue to emphasize the preservation of natural features such as natural drainage ways that utilize natural features for stormwater management and farmland.

Application: R-N primarily represents private agricultural, large-lot residential, or undeveloped land. R-N areas have traditionally developed with historical clusters of rural homes or have experienced development pressure for higher density residential development that is inappropriate for the area. The character area is generally located outside of areas where municipal water and sewer exists. Extension of municipal water and sewer utilities into these areas should be discouraged since extension of such utilities would encourage suburban development patterns not intended for this character area.

Primary Future Land Uses

- Agricultural uses and accessory uses important to support the rural lifestyle such as barns or stables
- Residential uses such as low density single-family
- Cemeteries and burial grounds
- Civic benefit uses such as places of worship, municipal parks or preserves, passive recreation (including greenways and trails)

Compatible Zoning Classifications

- A-1, R-A, R-1 (only as a *Conservation Subdivision* – See DP-1.1.4), PCFD 1

DESIGN PRINCIPLES

Site Design

- Deep building setbacks with green space or moderate building setbacks to locate building close to roadway
- Small building footprints in relation to lot size
- Access generally provided by private driveway

Density/Intensity

- Low density/intensity
- 1 dwelling units/ 3 acres
- Higher density/intensity as allowable by conservation subdivision ordinance

Green Space

- Natural landscape
- Maintain connections between natural features
- Maintain and preserve important agricultural land
- Informal landscaping









Transportation

- Low pedestrian connectivity with greenways and trails
- Low vehicular connectivity with generous distance between intersections
- Rural roadways with shoulder and ditch or swale is main road type

Infrastructure

- Limited municipal water and sewer
- Primary water supply through wells
- Primary sewer treatment utilizes septic or on-site treatment system
- Variable telecommunications

Visual Character Description

<i>Development Pattern</i>	
	
	
<i>Transportation</i>	
	
<i>Green Space</i>	
	

Rural-Center

1

Intent: **ENHANCE** and **MAINTAIN** the rural character by providing commercial and civic services intended to serve adjacent residential or agricultural areas with limited goods and services that are necessary to support the rural lifestyle, and are concentrated at important roadway intersections.

General Characteristics: Rural-Center (R-CTR) is characterized by clustered commercial and residential development around the intersection of prominent rural roads. The general development pattern is compact with moderate to short distances between buildings. Buildings are located close to the street with parking either in front, beside or behind the building on private property. Within the immediate area of major intersections, there is a limited block pattern with moderate distances between intersections.

Roadway cross sections are typically defined by the roadway and shoulders or sidewalks separating the street from private property. Pedestrian facilities such as sidewalks and greenways are appropriate.

R-CTR areas are generally located outside of areas where public water and sewer exists or is proposed. However, depending on the land use and location to municipal services, municipal water and sewer service may be appropriate.

Future development should emphasize the compact, small scale development that supports the immediate surrounding rural area. It should include compatible architecture styles that maintain the regional rural character rather than “franchise” or “corporate” architecture.

Application: R-CTR areas have traditionally developed with rural, low-density residential and commercial clusters and at the intersections of prominent rural roads.

Primary Future Land Uses

- Residential uses such as low density single-family
- Commercial and office uses necessary to support rural lifestyle including small-scale retail or grocery stores, commercial nurseries, farm implement sales and supply stores, farmer’s markets, and feed and seed
- Cemeteries and burial grounds
- Civic benefit uses such as places of worship, schools, municipal services, community centers or municipal parks, passive recreation (including greenways and trails)

Compatible Zoning Classifications

- C-2 (with Rural Corridor Overlay District – See DP-1.1.2) 1

DESIGN PRINCIPLES

Site Design

- Vehicular access from prominent rural roads
- Moderate to shallow setbacks are generally 20 to 40 feet in depth
- Moderate building footprint in relation to lot size

Density/Intensity

- Moderate density/intensity
- 0 to 4 dwelling units/acre
- 1-3 story buildings clustered around or close proximity to major intersections

Green Space

- Informal landscaping with areas in natural state
- Formal landscaping with built areas









Transportation

- Low pedestrian connectivity with greenways and multi-use trails
- Low vehicular connectivity with important connections at intersections of prominent rural roads

Infrastructure

- Limited municipal water and sewer
- Primary water supply through wells
- Primary sewer treatment utilizes septic or on-site treatment system
- Where water and/or sewer is available, densities can be higher than possible without water/sewer
- Variable telecommunications

Visual Character Description

<i>Development Pattern</i>	
	
	
<i>Transportation</i>	
	
<i>Green Space</i>	
	

Rural-Corridor

1

Intent: **PRESERVE** and **ENHANCE** the rural character. Rural-Corridor (R-COR) areas are intended to preserve the rural lifestyle in rural areas that are compatible with surrounding agricultural uses that benefit from the scenic rural landscape, that accommodate limited residential growth, and that are located along the primary rural transportation thoroughways.

General Characteristics: R-COR is characterized by low density residential development and agricultural activities. The general development pattern is either scattered with large distances between buildings or clustered in small hamlets. Clustering can be defined by buildings located in close proximity and along a rural road or by conservation subdivisions that group homes to preserve important natural features, open space and the rural character of the area. Buildings are either removed from the road with deep setbacks or are located close to the road with an informal orientation to the roadway.

The R-COR roadway represents the primary transportation roadway in rural areas. The roadways that define rural corridors should preserve the rural character of the area and respect the scale and context of development in the area. Where rural corridors are divided highways, access should be limited and development should respect the character of rural areas. Roadway cross sections typically include the roadway, shoulders, ditch and swale with informal landscaping, tree lines, groves, or farm fences lining the edges. There is typically a low level of vehicular connectivity with large block lengths and infrequent intersections.

Future development should continue to emphasize the preservation of natural features such as natural drainage ways that utilize natural features for stormwater management and farmland.

Application: R-COR primarily represents private agricultural, large-lot residential, or undisturbed land. The character area is generally located outside of areas where public water and sewer exists or is proposed. Expansion of services into these areas should be discouraged.

Primary Future Land Uses

- Undeveloped areas in their natural state
- Agricultural uses and accessory uses important to support the rural lifestyle such as barns or stables
- Residential uses such as low density single-family
- Cemeteries and burial grounds
- Civic benefit uses such as places of worship, municipal parks or preserves, passive recreation (including greenways and trails)

Compatible Zoning Classifications

- A-1, R-A, PCFD (each with *Rural Corridor Overlay District* – See DP-1.1.2) 1

DESIGN PRINCIPLES

Site Design

- Deep building setbacks with green space or moderate building setbacks to locate building close to roadway
- Small building footprints in relation to lot size
- Access generally provided by private driveway

Density/Intensity

- Low density/intensity compatible with surrounding area, either R-OS, R-N, or R-CTR character areas
- 1-3 story buildings

Green Space

- Natural landscape
- Maintain connections between natural features
- Maintain and preserve important agricultural land
- Informal landscaping









Transportation

- Low pedestrian connectivity with greenways and trails
- Low vehicular connectivity with generous distance between intersections
- Rural roadways with shoulder and ditch or swale is main road type

Infrastructure

- Limited municipal water and sewer
- Primary water supply through wells
- Primary sewer treatment utilizes septic or on-site treatment system
- Variable telecommunications

Visual Character Description

Development Pattern	
	
	
Transportation	
	
Green Space	
	

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Development Category: Suburban

The Suburban Development Category represents a transition between natural and rural areas and urban environments. The intent of this category is to preserve natural features in the built environment, improve the access to jobs, shopping and public services, and to create new opportunities to enhance the quality of life.

The development pattern of conventional suburban areas is generally characterized by the separation of land uses into residential and non-residential areas. Residential areas typically have clusters of similar one- and two- story residential buildings, lots surrounded by landscaping on all sides, and a moderate to high degree of building separation. Non-residential areas are generally located along major roads or at major crossroads, with commercial uses clustered together designed largely to accommodate vehicular access. Public and civic buildings such as schools or government offices are usually located in isolation from other uses and along major roads.

Transportation design is centered on the automobile but pedestrian facilities are included. Road networks have a moderate degree of connectivity and frequency of intersections. Because trip distances are typically too long for walking, transportation mobility is largely dependent on motor vehicles. Streets are typically curvilinear with residential streets often ending in cul-de-sacs. A typical cross section of a street includes the roadway, curb and gutter, and in some cases sidewalks.

Green space in suburban areas is largely located on private properties and associated with the yard area surrounding buildings. Public green space is typically in the form of parks with recreation facilities such as ball parks or small neighborhood parks.

While this established model of suburban development is prominent, a desire for a more complete and integrated physical form of development is desired. New suburban development should integrate different land uses where appropriate and increase the connections between land uses. This type of approach should reduce the influence of design around motor-vehicles. Examples of this type of development pattern include connecting residential developments to other residential developments or commercial areas. Within commercial areas, buildings should be located closer to the street and separated from the roadway by landscaping and buildings rather than parking lots. Parking and additional commercial building should be located behind buildings that front the street. Civic buildings and uses such as schools and parks should be located where commercial and residential uses connect to create suburban centers with a cluster of services and activities for a community.

SUBURBAN CHARACTER AREAS

- Suburban-Open Space
- Suburban-Neighborhood
- Suburban-Center Community
- Suburban-Corridor Mixed Use
- Suburban-Corridor Residential



Image Credit: PlaceMakers and Dede Christopher

Suburban-Open Space

① ② ③

Intent: **ENHANCE** existing suburban open space and **CREATE** new suburban open space to improve the quality of life with an increased sense of place and community.

General Characteristics: Suburban-Open Space (S-OS) is characterized by active and passive land uses that may serve the immediate neighborhood or the greater community. Active land uses support public-benefit activities such as playgrounds, picnic areas, sports fields and multi-use paths. Passive land uses can include natural areas, formal and informal landscaping, or open fields for informal recreation activities.

Civic buildings are the primary building types located within S-OS and can range from community centers to maintenance facilities for park maintenance. All civic buildings should be located on lots to minimize their impact on natural features such as streams, or steep slopes. Important civic buildings, such as a community center, should be located prominently on the site to improve access and establish the building as an important public place.

Connectivity is moderate for vehicles, pedestrians and cyclists. Vehicular access to S-OS should be managed and clustered in specific areas or along the street edge. Pedestrian and bicycle access should be encouraged with bike lanes, sidewalks and trails. Internal circulation should prioritize walking and biking over driving to promote bicycle and pedestrian safety and physical activity.

Development at the edge of S-OS should encourage access and frame the character area as an important public place. S-OS should have a well-defined edge and boundaries. Development should be separated from open space areas by either the roadway or natural features such as a stream, to limit private property from defining the edge.

Application: S-OS is generally located within neighborhoods or in close proximity to centers and corridors.

Primary Future Land Uses

- Undeveloped areas in their natural state
- Civic benefit uses such as community centers, parks, recreational complexes and passive recreation areas (greenways and trails).

Compatible Zoning Classifications

- OS ②
- Not applicable ① ③

DESIGN PRINCIPLES

Site Design

- Low to moderate lot coverage with a small to medium building footprint in relation to lot size
- Sites should have a well-defined edge and use development at edge of character area to frame area as important public place
- Emphasis on master planning to synchronize multiple active and passive uses

Density/Intensity

- Not applicable to this character area

Green Space

- Formal landscaping for entrances and highly visible areas
- Informal landscaping for passive use areas and natural areas
- Landscaping should blend open space with surrounding development

Transportation

- Moderate bicycle and pedestrian connectivity with sidewalks, bikeways and trails
- Moderate vehicular connectivity to surrounding neighborhoods and development
- Vehicular access is coordinated and typically from a prominent road
- Entrances designed and located to encourage bicycle and pedestrian access

Infrastructure

- Municipal water and sewer service as needed for uses

Visual Character Description

Development Pattern



Transportation



Green Space



Suburban-Neighborhood

① ② ③

Intent: **ENHANCE** existing suburban neighborhoods and **CREATE** new suburban neighborhoods to improve the quality of life with an increased sense of place and community.

Description: Suburban-Neighborhood (S-N) is characterized by residential development and neighborhoods. The general development pattern is defined by single use activity on individual lots. Street networks are defined by curvilinear streets and moderate distances between intersections. Buildings have moderate setbacks and use the building structure or landscaping to frame the street.

Roadway cross sections are typically defined by the roadway, curb and gutter, sidewalks, and formal landscaping at the edge of the public right-of-way and private property.

Green space is largely incorporated on individual lots, but siting neighborhood and community parks in neighborhoods is recommended to enhance the quality of life.

Connectivity is moderate for vehicles, pedestrians, and bicycle users. Future development should emphasize connectivity and housing diversity. It should also focus on creating a pedestrian-friendly environment by adding sidewalks and creating other pedestrian-friendly multi-use trail/bike routes. This complete transportation system should link residential areas to neighboring communities and major destinations such as libraries, neighborhood centers, health facilities, commercial clusters, parks, schools, etc.

Application: S-N is generally located in areas that are zoned residential, where the primary land use is residential, or that are envisioned to remain residential. Additionally, S-N is defined as an area where municipal water and sewer is provided or proposed.

Primary Future Land Uses

- Residential uses such as single family detached and attached
- Civic benefit uses such as places of worship, schools, municipal services, community centers or municipal parks, passive recreation (including greenways and trails)

Compatible Zoning Classifications

- R-1, R-3, R-4, PUD, *Conservation Subdivision* (See DP-1.1.4) ①
- R-1, R-2, R-3, RA ②
- R-1, A-1 ③

DESIGN PRINCIPLES

Site Design

- Vehicular access from private driveways
- Moderate to shallow setbacks are generally 40 to 20 feet in depth
- Low to moderate lot coverage with medium building footprint in relation to lot size

Density/Intensity

- Low - moderate density/intensity
- 1 to 4 du/acre

Green Space

- Informal landscaping with passive use areas
- Formal landscaping with built areas
- Neighborhood Parks
- Community Parks

Transportation

- Low to moderate pedestrian connectivity with sidewalks, greenways, and pedestrian paths
- Moderate vehicular connectivity with curvilinear streets and generous to moderate distance between intersections

Infrastructure

- Municipal water and sewer service
- Telecommunications available

Visual Character Description

Development Pattern



Transportation



Green Space



Suburban-Center Neighborhood

① ② ③

Intent: **ENHANCE** existing suburban centers and **CREATE** new suburban centers to improve the quality of life, enhance the sense of place and community, and increase local shopping and services options. For both new development and redevelopment, the intent is to provide small-scale commercial and retail services that serve the immediate surrounding neighborhoods.

General Characteristics: Suburban-Center Neighborhood (S-CTR N) is characterized by commercial development at the intersection of transportation corridors. The general development pattern is centered at, or in close proximity to, the intersection with single use commercial and retail development. Street networks are defined by linear streets with moderate distances between intersections.

Buildings have shallow to moderate setbacks and use the building structure or landscaping to frame the street. Roadway cross sections are typically defined by the roadway, curb and gutter, sidewalks, and formal landscaping at the edge of the public right-of-way and private property. Access to properties should be managed with limited curb cuts and the use of side streets and interparcel connectivity where appropriate. Connectivity between uses is moderate for vehicles and high for bikes and pedestrians.

Uniform sign standards should apply with appropriate sign types, height and placement. Landscaping standards should also apply, including in and along parking lots to provide shade, reduce impervious surfaces, shield parking areas, and improve the appearance of individual sites and the entire activity center.

Future development should emphasize connectivity, site design standards, and be organized in a compact form at important intersections.

Application: S-CTR N is generally at the intersection of transportation corridors.

Primary Future Land Uses

- Retail and commercial uses
- Civic uses such as places of worship, schools, municipal services, community centers or municipal parks

Compatible Zoning Classifications

- C-2, C-3, CR, PUD, *Mixed Use Overlay District (See DP-3.1.1)* ①
- R-5, *PM Mixed Use Overlay District (See DP-3.1.1)* ②
- R-3, C-1 *Mixed Use Overlay District (See DP-3.1.1)* ③

DESIGN PRINCIPLES

Site Design

- Vehicular access provided by side streets or private driveways
- Shallow setbacks are generally 20 feet or less in depth
- Moderate lot coverage with medium building footprint in relation to lot size

Density/Intensity

- Moderate density/intensity
- 1-2 story buildings

Green Space

- Formal landscaping with built areas
- Moderately dense street trees, bushes, and planting strips

Transportation

- High pedestrian connectivity between uses with sidewalks and bikeways
- Moderate vehicular connectivity with linear streets Infrastructure
- Municipal water and sewer service
- Telecommunications available

Visual Character Description

Development Pattern



Transportation



Green Space



Suburban-Center Community

① ② ③

Intent: **ENHANCE** existing suburban centers and **CREATE** new suburban centers to improve the quality of life, enhance the sense of place and community, and increase local shopping and services options.

General Characteristics: Suburban-Center Community (S-CTR C) is characterized by commercial development at the intersection of major transportation corridors. The general development pattern is centered at, or in close proximity to, the intersection with single use commercial and office and development. Street networks are defined by linear streets with moderate distances between intersections.

Buildings have shallow to moderate setbacks and use the building structure or landscaping to frame the street. Roadway cross sections are typically defined by the roadway, curb and gutter, sidewalks, and formal landscaping at the edge of the public right-of-way and private property. Access to properties should be managed with limited curb cuts, frontage roads, side streets and interparcel connectivity. Connectivity between uses is moderate for vehicles and high for bikes and pedestrians.

Uniform sign standards should apply with appropriate sign types, height and placement. Landscaping standards should also apply, including in and along parking lots to provide shade, reduce impervious surfaces, shield parking areas, and improve the appearance of individual sites and the entire corridor.

Future development should emphasize connectivity, site design standards, and be organized in a compact form at important intersections.

Application: S-CTR C is generally at the intersection of major transportation corridors.

Primary Future Land Uses

- Office and commercial uses
- Civic uses such as places of worship, schools, municipal services, community centers or municipal parks

Compatible Zoning Classifications

- C-3, CR, PUD, *Mixed Use Overlay District* (See DP-3.1.1) ①
- R-5, PM, *Mixed Use Overlay District* (See DP-3.1.1) ②
- R-3, C-2, *Mixed Use Overlay District* (See DP-3.1.1) ③

DESIGN PRINCIPLES

Site Design

- Vehicular access provided by side streets or frontage roads
- Shallow to moderate setbacks are generally 40 to 20 feet in depth
- Moderate lot coverage with medium building footprint in relation to lot size

Density/Intensity

- Moderate density/intensity
- 1-5 story buildings

Green Space

- Formal landscaping with built areas
- Moderately dense street trees, bushes, and planting strips

Transportation

- High pedestrian connectivity between uses with sidewalks and bikeways
- Moderate vehicular connectivity with linear streets Infrastructure
- Municipal water and sewer service
- Telecommunications available

Visual Character Description

Development Pattern



Transportation



Green Space



Suburban-Corridor Mixed Use

① ② ③

Intent: **ENHANCE** existing suburban corridors and **CREATE** suburban corridors to improve the quality of life with an increased sense of place, establish a well-functioning corridor that facilitates traffic flow, provide for a variety of land uses that serve local needs, facilitate an appropriate transition from intensive corridor uses to adjacent neighborhoods, encourage concentration of higher intensity uses into mixed-use nodes and discourage linear strip commercial development.

General Characteristics: Suburban-Corridor Mixed Use (S-COR MU) is characterized by residential and commercial development along major transportation corridors. The general development pattern is linear along the corridors with commercial, office and higher-intensity residential uses. Street networks are defined by linear streets with moderate distances between intersections.

Buildings have moderate to deep setbacks and use the building structure or landscaping to frame the street. Roadway cross sections are typically defined by the roadway, curb and gutter, sidewalks, and formal landscaping at the edge of the public right-of-way and private property. Access to properties should be managed with limited curb cuts, frontage roads, side streets and interparcel connectivity to improve traffic flow and auto/pedestrian access between uses. Connectivity is moderate for vehicles and high for pedestrians/bicycle users.

Uniform sign standards should apply with appropriate sign types, height and placement. Landscaping standards should apply along the corridor, including in and along parking lots to provide shade, reduce impervious surfaces, shield parking areas, and improve the appearance of individual sites and the entire corridor.

Future development should emphasize connectivity, housing diversity, site design standards, and should provide opportunities for a moderate intensity mix of uses along major transportation corridors.

Application: S-COR MU is generally located along major transportation corridors and generally includes those properties with direct frontage or access to the major roadway.

Primary Future Land Uses

- Residential uses such as multi-family
- Office and commercial uses
- Civic uses such as places of worship, schools, municipal services, community centers or municipal parks, passive recreation (including greenways and trails)

Compatible Zoning Classifications

- C-1, C-3, CR, PUD, *Corridor Overlay District (See DP-4.1.1)* ①
- R-5, PM, *Corridor Overlay District (See DP-4.1.1)* ②
- R-3, C-2, *Corridor Overlay District (See DP-4.1.1)* ③

DESIGN PRINCIPLES

Site Design

- Vehicular access provided by side streets or frontage roads
- Deep to moderate setbacks are generally 40 to 20 feet
- Moderate lot coverage with medium building footprint in relation to lot size

Density/Intensity

- Moderate – high density/intensity
- 1-3 story buildings

Green Space

- Formal landscaping
- Moderately dense street trees, bushes, and planting strips

Transportation

- High bicycle and pedestrian connectivity with sidewalks and bikeways
- Moderate vehicular connectivity with linear streets and generous to moderate distance between intersections

Infrastructure

- Municipal water/sewer service
- Telecommunications available

Visual Character Description

Development Pattern



Transportation



Green Space



Suburban-Corridor Residential

① ② ③

Intent: **ENHANCE** existing suburban corridors and **CREATE** suburban corridors to improve the quality of life with an increased sense of place, establish a well-functioning corridor that facilitates traffic flow, encourage concentration of higher intensity residential development to front the major street, and facilitate an appropriate transition from more intense residential uses to adjacent neighborhoods.

General Characteristics: Suburban-Corridor Residential (S-COR R) is characterized by medium density residential development along major transportation corridors. The general development pattern is linear along the corridors with higher intensity residential uses acting as transitions to less intense adjacent suburban neighborhood areas. Street networks are defined by curvilinear and linear streets with moderate distances between intersections.

Buildings have moderate to deep setbacks and use the building structure or landscaping to frame the street. Roadway cross sections are typically defined by the roadway, curb and gutter, sidewalks, and formal landscaping at the edge of the public right-of-way and private property. Access to properties should be managed with limited curb cuts, frontage roads, and side streets. Connectivity is moderate for vehicles and high for pedestrians and bicycle users.

Uniform sign standards should apply with appropriate sign types including building mounted, projecting, awning, and monument. Landscaping standards should apply along the corridor, including in and along parking lots to provide shade, reduce impervious surfaces, shield parking areas, and improve the appearance of individual sites and the entire corridor.

Future development should emphasize connectivity and housing diversity and should provide opportunities for development of higher intensity residential uses along major transportation arteries.

Application: S-COR R is generally located along major transportation corridors and generally includes those properties with direct frontage or access to the major roadway.

Primary Future Land Uses

- Residential uses such as single-family, townhomes and multi-family
- Civic benefit uses such as places of worship, schools, municipal services, community centers or municipal parks, passive recreation (including greenways and trails)

Compatible Zoning Classifications

- R-2, PUD, Corridor Overlay District (See DP-4.1.1) ①
- R-5, Corridor Overlay District (See DP-4.1.1) ②
- R-3, Corridor Overlay District (See DP-4.1.1) ③

DESIGN PRINCIPLES

Site Design

- Vehicular access provided by side streets or frontage roads
- Deep to moderate setbacks are generally 40 to 20 feet
- Moderate lot coverage with medium building footprint in relation to lot size

Density/Intensity

- Moderate density/intensity
- 1-3 story buildings

Green Space

- Formal landscaping
- Moderately dense street trees, bushes, and planting strips









Transportation

- High pedestrian connectivity with sidewalks and bikeways
- Moderate vehicular connectivity with curvilinear and linear streets and generous to moderate distance between intersections

Infrastructure

- Municipal water/sewer service
- Telecommunications available

Visual Character Description

Development Pattern	
	
	
Transportation	
	
Green Space	
	

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Development Category: Urban

The Urban Development Category is defined by the highest intensity of development. The intent of this category is to enhance and create quality, walkable communities with residential and non-residential uses in close proximity to one another. Additionally, this category intends to preserve historic buildings and street patterns associated with traditional town centers.

The development pattern of urban areas is defined by high intensity of street connections, buildings, and land uses. Commercial areas are defined by buildings that consume most of the lot and have little to no setbacks from the street. The building uses are typically a mixture of retail, office, and residential uses. The scale of buildings varies but is intended to frame the street with two or more stories. Residential neighborhoods are defined by smaller lots, smaller yard setbacks, and buildings located closer to the street than suburban residential development.

The transportation network of urban areas is an intense network of linear and curvilinear streets, smaller, walkable blocks, and frequent intersections. Mobility options are greater in urban areas with walkable distances between land uses and an emphasis on integrating motor vehicle traffic, cyclists, pedestrians and public transit. A typical cross section of an urban street includes the roadway, curb and gutter, street trees or other street furniture, and a sidewalk. On-street parking is also a prominent part of urban areas. It provides activity along the street and a buffer between moving traffic and the pedestrian walkways.

Green space in urban areas is made up of street trees or other plantings that line sidewalks, small urban parks, and small yards in urban neighborhoods.

Urban areas also provide the highest degree of public and utility services. Water, sewer, electricity, and other utilities are all provided. Additionally, the full range of public safety services are available and can provide the quickest response times in urban areas. Civic services such as government buildings are also typically located in urban areas.

URBAN CHARACTER AREAS

- Urban-Open Space
- Urban-Neighborhood
- Urban-Center Neighborhood
- Urban-Center Community
- Urban-Corridor Mixed Use
- Urban-Corridor Residential



Image Credit: PlaceMakers and Dede Christopher

Urban-Open Space

① ② ③

Intent: **ENHANCE** existing urban open space and **CREATE** new urban open space to improve the quality of life with an increased sense of place and community.

General Characteristics: Urban-Open Space is characterized by active and passive land uses designed to support surrounding development. Active uses support public benefit activities such as town squares, playgrounds, picnic areas and recreational facilities. Passive uses can include urban gardens, plazas, courtyards or small pocket parks.

Where civic buildings are located in or adjacent to U-OS, there should be prominently located to serve as focal points. Civic buildings should have a high degree of visibility and pedestrian access, with buildings oriented to the street.

Connectivity is high for vehicles, pedestrians and cyclists. Vehicular access is high due to highly connected street network with streets typically framing the open space. Bicycle and pedestrian connectivity is along high with bike lanes, sidewalks and multi-use trails linking the surrounding neighborhoods to the open space. Where parking is provided, it should be located along the street or beside or behind buildings.

The edges of U-OS are highly permeable and designed to encourage walking and bicycle access. U-OS should have a well-defined edge and typically be separated from surrounding development by a street. Private property should be discouraged from defining the edge of U-OS.

Application: U-OS is generally located within neighborhoods or in close proximity to centers and corridors.

Primary Future Land Uses

- Civic uses such as community centers, parks, town squares, plazas and passive recreation areas (greenways and trails).

Compatible Zoning Classifications

- OS ②
- Not applicable ① ③

DESIGN PRINCIPLES

Site Design

- Variable lot coverage for civic buildings
- Sites should have a well-defined edge and use development at edge of character area to frame area as important public place
- Entrances and edges are designed to encourage bicycle and pedestrian access
- Vehicular access is coordinated and typically from a prominent street
- Emphasis on master planning to synchronize multiple active and passive uses and to integrate open space with surrounding development

Density/Intensity

- Not applicable to this character area

Green Space

- Formal landscaping for entrances and highly visible areas
- Informal landscaping for passive use areas and natural areas
- Landscaping should blend open space with surrounding development

Transportation

- High bicycle and pedestrian connectivity with sidewalks, bikeways and trails
- High vehicular connectivity to surrounding neighborhoods and development
- Vehicular access is coordinated and typically from a prominent road
- Entrances designed and located to encourage bicycle and pedestrian access

Infrastructure

- Municipal water and sewer service as needed for uses

Visual Character Description

Development Pattern



Transportation



Green Space



Urban-Neighborhood

① ② ③

Intent: **ENHANCE** and **MAINTAIN** existing urban neighborhoods by accommodating in-fill development that respects the scale, setback, and style of existing adjacent homes and protects and stabilizes existing dwellings, many of which have historic value. **CREATE** new urban neighborhoods to improve the quality of life with an increased sense of place and community.

General Characteristics: Urban Neighborhood (U-N) is characterized by compact, walkable development in close proximity to a *Community* or *Neighborhood* center. The general development pattern is defined by residential and civic uses such as schools. Neighborhood-oriented commercial uses may be permitted when part of a mixed use development. Buildings have moderate to shallow setbacks and use the building structure or landscaping to frame the street.

Street networks are defined by linear streets with moderate to short distances between intersections. Roadway cross sections are typically defined by the roadway, curb and gutter, sidewalks, and formal landscaping at the edge of the public right-of-way and private property. On-street parking should be encouraged. Connectivity is high for vehicles, pedestrians, and bicycle users.

Green space on individual lots is reduced since lots are smaller. Green space along streets, including street trees, bushes and planting strips, is more prominent than in suburban neighborhoods. These streetscape elements frame the street, provide shade and contribute to the neighborhood's urban character. Neighborhood and community parks provide large green space and recreation areas.

Future development should emphasize connectivity and housing diversity by accommodating a mix of housing types and sizes with development and redevelopment, including small-lot single family, townhomes, and live/work units. Higher intensity residential uses should be located at key intersections and along higher traffic streets to create a transition to less intense residential uses. Access to nearby corridors and centers should be supported with pedestrian and bicycle infrastructure.

Application: U-N areas are generally areas currently undeveloped or developed in a rural or suburban development pattern but where the desired future development pattern is for a more urban, walkable and connected development pattern.

Primary Future Land Uses

- Residential uses such as single family attached and detached homes, townhomes, live/work units and multifamily
- Civic uses such as places of worship, schools, municipal services, community centers, parks, or passive recreation (including greenways and trails)
- Mixed use development

Compatible Zoning Classifications

- R-3, R-4, PUD (with *Infill Development Guide and Regulations* – See DP-2.4.2) ①
- R-1, R-2, R-3 (with *Infill Development Guide and Regulations* – See DP-2.4.2) ②
- R-2 (with *Infill Development Guide and Regulations* – See DP-2.4.2) ③

DESIGN PRINCIPLES

Site Design

- Vehicular access provided by alleys and private driveways
- Shallow building setbacks are generally 20 feet or less in depth
- Moderate to high lot coverage with medium to large building footprint in relation to lot size

Density/Intensity

- Moderate to high density/intensity
- 1-3 story buildings

Green Space

- Formal landscaping with built areas
- Moderately dense street trees, bushes, and planting strips
- Neighborhood parks









Transportation

- High pedestrian connectivity with sidewalks and bikeways
- High vehicular connectivity with linear and curvilinear streets and moderate to short distance between intersections

Infrastructure

- Municipal water and sewer service
- Telecommunications available

Visual Character Description

<i>Development Pattern</i>	
	
	
<i>Transportation</i>	
	
<i>Green Space</i>	
	

Urban-Center Neighborhood

① ② ③

Intent: **ENHANCE** existing urban centers and **CREATE** new urban centers to improve the quality of life with an increased sense of place and community. Where development already exists, the intent is to revitalize and redevelop existing underutilized auto-oriented centers. Where a new urban center is created, the intent is to provide small-scale commercial and retail services that serve the immediate surrounding neighborhoods. For both new development and redevelopment, the intent is to create mixed use, pedestrian-oriented activity centers that are well integrated with surrounding neighborhoods.

General Characteristics: The general development pattern of Urban-Center Neighborhood (U-CTR N) areas is defined by compact, one-to-three story mixed use development that typically include small-scale commercial uses such as a bank, produce market, drug store, cleaners or similar uses along with multi-family residential arranged in a pedestrian-friendly village setting. Buildings have shallow setbacks and use the building structure to frame the street. Green space is characterized by street trees, planters, planting strips, and formal public parks.

Street networks are defined by linkages to adjacent corridors. Roadway cross sections are typically defined by the roadway, curb and gutter, and sidewalks with a well defined pedestrian environment. Parking is limited to on-street and behind or beside buildings. Connectivity is high for vehicles, bikes and pedestrians.

Future development should emphasize connectivity and uses that generate a high level of activity, but respect the predominant scale of the surrounding area. Site design should use building placement, lighting, landscaping and sidewalks to integrate the development with the surrounding neighborhoods and reinforce pedestrian access.

Application: U-CTR N is generally located at the intersection of important transportation corridors and at the edge of neighborhoods.

Primary Future Land Uses

- Mixed use development (residential, office, and commercial uses)
- Office and commercial uses
- Residential uses such as multi-family
- Civic uses such as places of worship, schools, municipal services, community centers or municipal parks, passive recreation (including greenways and trails)

Compatible Zoning Classifications

- C-2, C-3, C-R, PUD, R-TZ, *Mixed Use Overlay District (See DP-3.1.1)* ①
- R-5, *Mixed Use Overlay District (See DP-3.1.1)* ②
- R-3, C-1, R-TZ, *Mixed Use Overlay District (See DP-3.1.1)* ③

DESIGN PRINCIPLES

Site Design

- Vehicular access provided by side streets, alleys and private driveways
- Shallow building setbacks are generally 20 feet or less in depth
- Moderate to high lot coverage with medium to large building footprint in relation to lot size

Density/Intensity

- Moderate to High density/intensity with no greater than 50,000 sq. ft. in one center and no store greater than 20,000 sq. ft.
- 1-3 story buildings

Green Space

- Formal landscaping with built areas
- Moderately dense street trees, bushes, and planting strips
- Neighborhood Parks









Transportation

- High pedestrian connectivity with sidewalks and bikeways
- High vehicular connectivity with curvilinear and linear streets and moderate to short distance between intersections

Infrastructure

- Municipal water and sewer service
- Telecommunications available

Visual Character Description

Development Pattern	
	
	
Transportation	
	
Green Space	
	

Urban-Center Community

① ② ③

Intent: **ENHANCE** existing city centers and **CREATE** new city centers to improve the quality of life with an increased sense of place and community. The intent is to encourage a true live, work, play environment that includes a mixture of civic, commercial and residential uses to create vitality and reinforce the area's role as an important activity and civic center.

General Characteristics: Urban-Center Community (U-CTR C) is characterized by compact, walkable development typical of town centers. The general development pattern is defined by compact, mixed use development. Buildings have shallow setbacks and use the building structure to frame the street.

Street networks are defined by linear streets with short distances between intersections. Roadway cross sections are typically defined by the roadway, curb and gutter, and sidewalks with a well defined pedestrian environment. Parking is limited to on-street and behind or beside buildings. Connectivity is high for vehicles, pedestrians, and bicycle users.

Green space on individual lots is reduced since lot coverage is high. Green space along streets, including street trees, bushes and planting strips, is prominent. Streetscape elements frame the street, provide shade and contribute to the center's urban character. Parks, squares and plazas provide green space and create public gathering places for recreation and socializing.

Future development should emphasize connectivity and uses that generate a high level of activity. It should reinforce pedestrian-oriented development patterns with appropriate site design and transportation infrastructure. For existing development, maintenance and rehabilitation of historic buildings should be encouraged. For new and existing development, uses should support a variety of housing options, retail and commercial services and employment opportunities that meet the needs of residents and visitors from the Chattanooga region.

Application: U-CTR C areas are shown on the Future Development Map at important intersections.

Primary Land Uses

- Mixed use development (residential, office, and commercial uses)
- Office and commercial uses
- Entertainment and cultural uses
- Residential uses such as multi-family
- Civic uses such as places of worship, schools, municipal buildings, community centers or parks

Compatible Zoning Classifications

- C-2, C-3, C-R, R-TZ, PUD, *Mixed Use Overlay District (See DP-3.1.1)* ①
- R-5, PM, *Mixed Use Overlay District (See DP-3.1.1)* ②
- R-3, C-2, R-TZ, *Mixed Use Overlay District (See DP-3.1.1)* ③

DESIGN PRINCIPLES

Site Design

- Vehicular access provided prominent streets, side streets, and alleys
- Shallow building setbacks are generally 20 feet or less in depth
- High lot coverage with large building footprint in relation to lot size

Density/Intensity

- High density/intensity
- 1-5 story buildings

Green Space

- Formal landscaping with built areas
- Moderately dense street trees, bushes, and planting strips
- Neighborhood and community parks

Transportation

- High pedestrian connectivity with sidewalks and bikeways
- High vehicular connectivity with curvilinear and linear streets and moderate to short distance between intersections

Infrastructure

- Municipal water and sewer service
- Telecommunications available

Visual Character Description

Development Pattern



Transportation



Green Space



Urban-Corridor Mixed Use

① ② ③

Intent: **ENHANCE** existing urban corridors to encourage revitalization and redevelopment that improves the quality of life, increases the sense of place and community, creates a well-functioning corridor that facilitates traffic flow, and supports a variety of land uses. **MAINTAIN** the residential character in specific areas while allowing for a mixture of office, retail and residential uses.

General Characteristics: Urban-Corridor Mixed Use (U-COR MU) areas are characterized by compact, walkable development typical along major urban corridors. The general development pattern is linear along the corridor and is defined by compact, pedestrian-scaled mixed use development. Buildings have shallow setbacks and use the building structure to frame the street. Additionally, the development along the corridor should serve as a buffer between the major roadway and surrounding neighborhoods by providing a transition from higher intensity development to lower intensity development.

Street networks are defined by linear streets with moderate to short distances between intersections. Roadway cross sections are typically defined by the roadway, curb and gutter, sidewalks with a well defined pedestrian environment. Parking is limited to behind or beside buildings. Connectivity is high for vehicles, pedestrians, and bicycle users.

Green space on individual lots is reduced since lots are smaller. Green space along streets, including street trees, bushes and planting strips, is more prominent than suburban areas. The streetscape elements frame the street, provide shade and contribute to the corridor's urban character. Neighborhood and community parks provide green space and recreation areas.

Future development should emphasize connectivity and should provide opportunities for a high intensity mix of uses along major transportation corridors. Uses should support a variety of housing options, retail and commercial services and employment opportunities.

Application: U-COR MU is generally located along major corridors where a mix of uses has developed over time. Additionally, they have direct frontage or access to the major roadway.

Primary Future Land Uses

- Residential uses such as single-family attached and multi-family
- Office and commercial uses
- Mixed use development (residential, office, and commercial uses)
- Civic uses such as places of worship, schools, municipal services, community centers or municipal parks, including greenways and trails

Compatible Zoning Classifications

- C-3, C-R, R-TZ, PUD (with Corridor Overlay District – See DP-4.1.1) ①
- R-5, PM (with Corridor Overlay District – See DP-4.1.1) ②
- R-3, C-2, R-TZ (with Corridor Overlay District – See DP-4.1.1) ③

DESIGN PRINCIPLES

Site Design

- Vehicular access provided by alleys and private driveways
- Shallow building setbacks are generally 20 feet or less in depth
- Moderate to high lot coverage with medium to large building footprint in relation to lot size

Density/Intensity

- High density/intensity
- 1-3 story buildings

Green Space

- Formal landscaping with built areas
- Moderately dense street trees, bushes, and planting strips
- Neighborhood parks

Transportation

- High pedestrian connectivity with sidewalks and bikeways
- High vehicular connectivity with linear streets and moderate to short distance between intersections

Infrastructure

- Municipal water and sewer service
- Telecommunications available

Visual Character Description

Development Pattern



Transportation



Green Space



Urban-Corridor Residential

① ② ③

Intent: **ENHANCE** existing urban corridors where to encourage revitalization and redevelopment that improves the quality of life, increases the sense of place and community, creates a well-functioning corridor that facilitates traffic flow, and supports a variety of residential land uses. **MAINTAIN** the residential character in specific areas while allowing for a mixture of office, retail and residential uses.

General Characteristics: Urban-Corridor Residential (U-COR R) areas are characterized by compact, walkable development typical along major urban corridors. The general development pattern is linear along the corridor and is defined by compact, pedestrian-scaled residential development. Buildings have shallow setbacks and use the building structure to frame the street. Additionally, the development along the corridor should serve as a buffer between the major roadway and surrounding neighborhoods by providing a transition from higher intensity to lower intensity development.

Street networks are defined by linear streets with moderate to short distances between intersections. Roadway cross sections are typically defined by the roadway, curb and gutter, sidewalks with a well defined pedestrian environment. Parking is limited to behind or beside buildings. Connectivity is high for vehicles, pedestrians, and bicycle users.

Green space on individual lots is reduced since lots are smaller. Green space along streets, including street trees, bushes and planting strips, is more prominent than suburban areas. The streetscape elements frame the street, provide shade and contribute to the corridor's urban character. Neighborhood and community parks provide green space and recreation areas.

Future development should emphasize connectivity and should provide a variety of high intensity housing options along major transportation corridors.

Application: U-COR R is generally located along major transportation corridors with higher density residential development or where higher density residential development is desired. Additionally, the U-COR character areas are generally those prosperities with direct frontage or access to the major roadway.

Primary Future Land Uses

- Residential uses such as single-family attached, townhomes and multi-family
- Civic uses such as places of worship, schools, municipal services, community centers or municipal parks, including greenways and trails

Compatible Zoning Classifications

- R-2, PUD, R-TZ (with Corridor Overlay District – See DP-4.1.1) ①
- R-5 (with Corridor Overlay District – See DP-4.1.1) ②
- R-3, R-TZ (with Corridor Overlay District – See DP-4.1.1) ③

DESIGN PRINCIPLES

Site Design

- Vehicular access provided by side streets, alleys and private driveways
- Shallow building setbacks are generally 20 feet or less in depth
- Moderate to high lot coverage with medium to large building footprint in relation to lot size

Density/Intensity

- High density/intensity
- 1-3 story buildings

Green Space

- Formal landscaping with built areas
- Moderately dense street trees, bushes, and planting strips
- Neighborhood parks

Transportation

- High pedestrian and bicycle connectivity with sidewalks and bikeways
- High vehicular connectivity with linear streets and moderate to short distance between intersections

Infrastructure

- Municipal water and sewer service
- Telecommunications available

Visual Character Description

Development Pattern



Transportation



Green Space



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Development Category: District

The District Development Category accommodates activities and uses that are not addressed by the traditional community elements of open space, neighborhoods, centers, and corridors. The intent of this category is to create and enhance areas with land uses and development patterns that require special design consideration.

The development patterns of districts vary considerably depending on the land use requirements. For industrial and high impact districts, the development pattern is typically defined by large buffers and the separation of uses to help limit the impacts of activity on adjacent areas.

For districts intended to interact with surrounding areas, such as major institutional or office concentrations, the development pattern is typically defined by single-use development such as a business park or corporate campus. Efforts should be made to connect the district with the surrounding development. Transportation connections, such as sidewalks, streets, and trails, should emphasize the connecting points and edges of this type of district. Likewise, measures should be taken to limit buffers and other design elements that would emphasize separation between the district and the surrounding areas.

Transportation in and around districts can vary greatly. For high impact land uses such as industrial uses, the transportation system should be designed to accommodate large, heavy vehicles. Access to loading or heavy service areas should be accommodated on site and away from major road access points. For major institutional and office concentrations, the transportation system should be designed to accommodate all forms of transportation including cars, bicycles, and pedestrians.

Green space is variable in districts. In high impact districts, most green space is associated with landscape buffers or large open areas such as natural areas. In major institutional and office concentrations, green space can include landscape buffers, large open spaces as well as formal civic spaces in suburban and urban areas.

Utility services are an important component of district areas. It is important that water, sewer, and electrical services be provided. Particularly with high impact uses, it is important to have wastewater and sewage service to manage the residual waste generated by these activities and to limit their impact on the natural environment.

DISTRICT CHARACTER AREAS

- District-Downtown
- Downtown-Medical Arts
- District-Interstate Gateway
- District-Industrial
- District-Quarry
- District-Campus
- District-Landfill

District-Downtown

2 3

Intent: **ENHANCE** and **MAINTAIN** existing downtown in Ringgold and **CREATE** a downtown in Fort Oglethorpe to improve the quality of life and to increase the sense of place and community. It is intended to encourage a true live, work, play environment that includes a mixture of the government facilities, new commercial and residential, historic buildings and long-term services that can create vitality and reinforce the area's role as an activity and civic center.

General Characteristics: District-Downtown (D-D) is characterized by compact, walkable development typical of town centers. The general development pattern is defined by compact, mixed use development. Buildings have shallow setbacks and use the building structure to frame the street. Green space is characterized by street trees, planters, planting strips, and formal public parks and squares.

Street networks are defined by linear streets with short distances between intersections. Roadway cross sections are typically defined by the roadway, curb and gutter, and sidewalks with a well defined pedestrian environment. Parking is limited to on-street and behind or beside buildings. Connectivity is high for vehicles, pedestrians, and bicycle users.

Future development should emphasize connectivity and uses that generate a high level of activity. It should reinforce traditional pedestrian-scaled development patterns, including building placement, lighting, site features, sidewalk use and amenities, traffic patterns, etc. It should retain and enhance existing building stock with appropriate maintenance and rehabilitation, and encourage mixed use development in buildings with underutilized upper floors and infill opportunities (e.g. residential above ground floor retail).

Application: D-D areas are centrally located within the cities. And generally encompass the area within a quarter mile radius of the intersection of primary focal point of the downtown.

Primary Land Uses

- Mixed use (MU) development with appropriate mixtures of residential, office, and commercial uses
- Office and commercial uses
- Entertainment and cultural centers
- Residential uses such as single-family attached and multi-family
- Civic benefit uses such as places of worship, schools, municipal services, community centers or municipal parks

Compatible Zoning Classifications

- R-5, PM, C-1, C-2, *Mixed Use Overlay District (See DP-3.1.1)* 2
- C-3, R-TZ, *Mixed Use Overlay District (See DP-3.1.1)* 3

DESIGN PRINCIPLES

Site Design

- Vehicular access provided by alleys and private driveways
- Shallow building setbacks are generally 20 feet or less in depth
- Moderate to high lot coverage with medium to large building footprint in relation to lot size

Density/Intensity

- Moderate to high density/intensity
- 1-5 story buildings

Green Space

- Formal landscaping with built areas
- Moderately dense street trees, bushes, and planting strips
- Neighborhood Parks

Transportation

- High pedestrian connectivity with sidewalks and bikeways
- High vehicular connectivity with curvilinear and linear streets and moderate to short distance between intersections

Infrastructure

- Municipal water and sewer service
- Telecommunications available

Visual Character Description

Development Pattern



Transportation



Green Space



District-Medical Arts



Intent: **ENHANCE** and **MAINTAIN** existing concentration of medical arts related facilities located near Hutcheson Medical Center (HMC) and attract ancillary uses to accommodate economic growth in this growth industry.

General Characteristics: The District-Medical Arts (D-MA) is intended to incorporate MRMC and the concentration of medical-related offices, facilities and ancillary uses that surround the hospital including professional medical and dental offices, nursing home facilities, retail pharmacies and restaurants.

Building development should be variable within D-MA to promote the specific needs of an area that accommodates a variety of scale and building design that supports the goal of encouraging a walkable, medical center area. Mixed-use opportunities, such as medical offices above ground floor retail, are encouraged.

Appropriate landscaping and open space between buildings and adjacent land uses should be provided to enhance the appearance of the area and buffer negative visual and noise impacts of activity within D-MA on surrounding areas. Open space should be retained and landscaping incorporated into site design and parking areas. Front-yard parking should be discouraged.

Future development should reflect unified development pattern that includes connectivity between uses, controlled signage (height, size, type) to prevent “visual clutter” and supporting commercial uses to serve workers and patrons of these developments. The area should include an extensive pedestrian circulation system that makes walking convenient. It should also accommodate housing that would benefit from proximity to health services (senior housing, nursing home, special needs housing, and guest lodging for families of hospital patients).

Application: The D-MA includes HMC and nearby properties.

Primary Future Land Uses

- Civic benefit uses such as places of worship, schools, municipal services, community centers or municipal parks, passive recreation (including greenways and trails)
- Hospital or clinic as well as
- Office and commercial uses
- Mixed use (upper floor office or residential and ground floor retail)
- Residential uses such as single-family attached and multi-family
- Special housing such as senior housing, assisted living facility, special needs housing, guest lodging for patients’ families)

Compatible Zoning Classifications

- R-5, O-1, CN, PM ②

DESIGN PRINCIPLES

Site Design

- Vehicular access provided by side streets or frontage roads
- Deep to moderate setbacks are generally 40 to 20 feet in depth
- Moderate lot coverage with medium building footprint in relation to lot size
- Variable buffer distances to accommodate unique uses

Density/Intensity

- Moderate density/intensity
- 1-3 story buildings (with the exception of hospital site buildings)

Green Space

- Formal landscaping with built areas
- Moderately dense street trees, bushes, and planting strips

Transportation

- Moderate vehicular connectivity with curvilinear and linear streets and generous to moderate distance between intersections

Infrastructure

- Municipal water and sewer service
- Telecommunications available

Visual Character Description

Development Pattern	
	
	
Transportation	
	
Green Space	
	

District-Interstate Gateway

1 2 3

Intent: **ENHANCE** existing highway commercial businesses associated with interstate interchanges, to define a visual gateway and **CREATE** opportunities for industrial or large business facilities to take advantage of I-75 access and proximity to Chattanooga.

General Characteristics: The District-Interstate Gateway (D-IG) areas are intended to accommodate industrial and business development that is not easily accommodated within the Community Elements (Open Space, Neighborhoods, Corridors, or Centers). D-IG areas are expected to capitalize on their I-75 access and develop with large-scale distribution facilities, industrial activities, office park developments, and highway commercial activity when infrastructure is in place to support such uses.

D-IG areas are characterized by auto-oriented commercial and industrial uses that cater to travelers along I-75 and the available workforce. As prominent gateways to the county, attention should be paid to permitted signage, the presence of sidewalks and other site or streetscape features that can enhance or detract from the aesthetic and functional qualities of the area.

Application: The D-IG areas in are located at the I-75 interchanges with SR-142/Cloud Springs Road, SR-2/Battlefield Parkway, SR-153/Alabama Highway, and US-41/US-76.

Primary Future Land Uses

- Passive recreation, including greenways and trails
- Civic benefit uses such as places of worship, schools, municipal services, community centers or municipal parks, passive recreation (including greenways and trails)
- Commercial uses such as gas stations, restaurants, hotel and motel uses, or other similar interstate highway oriented uses
- Industrial uses such as low or high intensity manufacturing, assembly, distribution, processing, wholesale trade, or similar
- Office uses such as business parks or large business facilities

Compatible Zoning Classifications

- C-1, C-2, C-3, C-R, PUD (each with the District-Interstate Gateway Overlay District – See DP-4.1.3) ①
- R-5, O-1, C-N, C-1, C-2, PM (each with the District-Interstate Gateway Overlay District – See DP-4.1.3) ②
- C-1, C-2, C-3, O-1 (each with the District-Interstate Gateway Overlay District – See DP-4.1.3) ③

DESIGN PRINCIPLES

Site Design

- Vehicular access provided by side streets or frontage roads
- Deep to moderate setbacks are generally 40 to 20 feet in depth
- Moderate lot coverage with medium building footprint in relation to lot size

Density/Intensity

- Moderate density/intensity
- 1-3 story buildings

Green Space

- Formal landscaping with built areas
- Moderately dense street trees, bushes, and planting strips









Transportation

- Moderate vehicular connectivity and generous to moderate distance between intersections
- Shared side and rear commercial parking

Infrastructure

- Municipal water and sewer service
- Telecommunications available

Visual Character Description

Development Pattern	
	
	
Transportation	
	
Green Space	
	

District-Industrial

① ② ③

Intent: **ENHANCE** and **MAINTAIN** existing business and industrial facilities and **CREATE** new facilities to accommodate economic growth.

General Characteristics: The District-Industrial (D-I) is intended to incorporate many aspects of commerce such as professional office buildings, corporate office, regional office, high-tech and research facilities and small office campuses and light industrial uses such as warehousing and wholesale.

Building development should be variable within D-I to promote the specific needs of large-scale activities or businesses and accommodate large-footprint distribution facilities, industrial activities, or office parks.

Appropriate landscaping and open space between buildings and adjacent land uses should be provided to help limit negative visual and noise impacts of activity within the district on surrounding areas. Internal transportation should be designed to accommodate heavy and large vehicles associated with industrial or shipping activity.

Appropriate landscaping and open space between buildings and adjacent land uses should be provided to help limit negative visual and noise impacts of activity within the district on surrounding areas. Internal transportation should be designed to accommodate heavy and large vehicles associated with industrial or shipping activity.

Access to the district should be controlled with limited connections to surrounding development and should be located along a major roadway. Master planning is required to address access and circulation.

Future development should reflect a campus or unified development pattern that includes on-site stormwater detention or retention features, such as pervious pavements, provides for connectivity between uses, has controlled signage (height, size, type) to prevent “visual clutter” and includes supporting commercial uses to serve workers and patrons of these developments. Buildings set in a campus setting should have an internal pedestrian circulation system that makes walking from building to building convenient.

Application: D-I areas are located throughout the county.

Primary Future Land Uses

- Civic benefit uses such as places of worship, schools, municipal services, community centers or municipal parks, passive recreation (including greenways and trails)
- Office uses such as business parks or large business facilities
- Technology parks and research facilities
- Industrial uses such as low or high intensity manufacturing, assembly, distribution, processing, wholesale trade or similar uses.

Compatible Zoning Classifications

- I-1, I-2 ①
- I-1, I-2 ②
- I-1 ③

DESIGN PRINCIPLES

Site Design

- Vehicular access provided by side streets, frontage roads or private driveways within development
- Deep to moderate setbacks are generally 40 to 20 feet in depth
- Moderate lot coverage with medium building footprint in relation to lot size
- Variable buffer distances to accommodate unique uses
- Emphasis on master planning

Density/Intensity

- Moderate density/intensity
- 1-3 story buildings

Green Space

- Formal landscaping and appropriate buffering with built areas
- Informal landscaping such as natural areas acting as buffers
- Moderately dense street trees, bushes and planting strips

Transportation

- High pedestrian and bicycle connectivity with sidewalks and bikeways
- Moderate vehicular connectivity with curvilinear and linear streets and generous to moderate distance between intersections
- Managed access
- Efficient and safe vehicular and pedestrian internal circulation patterns
- Shared side and rear commercial parking

Infrastructure

- Municipal water and sewer service
- Telecommunications available

Visual Character Description

Development Pattern



Transportation



Green Space



District-Campus

① ② ③

Intent: **ENHANCE** and **MAINTAIN** existing public educational facilities and **CREATE** new facilities to accommodate population growth.

General Characteristics: The District-Campus (D-C) is intended to accommodate elementary school, middle school, high school, and community/technical college campuses. This type of development blends with surrounding areas. These are displayed on the Future Development Map to emphasize their location and relationship to surrounding areas.

Provide school sites that create neighborhood and regional focal points, provide a quality pedestrian infrastructure to encourage walking, and provide pedestrian linkages to adjacent neighborhoods.

Application: Existing and proposed school sites throughout the county.

Primary Future Land Uses

- Civic benefit uses such as schools, municipal services, community centers or municipal parks, passive recreation (including greenways and trails)

Compatible Zoning Classifications

- Not applicable ① ② ③

District-Landfill

①

Intent: **ENHANCE** and **MAINTAIN** the closed county landfill, transfer station and adjacent industrial uses located on Shope Ridge Road in unincorporated south Catoosa County. In addition, the intent is to contain these uses within this area in order to maintain the character of surrounding areas.

General Characteristics: The District-Landfill (D-L) is intended to accommodate the county landfill that ceased accepting trash in 2004. The area includes an operating transfer station and an adjacent industrial property. The surrounding area is predominantly rural in nature.

Application: D-L is located in south Catoosa County and is to be contained within the existing character area boundary.

Primary Future Land Uses

- Closed landfill
- Transfer station

Compatible Zoning Classifications

- I-I ①

District-Quarry

①②③

Intent: MAINTAIN existing rock quarry and associated activity.

General Characteristics: The District-Quarry (D-Q) is intended to accommodate large, high impact development associated with open quarry mining. This type of development is not easily accommodated within the Community Elements (Open Space, Neighborhoods, Centers and Corridors).

Building development should be variable within D-Q to promote the specific needs of rock quarry mining and associated activities.

Appropriate landscaping and open space between buildings and adjacent land uses should be provided to help limit negative visual and noise impacts of activity within the district on surrounding areas. Internal transportation should be designed to accommodate heavy and large vehicles associated with industrial or mining activity.

Access to the district should be controlled with limited connections to surrounding development and should be located along a major roadway.

Future development should be specific to the needs of mining and industrial uses associated with the quarry.

Application: D-Q is located north of Ringgold.

Primary Future Land Uses

- High intensity industrial uses

Compatible Zoning Classifications

- I-1 ①

Character Area Implementation Strategy

The Character Area Implementation Strategy is used to link the desired physical development patterns identified in the character areas with appropriate modifications to the development regulations necessary to implement the character area descriptions and policy intent. For some of the character areas, the desired physical development patterns are prohibited by the current regulations. Likewise, some of the desired development patterns are not regulated currently and need new regulations to help guide and implement the desired development pattern. Below is a list of specific strategies for each character area that when implemented, will help each jurisdiction achieve the desired vision of future development.

Natural-Open Space ①②③

☞ DP-1.1.3, DP-1.2.6, RC-1.2.5, RC-1.3.2, RC-1.4.1, RC-1.6.1, RC-1.6.2, SED-2.1.1

Rural-Open Space ①

☞ DP-2.2.2

Rural-Neighborhood ①

☞ DP-1.1.1, DP-1.1.3, DP-1.1.4, DP-1.2.1, DP-1.2.2, DP-1.2.3, DP-1.2.4, DP-1.2.5, DP-6.1.2, RC-1.1.1, RC-1.2.1, RC-1.3.5, SED-2.1.1, SED-3.1.1

Rural-Center ①

☞ DP-1.1.2

Rural-Corridor ①

☞ DP-1.1.2, SED-2.1.1

Suburban-Open Space ①②③

☞ DP-2.2.2, RC-1.6.2

Suburban-Neighborhood ①②③

☞ DP-2.4.1, DP-2.1.1, DP-2.2.2, DP-2.3.1, DP-2.3.2, DP-2.3.4, DP-5.1.4, DP-5.4.5, DP-5.5.2, DP-6.1.1, RC-1.1.1, RC-1.2.1, RC-1.3.4, SED-3.1.1, SED-4.1.4

Suburban-Center-Neighborhood ①②③

☞ DP-2.5.2, DP-3.1.1, DP-2.4.3, DP-3.1.3, DP-4.3.1, DP-5.1.4, DP-5.4.5, DP-5.5.2, DP-6.1.1, SED-1.3.1, SED-4.1.4

Suburban-Center-Community ①②③

☞ DP-2.5.2, DP-3.1.1, DP-2.4.3, DP-3.1.3, DP-4.3.1, DP-5.1.4, DP-5.4.5, DP-5.5.2, DP-6.1.1, SED-1.3.1, SED-4.1.4

Suburban-Corridor-Mixed Use ①②③

☞ DP-2.5.1, DP-2.4.3; DP-3.1.1, DP-4.1.2, DP-4.1.3, DP-4.3.1, DP-5.1.4, DP-5.4.5, DP-5.5.2, DP-6.1.1, SED-1.3.2, SED-4.1.4

Suburban-Corridor-Residential ①②③

☞ DP-2.5.1, DP-2.4.3; DP-3.1.1, DP-4.1.2, DP-4.1.3, DP-4.3.1, DP-5.1.4, DP-5.4.5, DP-5.5.2, DP-6.1.1, SED-1.3.2, SED-4.1.4

Urban-Open Space ①②③

☞ RC-1.6.1, RC-1.6.3

Urban-Neighborhood ①②③

☞ DP-2.4.2, DP-2.1.1, DP-2.2.2, DP-2.3.1, DP-2.3.5, DP-5.1.4, DP-5.4.5, DP-5.5.2, DP-6.1.1, RC-1.2.1, RC-1.3.4, RC-4.1.5, SED-3.1.1, SED-4.1.4

Urban-Center-Neighborhood ①②③

☞ DP-2.4.3, DP-2.5.1, DP-3.1.1, DP-3.1.2, DP-4.3.1, DP-5.1.4, DP-5.4.5, DP-5.5.2, DP-6.1.1, SED-1.3.4, SED-4.1.4

Urban-Center-Community ①②③

☞ DP-2.4.3, DP-2.5.1, DP-3.1.1, DP-3.1.2, DP-4.3.1, DP-5.1.4, DP-5.4.5, DP-5.5.2, DP-6.1.1, SED-1.3.4

Urban-Corridor-Mixed Use ①②③

☞ DP-2.4.3; DP-3.1.1, DP-4.1.1, DP-4.1.2, DP-4.3.1, DP-5.1.4, DP-5.4.5, DP-5.5.2, DP-6.1.1, SED-1.3.3, SED-4.1.4

Urban-Corridor-Residential ①②③

☞ DP-2.4.3; DP-3.1.1, DP-4.1.1, DP-4.1.2, DP-4.3.1, DP-5.1.4, DP-5.4.5, DP-5.5.2, DP-6.1.1, SED-1.3.3, SED-4.1.4

District-Downtown ②③

☞ DP-3.2.1, DP-3.2.2, DP-3.2.3, DP-3.2.4, DP-3.2.5, DP-3.2.6, DP-3.2.7, DP-3.2.8, DP-3.2.9, DP-2.4.3; DP-3.1.1, DP-3.1.3, DP-4.3.1, DP-5.1.4, DP-5.4.5, DP-5.5.2, DP-6.1.1, SED-2.1.2, SED-4.1.4

District-Medical Arts ②

☞ DP-4.2.2

District-Interstate Gateway ①②③

☞ DP-4.1.3, SED-1.5.1, SED-1.5.3, SED-1.5.4

District-Industrial ①②③

☞ DP-4.2.2, SED-1.5.1, SED-1.5.3, SED-1.5.4

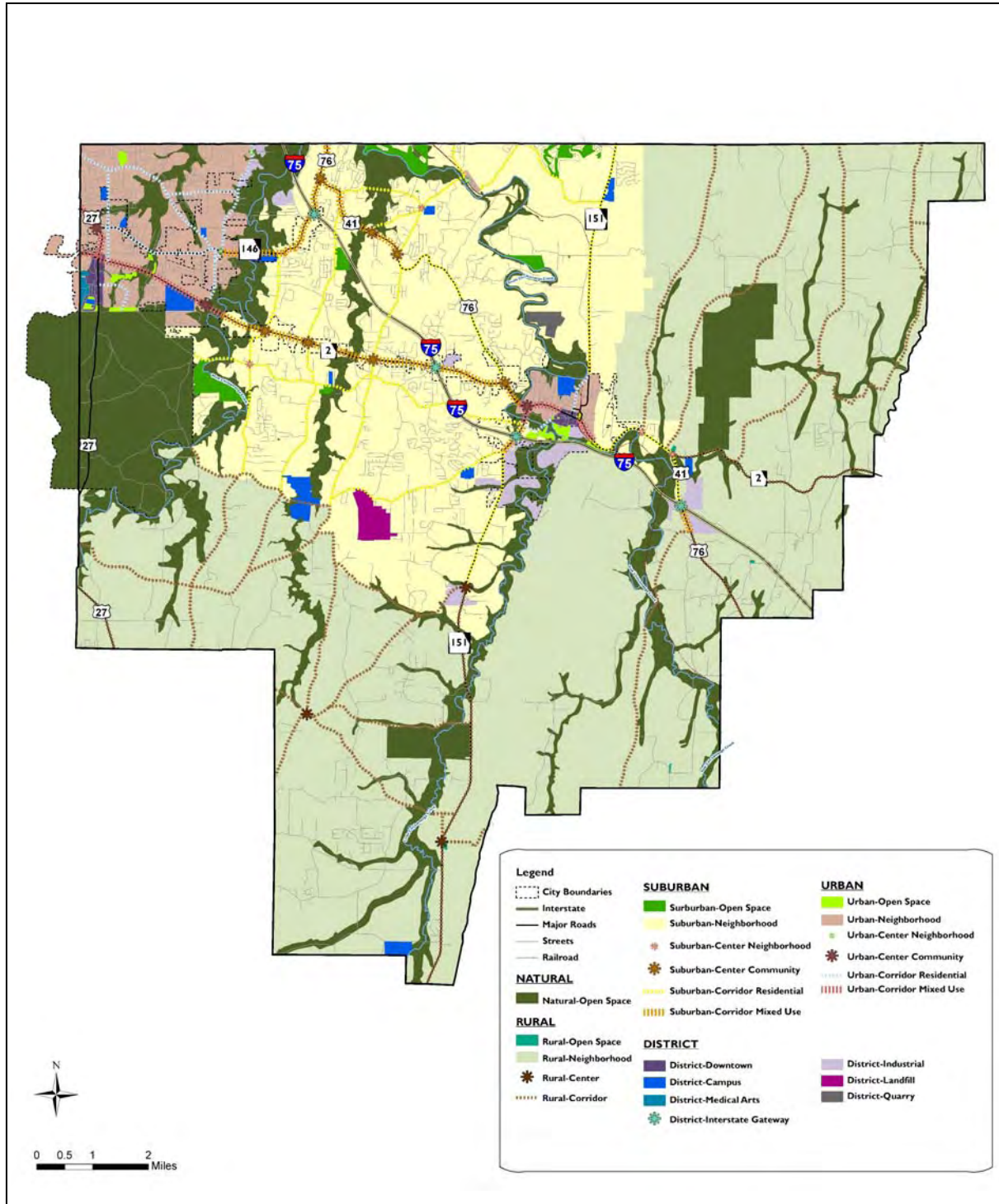
District-Campus ①②③, District-Landfill ①, and District-Quarry ①

☞ Not applicable

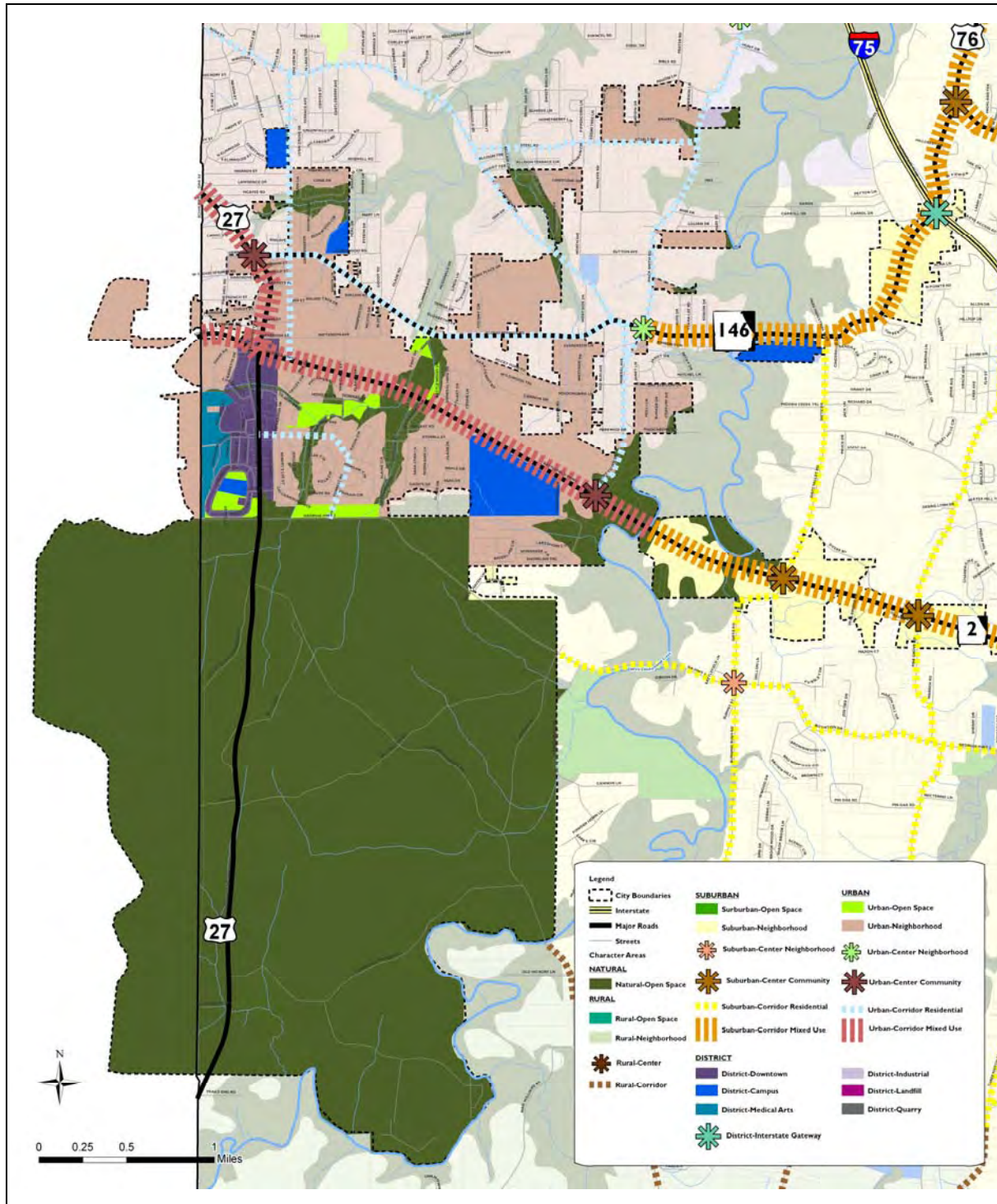
FUTURE DEVELOPMENT MAPS

The Future Development Maps are used to identify the geographic location of the Character Areas within Catoosa County (Map 3-1), including the cities of Fort Oglethorpe (Map 3-2), and Ringgold (Map 3-3). The maps are intended to help guide decision making related to the physical location of development and where the most appropriate scale and intensity of development should occur. Specifically, the Future Development Maps are used to guide future rezoning. Proposed zone change requests are reviewed for consistency with the Character Area Policy associated with the Future Development Map. While the Future Development Maps recommend land uses and development patterns for a 20-year planning horizon, it is important that they be reviewed on a regular basis to determine if amendments are needed based on changing market and demographic trends.

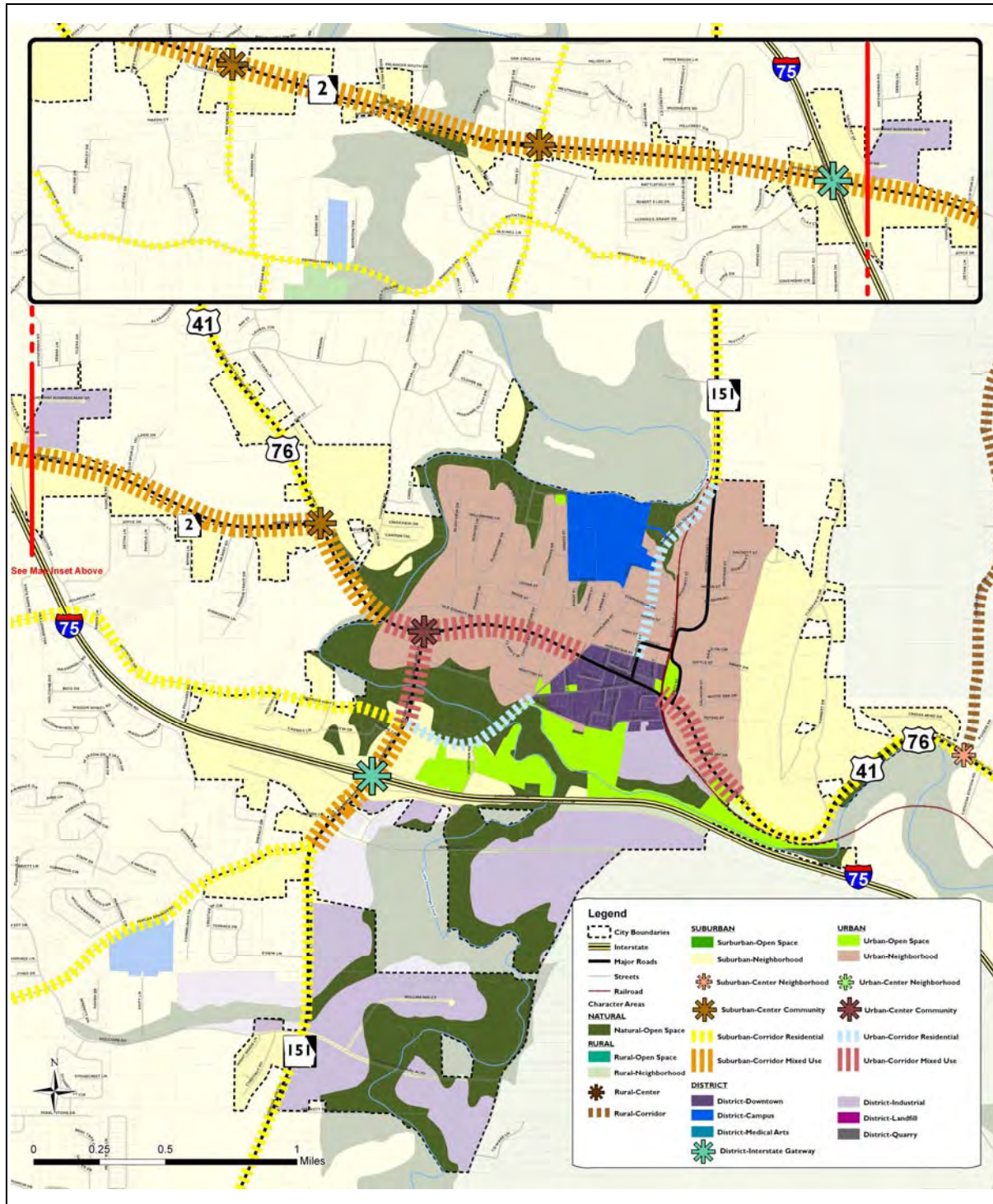
Map 3-I Catoosa County Future Development Map



Map 3-2 Fort Oglethorpe Future Development Map



Map 3-3 Ringgold Future Development Map



IMPLEMENTATION PROGRAM

Presents the short-term work program, long range project list and plan maintenance outline designed to implement the Community Vision

The Implementation Program outlines the overall strategy for achieving the Community Vision for Future Development and for implementing the future development guide. This section identifies the specific measures to be undertaken by each jurisdiction to implement the *Community Agenda*. The DCA-required “Report of Accomplishments” can be found in Appendix B: Report of Accomplishments. The Implementation Program includes the following elements:

- 2011-2015 Short Term Work Program
- Long Term Projects List
- Policy Statements
- Plan Maintenance

SHORT TERM WORK PROGRAM

The Short-Term Work Program (STWP), shown in Tables 4-1, 4-2 and 4-3, identify specific implementation actions the county and city governments or other entities intend to take during the first five-year timeframe of the planning period. This includes programs, ordinances, administrative systems, community improvements or investments, and financing arrangements or other programs/initiatives to be put in place to implement the *Community Agenda*. The subsection titled “Description of Specific Actions,” which follows the STWP tables, provides additional detail for four of the major actions presented in the STWP. For each action the STWP outlines the following information:

- Type of action/strategy
- Brief description
- Timeframe for undertaking the activity (2011, 2012, 2013, 2014 or 2015)
- Estimated cost
- Responsible party for implementing the activity
- Funding source
- Strategy reference number (from Chapter 2: Community Vision)
- Character Area implemented (from Chapter 3: Future Development Guide)

Table 4-1 Unincorporated Catoosa County Short-Term Work Program

Type of Action/ Strategy	Action/ Implementation Strategy	Time Frame					Cost	Responsible Party	Funding Source	Strategy Ref. Number	Character Area
		11	12	13	14	15					
Sub. Regs/ Zoning	Develop updated Zoning, Subdivision Regulations and other development regulations that implement the Community Agenda			✓			\$75,000	CC Co. Comm., CC P&Z	GF	Multiple	Multiple
Functional Plan	Develop a Joint Countywide Multi-modal Transportation Plan			✓	✓		\$150,000	CC, Ft-O, Ring., GDOT, NWGRC, TPO (jointly)	GDOT, NWGRC, TPO	Multiple	Multiple
Functional Plan	Develop a Joint Parks, Recreation and Open Space Master Plan				✓	✓	\$85,000	CC, Ft-O, Ring, Rec. Assns. (jointly)	GF, NWGRC	Multiple	N-OS, R-OS, S-OS, U-OS
Functional Plan	Develop a Countywide Greenway System Master Plan				✓		\$35,000	CC, Ft-O, Ring (jointly)		RC-1.4.1	N-OS
Process/ Program	Follow Future Development Guide and Map to determine appropriate limits for expansion sewer infrastructure; prioritize infrastructure expansion for areas where development is desired	✓	✓	✓	✓	✓	N/A	Utilities, CC P&Z	GF	DP-1.1.1; DP-6.1.2	R-N
Process/ Program	Create conservation easement program			✓			Staff Time	CC P&Z	GF	DP-1.1.3, RC-1.3.3	N-OS, R-N
Process/ Program	Promote the use of Purchase of Development Rights and Transfer of Development Rights	✓	✓	✓	✓	✓	Staff Time	CC P&Z	GF	DP-1.2.2	R-N
Process/ Program	Encourage use of Federal Farm and Ranch Land Protection Program	✓	✓	✓	✓	✓	Staff Time	CC P&Z, Catoosa Co. Ext. Office	GF	DP-1.2.5	R-N; N-OS
Process/ Program	Encourage large family farms to gain recognition by the Georgia Centennial Farm Program	✓	✓	✓	✓	✓	Staff Time	Historical Society	GF	DP-1.2.6	R-N; N-OS
Process/ Program	Apply for "Safe Routes to School" funds		✓	✓	✓		Staff Time	CC Schools	GF	DP-2.2.3	All
Process/ Program	Improve enforcement efforts to ensure residential, commercial and industrial properties (including vacant lots) are appropriately maintained		✓	✓	✓	✓	Staff Time	CC Permitting/ Inspection Dept.	GF	DP-2.3.3	All
Process/ Program	Establish a joint countywide land bank public authority to efficiently acquire, hold, manage and develop tax foreclosed property			✓	✓		Staff Time	CC, Ft-O, Ring., (jointly)	GF	DP-2.3.5	U-N; S-N
Process/ Program	Seek funding from the Neighborhood Stabilization Program	✓					Staff Time	NWGRC, Habitat for Humanity	GF	DP-2.3.7	U-N; S-N
Process/ Program	Strengthen relationship with Bike! Walk! Northwest Georgia	✓	✓	✓	✓	✓	Staff Time	CC, Ft-O, Ring., (jointly)	GF	DP-5.5.3	All
Process/ Program	Coordinate with US DOT, GDOT, TDOT to promote high-speed rail corridor between Atlanta and Chattanooga that will be in best interest of Catoosa County	✓	✓	✓	✓	✓	Staff Time	CC, Ft-O, Ring., (jointly)	GF	DP-5.6.2	N/A
Process/ Program	Develop and implement a public outreach program to communicate status of Community Agenda implementation	✓					Staff Time	CC P&Z	GF	GR-1.1.1	N/A
Process/ Program	Establish regular-scheduled joint meetings with Catoosa County, Fort Oglethorpe and Ringgold to address long-range needs as well as short-term issues and opportunities	✓	✓	✓	✓	✓	Staff Time	CC, Ft-O, Ring., (jointly)	GF	GR-2.1.1	N/A

Type of Action/Strategy	Action/Implementation Strategy	Time Frame					Cost	Responsible Party	Funding Source	Strategy Ref. Number	Character Area
		11	12	13	14	15					
Process/Program	Consider jointly adopting an intergovernmental agreement to share resources for planning, land use regulation, building inspection and code enforcement		✓				Staff Time	CC, Ft-O, Ring., (jointly)	GF	GR-2.1.2	N/A
Process/Program	Develop jointly a service delivery study to determine potential efficiency and cost savings associated with consolidation of some city and county government services		✓				Staff Time	CC, Ft-O, Ring., (jointly)	GF	GR-2.1.3	N/A
Process/Program	Enlist land trusts for open space preservation		✓				Staff Time	CC Co. Comm., Historical Society	GF	RC-1.3.5	N-OS, R-N
Inventory/Assessment	Develop a joint countywide inventory and condition assessment of existing individual septic systems				✓		Staff Time	CC Health Dept., CC PW, CC Co. Comm., Ft-O and Ring. councils	GF	RC-1.6.6	N/A
Process/Program	Develop a joint countywide mandatory septic tank maintenance program				✓		Staff Time	CC Health Dept., CC PW, CC Co. Comm., Ft-O & Ring. city councils	GF	RC-1.6.7	N-OS
Process/Program	Continue to promote the Catoosa County Solid Waste Management Plan and establish supporting programs	✓	✓	✓	✓	✓	Staff Time	CC Co. Comm.	GF	RC-3.1.2	N/A
Inventory/Assessment	Study the feasibility of establishing/expanding a countywide recycling and materials collection system					✓	Staff Time	CC Co. Comm.	GF	RC-3.1.1	N/A
Adopt Policy	Require on-site recycling facilities for new multifamily, commercial, industrial and institutional development through code amendments				✓		Staff Time	Co. Comm.	GF	RC-3.1.3	N/A
Adopt Policy	Adopt measures to reduce solid waste and encourage recycling at all local-government-maintained properties	✓	✓				Staff Time	Co. Comm.	GF	RC-3.1.5	N/A
Process/Program	Consider expanding municipal recycling to include placing recycling receptacles in public spaces					✓	Staff Time	CC Co. Comm.	GF	RC-3.1.4	N/A
Process/Program	Develop a program to assist in locating and cleaning up illegal open dump sites.		✓	✓			Staff Time	CC Co. Comm.	GF	RC-3.2.1	N/A
Process/Program	Promote use of federal historic housing rehabilitation tax credits	✓	✓	✓	✓	✓	Staff Time	Historical Society		RC-4.1.6	N/A
Process/Program	Create local tour guide for historic and cultural resources (underway) coordinated among county and cities	✓					Staff Time	Visitor's Bureau, Tourism Cte., Historical Society	GF	RC-4.1.8	N/A
Process/Program	Create public art program				✓		Staff Time	Volunteers	GF	RC-4.2.1	N/A
Process/Program	Coordinate adult education opportunities that enhance the job skills of the workforce and that meet the needs of existing or desired businesses	✓	✓	✓	✓	✓	Staff Time	CCDA, NWGJDA	GF	SED-1.1.6	N/A
Process/Program	Actively market center and corridor areas identified in the Future Development Guide and Map for small and medium sized businesses	✓	✓	✓	✓	✓	Staff Time	Chamber, CCDA, NWGJDA	GF	SED-1.3.1	S-CTR, S-COR, U-CTR, U-COR
Process/Program	Identify development incentives to encourage appropriate, job-creating business to locate in districts identified in the Future Development Guide				✓		Staff Time	Chamber, CCDA, NWGJDA	GF	SED-1.5.3	I-D, I-G, S-COR, U-COR, S-CTR, U-CTR, D-D

Type of Action/Strategy	Action/Implementation Strategy	Time Frame					Cost	Responsible Party	Funding Source	Strategy Ref. Number	Character Area
		11	12	13	14	15					
Process/Program	Actively market districts identified in the Future Development Guide for concentrated areas of industrial and large-scale business development	✓	✓	✓	✓	✓	Staff Time	Chamber, CCDA, NWGAJDA	GF	SED-1.5.1; SED-1.5.4	I-D, I-G
Process/Program	Promote Agritourism and Ecotourism to promote land preservation, local revitalization and job creation using tourism	✓	✓	✓	✓	✓	Staff Time	Chamber, CCDA, NWGADA, Ag Ext. Office	GF	SED-2.1.1	R-N, N-OS, R-COR
Process/Program	Establish marketing efforts that pair park-related activities with significant Native American sites and other county attractions	✓					Staff Time	Historical Society	GF	SED-2.1.3	N/A
Process/Program	Continue coordination with US-27 alternative tourism route efforts	✓	✓	✓	✓	✓	Staff Time	Chamber, Visitors Bureau, Historical Society	GF	SED-2.1.5	
Process/Program	Coordinate school site selection between planning officials, neighborhoods, and the school board	✓	✓	✓	✓	✓	Staff Time	CC Co. Comm., CC P&Z	GF	DP-2.2.1	N/A
Process/Program	Utilize public parks, conservation easements, site design and other land preservation tools to preserve land adjacent to streams and other important water bodies.	✓	✓	✓	✓	✓	Staff Time	Various CC Depts.	GF	RC-1.6.3	N-OS, R-OS, S-OS, U-OS
Process/Program	Continue to enforce sediment and erosion control requirements and to incorporate best management practices for effective stormwater management, site development, and landscaping	✓	✓	✓	✓	✓	Staff Time	CC PW	GF	RC-1.6.4, RC-1.6.5	N/A
Master Plans/Small Area Plans	Develop small area neighborhood plans for unincorporated Lakeview and Graysville				✓	✓	Staff Time	CC P&Z	GF	DP-2.3.2	U-N; S-N
Master Plans/Small Area Plans	Plan and seek funding to establish and enhance existing visual gateways at the entrance to the county and each city				✓		Staff Time	Tourism Cte., Visitors Bureau	GF	DP-4.3.1	N/A
Master Plans/Small Area Plans	Establish wayfinding signage plans for unincorporated Catoosa County				✓		Staff Time	Tourism Cte., Visitors Bureau	GF	DP-4.3.2	N/A
Inventory/Assessment	Develop a vacant site/lot inventory, identify those that are suitable for infill development			✓			Staff Time	CC P&Z	GF	DP-2.4.1	All
Inventory/Assessment	Conduct an inventory of vacant Brownfield land				✓		Staff Time	NWGRC	GF	DP-7.3.1	All
Master Plans/Small Area Plans	Develop small area plans for high priority brownfield sites					✓	Staff Time	NWGRC	GF	DP-7.3.2; DP-7.3.1	All
Inventory/Assessment	Examine building codes to identify means of introducing incentives and requirements for the use of "green" materials, systems, and practices				✓		Staff Time	CC Permitting/Inspection Dept.	GF	RC-2.1.1	N/A
Inventory/Assessment	Conduct countywide historic and cultural resources inventory				✓	✓	Staff Time	NWGRC, Historical Society	GF	RC-4.1.1	All
Inventory/Assessment	Develop a marketing study to determine demand for shopping, dining and entertainment options.	✓					Staff Time	NWGAJDA	GF	SED-1.4.2	All
Inventory/Assessment	Conduct joint countywide housing study to identify affordable housing needs				✓	✓	Staff Time	CC, Ft-O, Ring., (jointly)	GF	SED-4.1.1	NA
Guidelines	Establish an Infill Development Guide and Regulations				✓		Staff Time	CC P&Z	GF	DP-2.4.2	S-N; U-N
Guidelines	Establish effective design guidelines			✓			Staff Time	CC P&Z	GF	DP-2.4.3; DP-3.1.2	S-CTR, U-CTR, S-COR, U-COR, D-DT

Type of Action/Strategy	Action/Implementation Strategy	Time Frame					Cost	Responsible Party	Funding Source	Strategy Ref. Number	Character Area
		11	12	13	14	15					
Guidelines	Develop sustainable green design for new public buildings to create environmentally-sound and resource-efficient facilities					✓	Staff Time	CC Co. Comm.	GF	RC-2.1.2	N/A
Guidelines	Develop a Sustainable Site Design Guide to describe sustainable site design best practices					✓	Staff Time	CC Co. Comm.	GF	RC-2.2.1	N/A
Functional Plan	Conduct public transportation study (underway)	✓					Staff Time	TPO	GF	DP-5.6.1	N/A
Functional Plan	Develop a countywide master plan for economic development (underway)	✓					Staff Time	Co. Comm.	GF	SED-1.1.1	N/A
Adopt Policy	Explore regional-level partnerships to protect and enhance the natural environment	✓	✓	✓	✓	✓	Staff Time	CC, Ft-O, Ring., (jointly)	GF	RC-1.3.2	N-OS
Process/Program	Create conservation easement program			✓			Staff Time	Co. Comm.	GF	RC-1.3.3	N-OS
Adopt Policy	Coordinate working relationships with planning staff, local businesses and local economic development organizations to ensure new and existing business developments are in line with the principles of the Future Development Guide	✓	✓	✓	✓	✓	Staff Time	Chamber, CC P&Z, CCDA NWGAJDA	GF	SED-1.5.2	N/A
Infrastructure Project	Resurfacing roads	✓	✓	✓	✓	✓	TBD	CC & GDOT	LMIG, GDOT & SPLOST	NA	NA
Infrastructure Project	Mack Smith Rd. and Mineral Ave. realignment/Intersection	✓	✓				4.0 Million	CC & GDOT	GDOT & SPLOST	NA	NA
Infrastructure Project	Road/Intersection improvements: Cobb Pkwy. Dietz Rd, Houston Valley, Baggett	✓	✓	✓			2.5 Million	CC	Federal HWY Admin & SPLOST	NA	NA
Infrastructure Project	Lakeview Rd. storm water project	✓					218000	CC	SPLOST	NA	NA
Infrastructure Project	Sewer construction: Peavine Basin: Three Notch area, Foster Hills, Exit 345	✓	✓	✓	✓	✓	10.75 Million	CC	SPLOST	NA	NA
Infrastructure Project	Sewer construction: W. Chickamauga Basin: Edison-Sutton area	✓	✓	✓	✓	✓	5.0 Million	CC	SPLOST	NA	NA
Infrastructure Project	Sewer construction: Phase III Lakeview Sewer CDBG project	✓	✓				550000	CC	CDBG & SPLOST	NA	NA
Infrastructure Project	Soccer fields/complex at Jack Mattox	✓	✓	✓	✓	✓	1.0 Million	CC	SPLOST	NA	S-OS
Infrastructure Project	Develop publicly-owned Industrial Park: (SR-151) Catoosa Commerce Center	✓	✓	✓			2.0 Million	CCDA & CC	SPLOST	NA	D-I
Infrastructure Project	Develop publicly-owned industrial park: Exit 345				✓	✓	2.0 Million	CCDA & CC	SPLOST	NA	D-I
Infrastructure Project	Implement Greenspace Plan (2008 ongoing)	✓	✓	✓	✓	✓	N/A	CC	County	NA	N-OS, R-OS, S-OS, U-OS
Infrastructure Project	Northwest Technical College Campus at Dietz Rd.	✓	✓	✓	✓		TBD	State & CC	State	NA	NA
Infrastructure Project	Administration of Fire and Rescue Departments for Ringgold and Fort Oglethorpe by Catoosa County	✓					2.0 Million	CC	County	NA	NA

Table 4-2 Fort Oglethorpe Short-Term Work Program

Type of Action/ Strategy	Action/ Implementation Strategy	Time Frame					Cost	Responsible Party	Funding Source	Strategy Ref. Number	Character Area
		11	12	13	14	15					
Sub. Regs/ Zoning	Develop updated Zoning, Subdivision Regulations and other development regulations that implement the Community Agenda		✓	✓			\$75,000	Ft-O P&Z, City Council	GF	Multiple	Multiple
Functional Plan	Develop a Joint Countywide Multi-modal Transportation Plan			✓	✓		\$150,000	CC, Ft-O, Ring., GDOT, NWGRC, TPO (jointly)	GDOT, NWGRC, TPO	Multiple	Multiple
Functional Plan	Develop a Joint Parks, Recreation and Open Space Master Plan				✓	✓	\$85,000	CC, Ft-O, Ring, Rec. Assns. (jointly)	GF, NWGRC	Multiple	N-OS, R-OS, S-OS, U-OS
Master Plans/ Small Area Plans	Develop a Downtown Master Plan			✓	✓		\$95,000	Ft-O DDA	GF, NWGRC, TPO	Multiple	D-DT
Functional Plan	Develop a Countywide Greenway System Master Plan				✓		\$35,000	CC, Ft-O, Ring (jointly)	GF	RC-1.4.1	N-OS
Process/ Program	Develop a Downtown Farmers Market					✓	Staff Time	Ft-O DDA	GF	DP-3.2.7	D-DT
Process/ Program	Form a Downtown Merchants Association		✓				Staff Time	Ft-O DDA	GF	DP-3.2.8	D-DT
Process/ Program	Follow Future Development Guide and Map to determine appropriate limits for expansion sewer infrastructure; prioritize infrastructure expansion for areas where development is desired	✓	✓	✓	✓	✓	Staff Time	Utilities, Ft-O P&Z	GF	DP-1.1.1; DP-6.1.2	R-N
Process/ Program	Improve enforcement efforts to ensure residential, commercial and industrial properties (including vacant lots) are appropriately maintained		✓	✓	✓	✓	Staff Time	Ft-O Bldg. Dept.	GF	DP-2.3.3	All
Process/ Program	Establish a joint countywide land bank public authority to efficiently acquire, hold, manage and develop tax foreclosed property			✓	✓		Staff Time	Ft-O P&Z, Ft-O City Council	GF	DP-2.3.5	U-N; S-N
Process/ Program	Seek funding from the Neighborhood Stabilization Program	✓					Staff Time	NWGRC, Habitat for Humanity	GF	DP-2.3.7	U-N, S-N
Process/ Program	“Repurpose” vacant store fronts through partnerships with Downtown landowners of vacant buildings	✓	✓				Staff Time	Ft-O DDA, Chamber	GF	DP-3.1.3	D-DT
Process/ Program	Apply for the Georgia Main Street Program Main Street community status		✓				Staff Time	Ft-O DDA	GF	DP-3.2.9	D-DT
Process/ Program	Strengthen relationship with Bike! Walk! Northwest Georgia	✓	✓	✓	✓	✓	Staff Time	CC, Ft-O, Ring., GDOT, NWGRC, TPO (jointly)	GF	DP-5.5.3	All
Process/ Program	Develop and implement a public outreach program to communicate status of Community Agenda implementation	✓					Staff Time	Ft-O City Council, Ft-O City Manager	GF	GR-1.1.1	N/A
Process/ Program	Establish regular-scheduled joint meetings with Catoosa County, Fort Oglethorpe and Ringgold to address long-range needs as well as short-term issues and opportunities	✓	✓	✓	✓	✓	Staff Time	CC, Ft-O, Ring., (jointly)	GF	GR-2.1.1	N/A
Process/ Program	Consider jointly adopting an intergovernmental agreement to share resources for planning, land use regulation, building inspection and code enforcement		✓				Staff Time	CC, Ft-O, Ring., (jointly)	GF	GR-2.1.2	N/A

Type of Action/Strategy	Action/Implementation Strategy	Time Frame					Cost	Responsible Party	Funding Source	Strategy Ref. Number	Character Area
		11	12	13	14	15					
Process/Program	Develop jointly a service delivery study to determine potential efficiency and cost savings associated with consolidation of some city and county government services		✓				Staff Time	Ft-O City Council, CC Comm.	GF	GR-2.1.3	N/A
Inventory/Assessment	Develop a joint countywide inventory and condition assessment of existing individual septic systems				✓		Staff Time	CC Health Dept., Ft-O PW, Ring. PW	GF	RC-1.6.6	NA
Process/Program	Develop a joint countywide mandatory septic tank maintenance program				✓		Staff Time	CC Health Dept., Ft-O PW, Ring. PW	GF	RC-1.6.7	N-OS
Process/Program	Continue to promote the Catoosa County Solid Waste Management Plan and establish supporting programs	✓	✓	✓	✓	✓	Staff Time	Ft-O City Council, Ft-O PW	GF	RC-3.1.2	N/A
Process/Program	Consider expanding municipal recycling to include placing recycling receptacles in public spaces					✓	Staff Time	Ft-O City Council, Ft-O PW	GF	RC-3.1.4	N/A
Inventory/Assessment	Study the feasibility of establishing/expanding a citywide recycling and materials collection system					✓	Staff Time	Ft-O PW	GF	RC-3.1.1	N/A
Inventory/Assessment	Examine building codes to identify means of introducing incentives and requirements for the use of "green" materials, systems, and practices				✓		Staff Time	Ft-O Bldg. Dept.	GF	RC-2.1.1	N/A
Adopt Policy	Require on-site recycling facilities for new multifamily, commercial, industrial and institutional development through code amendments				✓		Staff Time	Ft-O City Council	GF	RC-3.1.3	All
Adopt Policy	Adopt measures to reduce solid waste and encourage recycling at all local-government-maintained properties	✓	✓				Staff Time	Ft-O City Council	GF	RC-3.1.5	N/A
Process/Program	Develop a program to assist in locating and cleaning up illegal open dump sites		✓	✓			Staff Time	Ft-O PW	GF	RC-3.2.1	N/A
Process/Program	Promote use of federal historic housing rehabilitation tax credits	✓	✓	✓	✓	✓	Staff Time	Ft-O HPC, Historical Society	GF	RC-4.1.6	N/A
Process/Program	Create local tour guide for historic and cultural resources (underway) coordinated among county and cities	✓					Staff Time	Visitors Bureau, Tourism Cte., Historical Society	GF	RC-4.1.8	N/A
Process/Program	Coordinate adult education opportunities that enhance the job skills of the workforce and that meet the needs of existing or desired businesses	✓	✓	✓	✓	✓	Staff Time	CCDA, NWGJEDA	GF	SED-1.1.6	N/A
Process/Program	Actively market center and corridor areas identified in the Future Development Guide and Map for small and medium sized businesses	✓	✓	✓	✓	✓	Staff Time	Chamber, CCDA NWGJEDA	GF	SED-1.3.1	S-CTR, S-COR, U-CTR, U-COR
Process/Program	Identify development incentives to encourage appropriate, job-creating business to locate in districts identified in the Future Development Guide				✓		Staff Time	CCDA NWGJEDA	GF	SED-1.5.3	I-D, I-G, S-COR, U-COR, S-CTR, U-CTR, D-D
Process/Program	Actively market districts identified in the Future Development Guide for concentrated areas of industrial and large-scale business development	✓	✓	✓	✓	✓	Staff Time	Chamber, CCDA NWGJEDA	GF	SED-1.5.1; SED-1.5.4	I-D, I-G

Type of Action/Strategy	Action/Implementation Strategy	Time Frame					Cost	Responsible Party	Funding Source	Strategy Ref. Number	Character Area
		11	12	13	14	15					
Process/Program	Establish and promote efforts to revitalize downtown areas of Fort Oglethorpe	✓	✓				Staff Time	DDA	GF	SED-2.1.2	D-DT, U-COR
Process/Program	Establish marketing efforts that pair park-related activities with significant Native American sites and other county attractions	✓					Staff Time	Visitors Bureau, Tourism Cte., Historical Society	GF	SED-2.1.3	N/A
Process/Program	Continue coordination with US-27 alternative tourism route efforts	✓	✓	✓	✓	✓	Staff Time	Visitors Bureau, Tourism Cte., Historical Society	GF	SED-2.1.5	U-COR
Process/Program	Coordinate school site selection between planning officials, neighborhoods, and the school board	✓	✓	✓	✓	✓	Staff Time	CC Schools, Ft-O P&Z	GF	DP-2.2.1	All
Process/Program	Utilize public parks, conservation easements, site design and other land preservation tools to preserve land adjacent to streams and other important water bodies	✓	✓	✓	✓	✓	Staff Time	Various Ft-O depts.	GF	RC-1.6.3	N-OS, R-OS, S-OS, U-OS
Process/Program	Continue to enforce sediment and erosion control requirements and to incorporate best management practices for effective stormwater management, site development, and landscaping	✓	✓	✓	✓	✓	Staff Time	Various Ft-O depts.	GF	RC-1.6.4, RC-1.6.5	N/A
Master Plans/Small Area Plans	Develop small area neighborhood plans for areas of north Fort Oglethorpe				✓	✓	Staff Time	Ft-O City Council, Ft-O P&Z	GF	DP-2.3.2	U-N; S-N
Master Plans/Small Area Plans	Plan and seek funding to establish and enhance existing visual gateways at the entrance to the city				✓		Staff Time	DDA, Tourism Cte., Visitors Bureau	GF	DP-4.3.1	N/A
Master Plans/Small Area Plans	Establish wayfinding signage plan				✓		Staff Time	DDA, Tourism Cte., Visitors Bureau	GF	DP-4.3.2	N/A
Inventory/Assessment	Develop a vacant site/lot inventory, identify those that are suitable for infill development			✓			Staff Time	Ft-O Bldg. Dept., F-O P&Z	GF	DP-2.4.1	All
Inventory/Assessment	Conduct an inventory of vacant Brownfield land			✓			Staff Time	NWGRC	GF	DP-7.3.1	All
Master Plans/Small Area Plans	Develop small area plans for high priority brownfield sites				✓		Staff Time	NWGRC	GF	DP-7.3.2; DP-7.3.1	All
Inventory/Assessment	Conduct countywide historic and cultural resources inventory			✓	✓		Staff Time	NWGRC, Ft-O HPC, Historical Society	GF	RC-4.1.1	All
Inventory/Assessment	Develop a marketing study to determine demand for shopping, dining and entertainment options	✓					Staff Time	Chamber, CCDA NWGJEDA	GF	SED-1.4.2	N/A
Inventory/Assessment	Conduct joint countywide housing study to identify affordable housing needs			✓	✓		Staff Time	CC, Ft-O, Ring., (jointly)	GF	SED-4.1.1	N/A
Guidelines	Establish an Infill Development Guide and Regulations			✓			Staff Time	Ft-O P&Z	GF/Staff Time	DP-2.4.2	S-N; U-N
Guidelines	Establish effective design guidelines			✓			Staff Time	Ft-O P&Z	GF/Staff Time	DP-2.4.3; DP-3.1.2	S-CTR, U-CTR, S-COR, U-COR, D-DT
Guidelines	Develop sustainable green design for new public buildings to create environmentally-sound and resource-efficient facilities				✓		Staff Time	Ft-O City Council	GF	RC-2.1.2	N/A
Guidelines	Develop a Sustainable Site Design Guide to describe sustainable site design best practices				✓		Staff Time	Ft-O City Council	GF	RC-2.2.1	N/A
Functional Plan	Conduct public transportation study (underway)	✓					Staff Time	TPO	GF	DP-5.6.1	N/A

Type of Action/ Strategy	Action/ Implementation Strategy	Time Frame					Cost	Responsible Party	Funding Source	Strategy Ref. Number	Character Area
		11	12	13	14	15					
Functional Plan	Develop a countywide master plan for economic development (underway)	✓					Staff Time	CCDA	GF	SED-1.1.1	N/A
Adopt Policy	Explore regional-level partnerships to protect and enhance the natural environment	✓	✓	✓	✓	✓	Staff Time	CC, Ft-O, Ring., (jointly)	GF	RC-1.3.2	N-OS
Adopt Policy	Coordinate working relationships with planning staff, local businesses and local economic development organizations to ensure new and existing business developments are in line with the principles of the Future Development Guide	✓	✓	✓	✓	✓	Staff Time	Chamber, Ft-O P&Z, CCDA, NWGAJDA, DDA	GF	SED-1.5.2	N/A
Infrastructure Project	Expand sewer collection system to Lakeview area of unincorporated Catoosa County	✓	✓	✓	✓	✓	TBD	Ft-O City Council	GF	2008-2012 STWP	N/A
Infrastructure Project	Water main project to “loop” water system	✓	✓	✓	✓	✓	TBD	Ft-O City Council	GF	2008-2012 STWP	N/A
Infrastructure Project	Upgrade existing water mains	✓	✓	✓	✓	✓	TBD	Ft-O City Council	GF	2008-2012 STWP	N/A
Infrastructure Project	Construct additional storm water drainage and rehab existing storm water drainage system	✓	✓	✓	✓	✓	TBD	Ft-O City Council	GF	2008-2012 STWP	N/A
Infrastructure Project	Replace water mains in areas outlined in five year water and sewer Capital Improvements Plan (CIP) (undersized lines, under structures, etc.)	✓	✓	✓	✓	✓	\$675,000	Ft-O City Council	GF	2008-2012 STWP	N/A
Infrastructure Project	Upgrade all sewer lift station with radio telemetry and central computer control	✓	✓	✓	✓	✓	\$100,000	Ft-O City Council	GF, GEFA, DCA	2008-2012 STWP	N/A
Infrastructure Project	Continue work on West Chickamauga Interceptor Sewer	✓	✓	✓	✓	✓	\$446,000	Ft-O City Council	GF, GEFA, DCA	2008-2012 STWP	N/A
Infrastructure Project	Continue repairs to the existing sanitary sewer system	✓	✓	✓	✓	✓	TBD	Ft-O City Council	GF, GEFA, DCA	2008-2012 STWP	N/A
Infrastructure Project	Begin upgrade to water meters to radio read	✓	✓	✓	✓	✓	TBD	Ft-O City Council	GF, GEFA, DCA	2008-2012 STWP	N/A

Table 4-3 Ringgold Short-Term Work Program

Type of Action/ Strategy	Action/ Implementation Strategy	Time Frame					Cost	Responsible Party	Funding Source	Strategy Ref. Number	Character Area
		11	12	13	14	15					
Sub. Regs/ Zoning	Develop updated Zoning, Subdivision Regulations and other development regulations that implement the Community Agenda		✓	✓			\$75,000	Ft-O P&Z	GF	Multiple	Multiple
Functional Plan	Develop a Joint Countywide Multi-modal Transportation Plan			✓	✓		\$150,000	CC, Ft-O, Ring., GDOT, NWGRC, TPO (jointly)	GDOT, NWGRC, TPO	Multiple	Multiple
Functional Plan	Develop a Joint Parks, Recreation and Open Space Master Plan				✓	✓	\$85,000	CC, Ft-O, Ring, Rec. Assns. (jointly)	GF, NWGRC	Multiple	Multiple
Master Plans/ Small Area Plans	Develop a Downtown Master Plan			✓	✓		\$95,000	DDA	GF, NWGRC, TPO	Multiple	D-DT
Functional Plan	Develop a Countywide Greenway System Master Plan				✓		\$35,000	CC, Ft-O, Ring (jointly)	GF	RC-1.4.1	N-OS
Process/ Program	Develop a Downtown Farmers Market					✓	Staff Time	DDA	GF	DP-3.2.7	D-DT
Process/ Program	Form a Downtown Merchants Association		✓				Staff Time	DDA	GF	DP-3.2.8	D-DT
Process/ Program	Follow Future Development Guide and Map to determine appropriate limits for expansion sewer infrastructure; prioritize infrastructure expansion for areas where development is desired	✓	✓	✓	✓	✓	Staff Time	Utilities, Ring, P&Z	GF	DP-1.1.1; DP-6.1.2	R-N
Process/ Program	Improve enforcement efforts to ensure residential, commercial and industrial properties (including vacant lots) are appropriately maintained		✓	✓	✓	✓	Staff Time	Ring, Code Enforcement	GF	DP-2.3.3	All
Process/ Program	Establish a joint countywide land bank public authority to efficiently acquire, hold, manage and develop tax foreclosed property			✓	✓		Staff Time	CC, Ft-O, Ring (jointly)	GF	DP-2.3.5	U-N; S-N
Process/ Program	Seek funding from the Neighborhood Stabilization Program	✓					Staff Time	NWGRC, Habitat for Humanity	GF	DP-2.3.7	
Process/ Program	“Repurpose” vacant store fronts through partnerships with Downtown landowners of vacant buildings	✓	✓				Staff Time	DDA	GF	DP-3.1.3	D-DT
Process/ Program	Apply for the Georgia Main Street Program Better Hometown community status.		✓				Staff Time	DDA	GF	DP-3.2.9	D-DT
Process/ Program	Strengthen relationship with Bike! Walk! Northwest Georgia	✓	✓	✓	✓	✓	Staff Time	CC, Ft-O, Ring (jointly)	GF	DP-5.5.3	All
Process/ Program	Coordinate with US DOT, GDOT, TDOT to promote high-speed rail corridor between Atlanta and Chattanooga that will be in best interest of Catoosa County	✓	✓	✓	✓	✓	Staff Time	CC, Ring. (jointly)	GF	DP-5.6.2	N/A
Process/ Program	Develop and implement a public outreach program to communicate status of Community Agenda implementation	✓					Staff Time	City Manager	GF	GR-1.1.1	N/A
Process/ Program	Establish regular-scheduled joint meetings with Catoosa County, Fort Oglethorpe and Ringgold to address long-range needs as well as short-term issues and opportunities	✓	✓	✓	✓	✓	Staff Time	CC, Ft-O, Ring (jointly)	GF	GR-2.1.1	N/A

Type of Action/ Strategy	Action/ Implementation Strategy	Time Frame					Cost	Responsible Party	Funding Source	Strategy Ref. Number	Character Area
		11	12	13	14	15					
Process/ Program	Consider jointly adopting an intergovernmental agreement to share resources for planning, land use regulation, building inspection and code enforcement		✓				Staff Time	CC, Ft-O, Ring (jointly)	GF	GR-2.1.2	N/A
Process/ Program	Develop jointly a service delivery study to determine potential efficiency and cost savings associated with consolidation of some city and county government services		✓				Staff Time	CC, Ft-O, Ring (jointly)	GF	GR-2.1.3	N/A
Inventory/ Assessment	Develop a joint countywide inventory and condition assessment of existing individual septic systems				✓		Staff Time	CC Health Dept., CC PW, CC Co. Comm., Ft-O and Ring. councils	GF	RC-1.6.6	N-OS
Process/ Program	Develop a joint countywide mandatory septic tank maintenance program				✓		Staff Time	CC Health Dept., CC PW, CC Co. Comm., Ft-O and Ring. councils	GF	RC-1.6.7	N-OS
Process/ Program	Continue to promote the Catoosa County Solid Waste Management Plan and establish supporting programs	✓	✓	✓	✓	✓	Staff Time	Ring. City Council, Ring. Solid Waste	GF	RC-3.1.2	N/A
Inventory/ Assessment	Study the feasibility of establishing/expanding a citywide recycling and materials collection system					✓	Staff Time	Ring. City Council	GF	RC-3.1.1	N/A
Process/ Program	Consider expanding municipal recycling to include placing recycling receptacles in public spaces					✓	Staff Time	Ring. City Council	GF	RC-3.1.4	N/A
Adopt Policy	Require on-site recycling facilities for new multifamily, commercial, industrial and institutional development through code amendments				✓		Staff Time	Ring. City Council	GF	RC-3.1.3	N/A
Adopt Policy	Adopt measures to reduce solid waste and encourage recycling at all local-government-maintained properties	✓	✓				Staff Time	Ring. City Council	GF	RC-3.1.5	N/A
Process/ Program	Develop a program to assist in locating and cleaning up illegal open dump sites		✓	✓			Staff Time	Ring. Solid Waste	GF	RC-3.2.1	N/A
Process/ Program	Promote use of federal historic housing rehabilitation tax credits	✓	✓	✓	✓	✓	Staff Time	Historical Society	GF	RC-4.1.6	N/A
Process/ Program	Create local tour guide for historic and cultural resources (underway) coordinated among county and cities	✓					Staff Time	Visitors Bureau, Tourism Cte., Historical Society	GF	RC-4.1.8	N/A
Process/ Program	Coordinate adult education opportunities that enhance the job skills of the workforce and that meet the needs of existing or desired businesses	✓	✓	✓	✓	✓	Staff Time	Chamber, CCDA, NWG AJDA	GF	SED-1.1.6	N/A
Process/ Program	Actively market center and corridor areas identified in the Future Development Guide and Map for small and medium sized businesses	✓	✓	✓	✓	✓	Staff Time	Chamber, CCDA, NWG AJDA	GF	SED-1.3.1	S-CTR, S-COR, U-CTR, U-COR
Process/ Program	Identify development incentives to encourage appropriate, job-creating business to locate in districts identified in the Future Development Guide				✓		Staff Time	Chamber, DDA, CCDA, NWG AJDA	GF	SED-1.5.3	I-D, I-G, S-COR, U-COR, S-CTR, U-CTR, D-T

Type of Action/ Strategy	Action/ Implementation Strategy	Time Frame					Cost	Responsible Party	Funding Source	Strategy Ref. Number	Character Area
		11	12	13	14	15					
Process/ Program	Actively market districts identified in the Future Development Guide for concentrated areas of industrial and large-scale business development	✓	✓	✓	✓	✓	Staff Time	Chamber, DDA, CCDA, NWG AJDA	GF	SED-1.5.1; SED-1.5.4	I-D, I-G
Process/ Program	Establish and promote efforts to revitalize downtown areas Ringgold	✓	✓				Staff Time	DDA	GF	SED-2.1.2	D-DT
Process/ Program	Establish marketing efforts that pair park-related activities with significant Native American sites and other county attractions	✓					Staff Time	Historical Society	GF	SED-2.1.3	N/A
Process/ Program	Coordinate school site selection between planning officials, neighborhoods, and the school board	✓	✓	✓	✓	✓	Staff Time	CC Schools, Ring. P&Z, Ring. City Council	GF	DP-2.2.1	N/A
Process/ Program	Utilize public parks, conservation easements, site design and other land preservation tools to preserve land adjacent to streams and other important water bodies	✓	✓	✓	✓	✓	Staff Time	Various Ring. Depts.	GF	RC-1.6.3	N-OS, R-OS, S-OS, U-OS
Process/ Program	Continue to enforce sediment and erosion control requirements and to incorporate best management practices for effective stormwater management, site development, and landscaping	✓	✓	✓	✓	✓	Staff Time	Ring. PW, Ring. Storm Water	GF	RC-1.6.4, RC-1.6.5	N/A
Master Plans/ Small Area Plans	Plan and seek funding to establish and enhance existing visual gateways at the entrance to the county and each city				✓		Staff Time	Ring. City Manager	GF	DP-4.3.1	N/A
Master Plans/ Small Area Plans	Establish wayfinding signage plans for Fort Oglethorpe, Ringgold and unincorporated Catoosa County				✓		Staff Time	Tourism Cte., Visitor's Bureau	GF	DP-4.3.2	N/A
Inventory/ Assessment	Develop a vacant site/lot inventory, identify those that are suitable for infill development			✓			Staff Time	Ring. City Manager	GF	DP-2.4.1	All
Inventory/ Assessment	Conduct an inventory of vacant Brownfield land			✓			Staff Time	NWGRC	GF	DP-7.3.1	All
Master Plans/ Small Area Plans	Develop small area plans for high priority brownfield sites				✓		Staff Time	NWGRC	GF	DP-7.3.2; DP-7.3.1	All
Inventory/ Assessment	Examine building codes to identify means of introducing incentives and requirements for the use of "green" materials, systems, and practices				✓		Staff Time	Ring. City Manager	GF	RC-2.1.1	N/A
Inventory/ Assessment	Conduct countywide historic and cultural resources inventory			✓	✓		Staff Time	NWGRC, Historical Society	GF	RC-4.1.1	All
Inventory/ Assessment	Develop a marketing study to determine demand for shopping, dining and entertainment options	✓					Staff Time	Chamber, CCDA, NWG AJDA	GF	SED-1.4.2	N/A
Inventory/ Assessment	Conduct joint countywide housing study to identify affordable housing needs			✓	✓		Staff Time	CC, Ft-O, Ring (jointly)	GF	SED-4.1.1	N/A
Guidelines	Establish an Infill Development Guide and Regulations			✓			Staff Time	Ring. P&Z, Ring. City Council	GF	DP-2.4.2	S-N; U-N
Guidelines	Establish effective design guidelines		✓				Staff Time	Ring. P&Z, Ring. City Council	GF	DP-2.4.3; DP-3.1.2	S-CTR, U-CTR, S-COR, U-COR, D-DT
Guidelines	Develop sustainable green design for new public buildings to create environmentally-sound and resource-efficient facilities				✓		Staff Time	Ring. City Council	GF	RC-2.1.2	N/A

Type of Action/Strategy	Action/Implementation Strategy	Time Frame					Cost	Responsible Party	Funding Source	Strategy Ref. Number	Character Area
		11	12	13	14	15					
Guidelines	Develop a Sustainable Site Design Guide to describe sustainable site design best practices					✓	Staff Time	Ring. City Council	GF	RC-2.2.1	N/A
Functional Plan	Conduct public transportation study (underway)	✓					Staff Time	TPO	GF	DP-5.6.1	N/A
Functional Plan	Develop a countywide master plan for economic development (underway)	✓					Staff Time	CCDA	GF	SED-1.1.1	N/A
Adopt Policy	Explore regional-level partnerships to protect and enhance the natural environment	✓	✓	✓	✓	✓	Staff Time	CC, Ft-O, Ring (jointly)	GF	RC-1.3.2	N-OS
Adopt Policy	Coordinate working relationships with planning staff, local businesses and local economic development organizations to ensure new and existing business developments are in line with the principles of the Future Development Guide	✓	✓	✓	✓	✓	Staff Time	Chamber, Ring, P&Z, CCDA, NWGAJDA, DDA	GF	SED-1.5.2	N/A
Policy/Program	Continue support of efforts to nominate Ringgold Gap Battlefield & related resources to National Register of Historic Places	✓	✓	✓	✓	✓	Staff Time	Ring. City Council, NWGRC, DNR HPS	GF, State (DNR) funds/grants	2008-2012 STWP	N-OS, R-N, R-OS
Policy/Program	Develop resources and partnerships to maximize access, interpretation of Ringgold Gap Battlefield	✓	✓	✓	✓	✓	Staff Time	Ring. City Council, NWGRC	GF	2008-2012 STWP	N-OS, R-N, R-OS
Policy/Program	Support development and implementation of Ringgold Gap Battlefield Preservation plan	✓	✓	✓	✓	✓	Staff Time	Ring. City Council, NWGRC	GF	2008-2012 STWP	N-OS, R-N, R-OS

Description of Specific Actions

The description of specific actions provides additional information related to the Zoning, Subdivision and Development Regulation Updates, Joint Countywide Multi-Modal Transportation Plan, Park and Recreation Mater Plan and Downtown Master Plan recommendations that are presented in Tables 4-1, 4-2 and 4-3. Each description references the specific Vision Theme-organized strategies presented in Chapter 2: Community Vision. Each description also references specific Character Areas implemented by the specific action.

Zoning, Subdivision and Development Regulation Updates

Evaluation and adoption of changes to development regulations is a common follow-up after adoption of a comprehensive plan update. The purpose of a zoning, subdivision and development regulation updates is to ensure that local governments' development tools implement the goals, policies and strategies outlined in Chapter 3: Community Vision, as well as ensure the implementation of Chapter 3: Future Development Guide. Implementation of such zoning, subdivision and development regulation updates should include the following strategies described in Chapter 2: Community Vision:

- ☞ *Develop a Rural Corridor Overlay District (a.k.a. Scenic Corridor Overlay) for areas designated as Rural-Corridor character area to determine site design, access management, visual character, appropriate land use, and other design standards for these corridors in order to protect scenic views and rural development patterns (DP-1.1.2)(R-COR).*
- ☞ *Encourage use of conservation subdivision ordinance to preserve natural features and rural character within new residential development, building from the existing ordinances that allow for cluster development (DP-1.1.4)(R-N).*
- ☞ *Adopt zoning text amendment to establish an "agricultural use notice and waiver." At the time that an individual applies for land use, building or occupancy permit or when non-agricultural land abutting or within 1,000 feet of agricultural land, the applicant would sign a waiver that indicates an understanding/acknowledgement that agricultural land exists near the subject property and an agricultural operation is ongoing adjacent to this existing or proposed use (R-N)(DP-1.2.3).*
- ☞ *Adopt zoning text amendment to establish an "agricultural buffer" to minimize future potential conflicts between agricultural and non-agricultural uses all new non-agricultural development adjacent to designated agricultural land should provide an agricultural buffer (See DCA Model Land Use Management Code Sec. 7-2 Agricultural Buffer)(DP-1.2.4)(R-N).*
- ☞ *Amend existing zoning regulations to include provisions that support Traditional Neighborhood Design principles (e.g. amend Planned Unit Development district or adopt new TND ordinance)(DP-2.1.1)(U-N; S-N).*
- ☞ *Adopt a mixed use overlay zoning district that allows for a vertical mix of higher density residential, office, and commercial uses, that promotes compact, interconnected development, and that continues traditional "Main Street" development patterns. The overlay should include specific requirements for specific Character Areas (DP-3.1.1; DP-4.3.1)(S-CTR N, S-CTR C, U-CTR N, U-CTR C, D-DT)*
- ☞ *Establish a Ringgold locally-designated historic district. The boundaries of the Ringgold Commercial Historic District (National Register district), have the potential to form a locally-designated historic district. This designation would protect buildings from inappropriate exterior alterations, signage, infill development, as well as demolition due to a required design review process (DP-3.2.2)(D-DT).*

- ☞ Consider traffic impact of new development as part of the permitting process. This enables local governments to determine the transportation demands of development proposals and provide for reduction of adverse impacts on the transportation system (all U and S character areas; and D-DT).
- ☞ Adopt street and site connectivity standards for new developments that require an interconnected public street network within new developments and require that new streets and neighborhoods link to existing public streets and adjacent neighborhoods (DP-5.3.1; DP-7.2.1)(all U and S character areas; and D-DT).
- ☞ Adopt pedestrian connectivity standards for new developments. These standards should create an interconnected public sidewalk and trail network within new developments and should enhance connectivity area wide by linking new sidewalks and trails and to existing sidewalks and trails in adjacent neighborhoods (DP-5.4.2; DP-7.2.1; DP-2.1.2) (all U and S character areas; and D-DT).
- ☞ Amend zoning and/or subdivision regulations to require installation of pedestrian facilities as components of all new development and redevelopment projects (DP-5.4.5) (all U and S character areas; and D-DT).
- ☞ Amend zoning and/or subdivision regulations to require installation of bicycle facilities as components of all new development and redevelopment projects (DP-5.5.2) (all U and S character areas; and D-DT) (all U and S character areas; and D-DT).
- ☞ Amend development regulations to ensure capital improvements needed to accommodate future development are provided concurrent with new development. Establish adequate public facilities standards controlling the timing and location of new development by coordinating development permits with availability of public facilities to serve the development. Ensure capital improvements needed to accommodate future development are provided concurrent with new development and prohibit development unless adequate infrastructure is in place or can be provided by the developer (DP-6.1.1)(all U and S character areas; and D-DT).
- ☞ Review existing regulations and, if needed, adopt Hillside/Ridgeline protection development standards that allow for reasonable hillside use that complements natural and visual character of the community while preventing development that would cause erosion sedimentation, severe tree cutting or scaring (RC-1.1.1).
- ☞ Review exiting regulations and, if needed, adopt Tree protection ordinance requiring preservation of significant portions of trees on a new development site (RC-1.2.1).
- ☞ Require riparian buffers; requiring strips of land along banks of streams or rivers to be set aside from development to protect water quality (RC-1.6.1).
- ☞ Adopt an Historic Preservation Ordinance requiring protection of locally-designated historic properties and districts (RC-4.1.5; DP-3.2.2).
- ☞ Develop incentives that encourage developers to create publicly accessible neighborhood parks as part of their development projects (SED-3.1.1; DP-2.2.2; RC-1.3.4).
- ☞ Review and update development regulations to include requirements for parks and open space in new developments. Require that new major developments provide publicly-accessible neighborhood parks and green space. Offer incentives for new minor developments that provide portions of development area for greenways, trails, or new public parks (SED-3.2.1).
- ☞ Develop land use and design standards that create transitions from higher intensity development along major roadways and special districts to less intense neighborhoods (DP-4.2.2).
- ☞ Create incentives for infill development (DP-2.3.1)(U-N; S-N).

- ☞ *Develop a corridor overlay district or corridor zoning district that address site design, access management, visual character, and other design standards along major corridors (See Future Development Guide and Map). This includes establishing an amenity zone adjacent to the corridor to provide for sidewalks or other enhancements and to manage development so as to avoid strip commercial patterns. The overlay should include specific requirements for unique Character Areas. (DP-4.1.1)(S-COR R, S-COR MU, U-COR R, U-COR MU)*
- ☞ *Develop Interstate Gateway Overlay District to encourage managed, sensible interchange development with development regulations for the District-Interstate Gateway character area, a partial zoning scheme to guide future development surrounding highway interchanges (DP-4.1.3)(D-IG).*
- ☞ *Create incentives for historic building restoration, encouraging renovation versus demolition of historic properties (RC-4.1.4)(D-DT; U-N; U-COR-R, U-COR-MU).*
- ☞ *Create incentives such as density bonuses or expedited permit processing development of affordable housing, mixed use development that includes multiple housing types and/or affordable housing options (SED-4.1.2).*
- ☞ *Permit development of accessory dwelling units or elderly cottage housing (i.e. granny flats) by-right in all residential areas (SED-4.1.3)(U-N).*
- ☞ *Develop incentives that encourage housing diversity (SED-4.1.4)(S-COR R, S-COR MU, S-CTR N, S-CTR C, U-COR R, U-COR MU, U-CTR N, U-CTR C).*

Joint Countywide Multi-Modal Transportation Plan

The purpose of a multi-modal transportation plan is develop a plan, in coordination with GDOT, NWGRC, C-HC/NG TPO; that further defines long-term needs that support the TPO's Regional Transportation Plan in addition to developing a long-range plan for developing streets, pedestrian paths, bike lanes/paths, and public transit that contribute to a system of fully-connected and interesting routes. In addition, the plan identifies a financial strategy for the implementation of plan recommendations. Implementation of such a plan should include the following strategies described in Chapter 2: Community Vision:

- ☞ *Continue to identify traffic signalization and timing improvements. Synchronization of traffic signals would help smooth traffic flow, reduce congestion, and improve travel times at peak traffic hours. The net result would be a more enjoyable driving experience, less fuel waste, lower vehicular emissions, and time savings for residents, workers, and businesses (DP-5.1.1, DP-5.2.3).*
- ☞ *Integrate a Corridor Map into long-range planning (that supports the Multi-modal Transportation Plan) to designate where the construction and improvement of transportation facilities (especially arterials and collector/connector streets) is expected indicating the right-of-way of planned transportation facilities (DP-5.1.1; DP-5.3.2).*
- ☞ *Prepare existing conditions analysis of existing bicycle facilities to identify and prioritize areas appropriate for new bicycle facilities (DP-5.1.1; DP-5.5.1).*
- ☞ *Review road design standards ensure their ability to encourage "complete streets," by accommodating all modes of travel, while still providing flexibility to allow designers to tailor the project to unique circumstances (DP-5.1.1; DP-5.1.2).*
- ☞ *Develop Context Sensitive Design guidelines that describe appropriate roadway and access management standards. These guidelines should link the form and function of different street types with surrounding land uses to promote orderly and efficient traffic circulation along corridors identified in the Future Development Guide (DP-5.1.1; DP-5.1.3).*
- ☞ *Establish a countywide traffic calming program that involves physical improvements designed to decrease traffic speed and increase the walkability of roadways and can include raised*

crosswalks, narrower traffic lanes, addition of on-street parking and landscaped medians (also includes speed humps on neighborhood, non-collector streets)(DP-5.1.1; DP-5.1.5).

- ☞ Establish an ongoing pavement management program to maintain safe roadway conditions (DP-5.1.1; DP-5.2.4).
- ☞ Develop access management plans for established corridors such as US-27/Lafayette Road, US-41/US-76/Ringgold Road could provide order to what have become (in some locations) continuous curb cuts on each side of the street resulting in unattractive, pedestrian-unfriendly, confusing roadways. Locations can be further determined with MMTP (DP-5.1.1; DP-5.2.1).
- ☞ Prepare existing conditions analysis of existing sidewalks (and other pedestrian facilities) to identify substandard facilities and prioritize repair/replacement projects and identify and prioritize areas appropriate for new sidewalks and multi-use trails (DP-5.1.1; DP-5.4.1).
- ☞ Engage in phased corridor/streetscape master planning for corridor character areas to guide enhancements (master planning in accordance with TEA-21 implementation funds)(DP-4.1.2)(S-COR, U-COR).
- ☞ Study of downtown traffic congestion and traffic counts and possible solutions (previous Ringgold STWP)(D-T).
- ☞ Congestion mitigation project (possibly center turn lane on Cleveland St.) (previous Ringgold STWP)(D-T).
- ☞ Work with TPO, GDOT to plan and fund needed widening and straightening of local roads for alternative truck routes and include in TIP(previous Ringgold STWP)(D-T).
- ☞ Work with TPO, GDOT to plan and fund needed downtown bypass, connector (SR-151 to I-75), and/or I-75 interchange and include in LRTP and in subsequent TIPs. Currently the LRTP 2030 includes a two lane "Ringgold bypass" item(previous Ringgold STWP)(D-T).

Park and Recreation Master Plan

The purpose of a park and recreation master plan is to translate community needs and desires for parks, facilities and programs into recommendations that can be implemented with a planning period, typically 10 years. In addition, the plan identifies a financial strategy for the implementation of plan recommendations. A park and recreation master plan addresses both the active and passive recreational needs of a community, includes recommendations for land acquisition, improvements to existing recreation sites, development of new parks and facilities, and a capital improvements program. Development of such a master plan should include the following strategies described in Chapter 2: Community Vision:

- ☞ Develop a Joint Parks, Recreation and Green Space Master Plan to assess existing facilities, identify maintenance needs, determine future needs including locations for new parks, coordinate the connection of parks and neighborhoods with a greenway and trail network, and prioritize capital investments (DP-2.2.2).
- ☞ Review and update, as needed, site design requirements for open space. Site design requirements should, to the greatest extent possible, preserve environmentally sensitive areas and allow for continuity of environmental features (RC-1.3.4; DP-2.2.2; SED-6.1.2).
- ☞ Include within an assessment of existing park and recreation programs along with recommendations for future programs within the Parks, Recreation and Green Space Master Plan in order to ensure provision of recreation programs for all ages, including new programs for teenagers and young adults (SED-3.3.1; DP-2.2.2).

Downtown Master Plan

A Downtown Master Plan is typically developed for a small geographic area that includes the downtown business district and adjacent areas. In most cases, these plans are created to address

two main objectives. One, a downtown master plan is meant to provide greater detail than that provided by a comprehensive plan. The greater detail addresses goals, policies, and guidelines that are more applicable to the specific area of study. The greater detail helps inform the second objective of a downtown master plan, an action plan to help guide and coordinate local decision making. Development of Downtown Master Plans for Fort Oglethorpe and Ringgold should include the following strategies described in Chapter 2: Community Vision:

- ☞ *Coordinate with various entities to develop and implement master plans for Downtown Fort Oglethorpe and Downtown Ringgold that establish a clear vision for the revitalization for each and help guide public and private investments to improve the physical character, and support the retention of residential and non-residential uses that will provide economic and social vitality (DP-3.2.1).*
- ☞ *Consider tax allocation districts to provide funding for redevelopment activities through the pledge of future incremental increases in property values generated by redevelopment, such as support needed infrastructure improvements within the designated area and support new private investment (DP-3.2.4).*
- ☞ *Consider establishing Community Improvement District or self-taxing districts that use additional property taxes to help accelerate transportation and infrastructure projects critical to the redevelopment of downtown areas (DP-3.2.5).*
- ☞ *Pursue urban redevelopment plans for downtown areas that provide legal redevelopment tools that can be used to revitalize the central business district (DP-3.2.3).*
- ☞ *Establish shared parking opportunities, encouraging property owners to share their parking facilities in order to reduce the overall need for parking spaces in downtown (DP-3.2.6).*

LONG TERM PROJECT LIST

The Long Term Project List, shown in Tables 4-4, 4-5 and 4-6, identify specific long-term implementation actions the county and city governments or other entities intend to take beyond the first five-year timeframe of the planning period.

Table 4-4 Unincorporated Catoosa County Long-Term Project List

Type of Action/Strategy	Action/Implementation Strategy	Strategy Ref. Number
Inventory/Assessment	Nominate eligible properties to the National Register of Historic Places.	RC-4.1.2
Inventory/Assessment	Seek local designation of historic properties	RC-4.1.3
Inventory/Assessment	Review and update building codes and inspection procedures to create healthy and safe housing conditions.	SED-4.3.1
Master Plans/Small Area Plans	Develop small area corridor plans	DP-4.2.1
Master Plans/Small Area Plans	Create public-private partnerships to develop revitalization plans and infrastructure improvements for underutilized centers and corridors.	SED-1.3.1
Process/Program	Study the potential to establish an environmental court dedicated to housing, community health, solid waste, fire, building, litter and illegal dumping, and zoning violations	DP-2.3.4
Process/Program	Develop financing tools for landowners that facilitate investment in struggling neighborhoods	DP-2.3.6
Process/Program	Seek to improve railroad crossings at key locations	DP-5.2.2
Process/Program	Pursue public purchase of environmentally-sensitive lands	RC-1.3.6
Process/Program	Establish historic/cultural markers program.	RC-4.1.7
Process/Program	Explore available tools to assist with protection and acquisition of historic buildings and sites	RC-4.1.9
Process/Program	Encourage new employment centers by providing the infrastructure necessary to accommodate new industry, while also remaining flexible to future economic shifts and needs	SED-1.7.1
Process/Program	Pursue a Multiple Property National Historic listing of sites and districts associated with "Dixie Highway," US-41	SED-2.1.4
Process/Program	Coordinate senior services and development	SED-4.2.1
Master Plan/Small Area Plans	Develop small area/community plans for large undeveloped areas where growth is planned	DP-2.1.2

Table 4-5 Fort Oglethorpe Long-Term Project List

Type of Action/Strategy	Action/Implementation Strategy	Strategy Ref. Number
Inventory/Assessment	Nominate eligible properties to the National Register of Historic Places.	RC-4.1.2
Inventory/Assessment	Seek local designation of historic properties	RC-4.1.3
Inventory/Assessment	Review and update building codes and inspection procedures to create healthy and safe housing conditions.	SED-4.3.1
Master Plans/Small Area Plans	Develop small area corridor plans	DP-4.2.1
Master Plans/Small Area Plans	Create public-private partnerships to develop revitalization plans and infrastructure improvements for underutilized centers and corridors.	SED-1.3.1
Process/Program	Study the potential to establish an environmental court dedicated to housing, community health, solid waste, fire, building, litter and illegal dumping, and zoning violations	DP-2.3.4
Process/Program	Develop financing tools for landowners that facilitate investment in struggling neighborhoods	DP-2.3.6
Process/Program	Establish an Opportunity Zone(s) (if Urban Redevelopment Plans are established for these specific areas).	DP-3.2.10
Process/Program	Pursue public purchase of environmentally-sensitive lands	RC-1.3.6
Process/Program	Establish historic/cultural markers program.	RC-4.1.7
Process/Program	Explore available tools to assist with protection and acquisition of historic buildings and sites	RC-4.1.9
Process/Program	Encourage new employment centers by providing the infrastructure necessary to accommodate new industry, while also remaining flexible to future economic shifts and needs	SED-1.7.1
Process/Program	Coordinate senior services and development	SED-4.2.1

Table 4-6 Ringgold Long-Term Project List

Type of Action/Strategy	Action/Implementation Strategy	Strategy Ref. Number
Inventory/Assessment	Nominate eligible properties to the National Register of Historic Places.	RC-4.1.2
Inventory/Assessment	Seek local designation of historic properties	RC-4.1.3
Inventory/Assessment	Review and update building codes and inspection procedures to create healthy and safe housing conditions.	SED-4.3.1
Master Plans/Small Area Plans	Develop small area corridor plans	DP-4.2.1
Master Plans/Small Area Plans	Create public-private partnerships to develop revitalization plans and infrastructure improvements for underutilized centers and corridors.	SED-1.3.1
Process/Program	Study the potential to establish an environmental court dedicated to housing, community health, solid waste, fire, building, litter and illegal dumping, and zoning violations	DP-2.3.4
Process/Program	Develop financing tools for landowners that facilitate investment in struggling neighborhoods	DP-2.3.6
Process/Program	Establish an Opportunity Zone(s) (if Urban Redevelopment Plans are established for these specific areas).	DP-3.2.10
Process/Program	Seek to improve railroad crossings at key locations	DP-5.2.2
Process/Program	Pursue public purchase of environmentally-sensitive lands	RC-1.3.6
Process/Program	Establish historic/cultural markers program.	RC-4.1.7
Process/Program	Explore available tools to assist with protection and acquisition of historic buildings and sites	RC-4.1.9
Process/Program	Encourage new employment centers by providing the infrastructure necessary to accommodate new industry, while also remaining flexible to future economic shifts and needs	SED-1.7.1
Process/Program	Pursue a Multiple Property National Historic listing of sites and districts associated with "Dixie Highway," US-41	SED-2.1.4
Process/Program	Coordinate senior services and development	SED-4.2.1

POLICY STATEMENTS

Development Patterns

DP Goal 1: Rural communities ①

- DP Policy 1.1: Promote rural development patterns and design in rural areas ①
- DP Policy 1.2: Incorporate tools that protect viability of remaining agriculture ①

DP Goal 2: Healthy, complete neighborhoods ①②③

- DP Policy 2.1: Create new, walkable, well-connected neighborhoods, including a mixture of conventional suburban and traditional neighborhood design ①②③
- DP Policy 2.2: Locate schools and parks in or near existing neighborhoods ①②③
- DP Policy 2.3: Revitalize established neighborhoods ①②③
- DP Policy 2.4: Ensure context-sensitive redevelopment and infill ①②③

DP Goal 3: Vibrant downtowns and activity centers

- DP Policy 3.1: Encourage mixed use within centers ①②③
- DP Policy 3.2: Initiate revitalization efforts in Downtowns and other struggling centers ①②③
- DP Policy 3.3: Strategically place nodal development ①②③

DP Goal 4: Attractive, inviting corridors and gateways

- DP Policy 4.1: Promote quality corridor development ①②③
- DP Policy 4.2: Revitalize underutilized commercial corridors and uphold high standards for property maintenance ①②③
- DP Policy 4.3: Establish gateways and wayfinding to define major entrances and clearly direct visitors to tourist attractions ①②③

DP Goal 5: Safe, efficient multi-modal transportation

- DP Policy 5.1: Encourage a comprehensive, multi-modal transportation planning approach ①②③
- DP Policy 5.2: Improve safety and efficiency of existing corridors ①②③
- DP Policy 5.3: Promote interconnected network of streets ①②③
- DP Policy 5.4: Promote a more walkable community ①②③
- DP Policy 5.5: Promote a more bicycle-friendly community ①②③
- DP Policy 5.6: Provide comprehensive public transportation options in Catoosa County ①②③

DP Goal 6: Efficient use of existing and proposed community facilities

- DP Policy 6.1: Maximize efficient use of existing and planned utility infrastructure ①②③
- DP Policy 6.2: Encourage the prominent placement of important civic and institutional buildings ①②③

DP Goal 7: Impacts mitigated for special uses

- DP Policy 7.1: Manage industrial and high impact uses with appropriate site design ①②③
- DP Policy 7.2: Manage major institutional and office use with appropriate site design ①②③
- DP Policy 7.3: Encourage revitalization and redevelopment of Brownfields ①②③

Resource Conservation

RC Goal 1: Preserve natural resources and environmentally sensitive areas

- RC Policy 1.1: Preserve Taylor's Ridge and other significant ridge lines in Catoosa County ①②③
- RC Policy 1.2: Maintain tree canopy ①②③
- RC Policy 1.3: Protect environmentally sensitive areas ①②③
- RC Policy 1.4: Provide residents and visitors with the opportunity to connect with nature for enjoyment, recreation and economic activity ①②③
- RC Policy 1.5: Preserve and enhance a range of open spaces including viewsheds ①②③
- RC Policy 1.6: Improve water quality protection ①②③

RC Goal 2: Sustainable sites and buildings

- RC Policy 2.1: Encourage green building design, technology and sustainable site design ①②③

RC Goal 3: Reduce solid waste

- RC Policy 3.1: Support recycling efforts and improved participation ①②③
- RC Policy 3.2: Reduce illegal dumping of trash and hazardous waste ①②③

RC Goal 4: Preservation of historic and cultural resources

- RC Policy 4.1: Promote preservation of historic structures and places ①②③
- RC Policy 4.2: Promote public art ①②③

Social and Economic Development

SED Goal 1: Create a self-sufficient, sustainable economy

- SED Policy 1.1: Facilitate coordinated economic development ①②③
- SED Policy 1.2: Focus different types of economic development opportunities in appropriate areas ①②③
- SED Policy 1.3: Encourage mixed-use activity centers and corridors ①②③
- SED Policy 1.4: Promote development of a wider range of shopping, dining and entertainment options in the county ①②③
- SED Policy 1.5: Promote Catoosa County as regional economic center ①②③
- SED Policy 1.6: Coordinate job training opportunities ①②③
- SED Policy 1.7: Ensure availability of adequate, developable land to support economic development ①②③

SED Goal 2: Thriving tourism economy

- SED Policy 2.1: Support increased efforts to attract tourism ① ② ③

SED Goal 3: Quality park and recreation facilities and activities

- SED Policy 3.1: Support a coordinated system of parks and green space ① ② ③
- SED Policy 3.2: Encourage provision of publicly-accessible parks and open space within new development ① ② ③
- SED Policy 3.3: Support expansion of recreation programs that provide safe and healthy recreation opportunities for all ages ① ② ③

SED Goal 4: Variety of quality housing options

- SED Policy 4.1: Encourage housing diversity in new neighborhoods ① ② ③
- SED Policy 4.2: Promote “aging in place” housing options ① ② ③
- SED Policy 4.3: Promote high standards of construction for all housing in each jurisdiction ① ② ③

Government Relations**GR Goal 1: Effective government communication with the public**

- GR Policy 1.1: Effectively communicate *Community Agenda* implementation status with the public ① ② ③

GR Goal 2: Effective coordination of all levels of government in Catoosa County

- GR Policy 2.1: Enhance municipal service delivery with coordination agreements or consolidation of duplicate services within Catoosa County ① ② ③
- GR Policy 2.2: Promote partnerships between local governments and school board ① ② ③

GR Goal 3: Regional planning coordination

- GR Policy 3.1: Increase land use, transportation and infrastructure coordination with jurisdictions adjacent to Catoosa County ① ② ③
- GR Policy 3.2: Emphasize coordination with regional and state agencies ① ② ③

PLAN MAINTENANCE

The Catoosa County Commission, Fort Oglethorpe City Council and Ringgold City Council are each responsible for maintaining the *Catoosa County Joint Comprehensive Plan 2011-2031* to accurately reflect current community conditions and the community's vision and priorities for the future. Maintenance of the plan includes major and minor plan amendments, updates of the plan, or required periodic updates of the *Community Agenda*. Each is discussed below.

Plan Amendments

DCA defines major amendments as those changes to an adopted comprehensive plan that alter the basic tenets of the overall plan or a significant portion of the plan or if they have the potential to affect another local government. DCA defines minor amendments as those that are purely local in nature and do not qualify as major amendments. Each jurisdiction must submit major amendments to NWGRC for review within six months from the date that the city council experiences or decides to pursue a change that would qualify as a major amendment. Minor amendments do not require NWGRC review.

Updates to the STWP

At a minimum, the City Council must prepare and submit annual updates or five-year updates to STWP portion of the *Community Agenda*. The STWP is presented in Chapter 4: Implementation Program of this plan. These updates must be submitted to NWGRC for review in order to maintain Quality Local Government status.

Updates to the Comprehensive Plan

At a minimum, a plan update must be completed every 10 years, in accordance with the Local Comprehensive Plan Recertification Schedule maintained by DCA. However, after five years, the legislative bodies of each jurisdiction may determine that based upon the degree of change in the community an update to the comprehensive plan is needed. If only minor changes have taken place, then revisions to the plan may be sufficient in the form of plan amendments. If significant changes have occurred in community conditions (i.e., if the data upon which the plan is based has become significantly outdated, or the community's vision has changed), an update of the comprehensive plan or a major plan amendment may be needed.

Appendices



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CATOOSA COUNTY
Joint Comprehensive Plan 2011-2031

Community Agenda
Appendices

Prepared for:

Northwest Georgia Regional Commission
Rome, Georgia

By:



MACTEC Engineering and Consulting, Inc.
Atlanta, Georgia

Adopted:

Catoosa County: February 15, 2011
City of Fort Oglethorpe: February 14, 2011
City of Ringgold: February 14, 2011

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APPENDIX A: QUALITY COMMUNITY OBJECTIVES

The Quality Community Objectives (QCO) analysis for each Character Area is presented in this appendix. This appendix identifies the QCOs that will be pursued in the character area. The QCOs were adopted by the Georgia Department of Community Affairs (DCA) to measure how communities preserve their unique resources while accommodating future development. The QCOs are listed below.

Traditional Neighborhood – Traditional neighborhood development patterns should be encouraged, including use of more human scale development, mixing of uses within easy walking distance of one another, and facilitating pedestrian activity.

Infill Development – Communities should maximize the use of existing infrastructure and minimize the conversion of undeveloped land at the urban periphery by encouraging development or redevelopment of sites closer to the downtown or traditional urban core of the community.

Sense of Place – Traditional downtown areas should be maintained as the focal point of the community or, for newer areas where this is not possible, the development of activity centers that serve as community focal points should be encouraged. These community focal points should be attractive, mixed-use, pedestrian-friendly places where people choose to gather for shopping, dining, socializing, and entertainment.

Transportation Alternatives – Alternatives to transportation by automobile, including mass transit, bicycle routes and pedestrian facilities, should be made available in each community. Greater use of alternate transportation should be encouraged.

Regional Identity – Regions should promote and preserve an “identity,” defined in terms of traditional regional architecture, common economic linkages that bind the region together, or other shared characteristics.

Heritage Preservation – The traditional character of the community should be maintained through preserving and revitalizing historic areas of the community, encouraging new development that is compatible with the traditional features of the community, and protecting other scenic or natural features that are important to defining the community’s character.

Open Space Preservation – New development should be designed to minimize the amount of land consumed, and open space should be set aside from development for use as public parks or as greenbelts/wildlife corridors.

Environmental Protection – Air quality and environmentally sensitive areas should be protected from negative impacts of development. Environmentally sensitive areas deserve special protection, particularly when they are important for maintaining traditional character or quality of life of the community or region. Whenever possible, the natural terrain, drainage, and vegetation of an area should be preserved.

Growth Preparedness – Each community should identify and put in place the prerequisites for the type of growth it seeks to achieve. These may include housing and infrastructure (roads, water, sewer and telecommunications) to support new growth, appropriate training of the workforce, ordinances to direct growth as desired, or leadership capable of responding to growth opportunities.

Appropriate Businesses – The businesses and industries encouraged to develop or expand in a community should be suitable for the community in terms of job skills required, linkages to other economic activities in the region, impact on the resources of the area, and future prospects for expansion and creation of higher-skill job opportunities.

Employment Options – A range of job types should be provided in each community to meet the diverse needs of the local workforce.

Housing Choices – Quality housing and a range of housing size, cost, and density should be provided in each community, to make it possible for all who work in the community to also live in the community.

Educational Opportunities – Educational and training opportunities should be readily available in each community to permit community residents to improve their job skills, adapt to technological advances, or to pursue entrepreneurial ambitions.

Regional Cooperation – Regional cooperation should be encouraged in setting priorities, identifying shared needs, and finding collaborative solutions, particularly where it is critical to success of a venture, such as protection of shared natural resources.

Regional Solutions – Regional solutions to needs shared by more than one local jurisdiction are preferable to separate local approaches, particularly where this will result in greater efficiency and less cost to the taxpayer.

Quality Community Objective	N-OS	R-OS	R-N	R-CTR	R-COR	S-OS	S-N	S-CTR-C	S-COR-MU	S-COR-R	U-OS	U-N	U-CTR-N	U-CTR-C	U-COR-MU	U-COR-R	D-D	D-MA	D-IG	D-I	D-Q	D-C	D-L	
Traditional Neighborhoods												✓	✓	✓	✓	✓	✓							
Infill Development							✓	✓	✓	✓		✓	✓	✓	✓	✓	✓			✓				
Sense of Place			✓	✓	✓								✓	✓			✓		✓					
Transportation Alternatives	✓				✓		✓		✓	✓			✓	✓	✓	✓	✓	✓		✓				
Regional Identity	✓			✓									✓	✓			✓							
Heritage Preservation	✓	✓	✓	✓		✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓							
Open Space Preservation	✓	✓				✓					✓													
Environmental Protection	✓	✓				✓					✓													
Growth Preparedness							✓		✓	✓		✓	✓	✓	✓	✓	✓	✓		✓				
Appropriate Businesses								✓	✓				✓	✓	✓		✓	✓	✓	✓	✓	✓	✓	✓
Employment Options				✓	✓			✓	✓				✓	✓	✓		✓	✓	✓	✓	✓	✓	✓	✓
Housing Choices			✓	✓	✓		✓	✓	✓	✓		✓	✓	✓	✓	✓	✓		✓					
Educational Opportunities							✓	✓	✓	✓		✓	✓	✓	✓	✓	✓	✓					✓	
Regional Cooperation	✓				✓			✓	✓	✓			✓	✓	✓	✓	✓	✓		✓	✓			

APPENDIX
B

APPENDIX B: REPORT OF ACCOMPLISHMENTS

The Report of Accomplishments (ROA) provides a status of each work item identified in the 2003-2007 Short Term Work Programs for each jurisdiction. For each activity the ROA identifies whether it was completed, postponed, or dropped, or if it is underway. Reasons are provided for a dropped or postponed activity, and a projected completion date is provided for items that are underway.

Table B-1 Catoosa County Report of Accomplishments

Element	Activity	Status				Notes/Reason Postponed or Dropped
		Complete	Underway	Postponed	Dropped	
Community Facilities: Transportation	Road improvements & bridge construction or renovation: CR 162 (Colbert Hollow Rd.) with SR-151 turn lane	✓			✓	SR-151 turn lane @ Colbert Hollow Rd. - GDOT project (completed portion was Colbert Hollow bridge replaced)
Community Facilities: Transportation	Pedestrian /Bikeway SR-2 (Battlefield Pkwy.) 9 miles from US-41 to US-27				✓	GDOT Project
Community Facilities: Transportation	Widening SR-151 South				✓	GDOT Project
Community Facilities: Transportation	Preparation for bypass from Battlefield Pkwy. to East Ridge				✓	GDOT Project
Community Facilities: Transportation	Graysville Road improvements & bridge widening				✓	GDOT Project
Community Facilities: Transportation	Bridge construction or renovation throughout the county as follows: Lakeview Dr. over Black Branch; Reeds Bridge Rd. over W Chickamauga Creek; Boynton Dr. over Peavine Creek; Steele Rd. over Black Springs Tributary; Graysville Rd. over S Chickamauga Creek; Keith Rd. over Little Tiger Creek; Keith Rd. over Sugar Creek; Lane Rd. over Little Chickamauga Creek; Peavine Rd. over Peavine Creek; Three Notch Rd. over Peavine Creek; Bandy Rd. over E Chickamauga Creek; Old Mill Rd. over Peavine Creek; Wooten Rd. over Peavine Creek; Belt Rd. over Dry Branch (monitor); Mag Williams Rd. over Blue Springs Branch; Potts Rd. over Peavine Creek; Temperance Hall Rd. over Little Chickamauga Creek; Yates Springs Rd. over Little Chickamauga Creek; Greenwood Rd. over S Chickamauga Creek Overflow (monitor); Greenwood Rd. over S Chickamauga Creek; Dogwood Valley Rd. over E Chickamauga Creek; Cottonwood Mill Rd. over E Chickamauga Creek; Smith Chapel Rd. over Little Tiger Creek; Mt. Vernon Rd. over Sugar Creek				✓	GDOT project
Community Facilities: Transportation	Bridge construction or renovation - CONTINUED: * Stewart Rd. over Cat Creek; Stewart Rd. over Tiger Creek (monitor); Keith Salem Rd. over Sugar Creek; Houston Valley Rd. over Dry Creek; Houston Valley over Dry Creek Tributary; Cooper Rd. over Little Tiger Creek; Cherokee Valley Rd. over Oak Mountain Branch; Fant Dr. over Black Branch (monitor); Rollins Industrial Blvd. over Little Chickamauga Creek; City Hall Dr. over Black Branch (monitor); Swanson Rd. over Hurricane Creek				✓	GDOT project
Community Facilities: Transportation	Resurface 25 miles of substandard county roads	✓				
Community Facilities: Transportation	Improve West Circle Dr. & East Lakeview Dr.				✓	GDOT project
Community Facilities: Transportation	Burning Bush Rd. turn lane at Poplar Springs Rd.				✓	GDOT project
Community Facilities: Transportation	Improve Mack Smith Rd. and Mineral Ave.			✓		Funding/GDOT project Coordination
Community Facilities: Transportation	LARP 100 miles paving				✓	Duplicate listing
Community Facilities: Transportation	Lakeview Road Storm Water Project		✓			
Community Facilities: Transportation	Road improvements: Intersection turn lanes throughout the county		✓			

Element	Activity	Status				
		Complete	Underway	Postponed	Dropped	Notes/Reason Postponed or Dropped
Community Facilities: Sewer Construction	Preparation of Lakeview Dr. and West Chickamauga Creek sewer installation and retention ponds for flood prevention				✓	Revised description on 2011 STWP
Community Facilities: Sewer Construction	Bandy Rd. off US-41; SR 146 (Cloud Springs); N. Three Notch Rd. sewer construction		✓			Revised description on 2011 STWP
Community Facilities: Sewer Construction	W. Chickamauga Sewer Project Alternate 3 and Alternate 4 Connector Lines		✓			Revised description on 2011 STWP
Community Facilities: Sewer Construction	Phase III Lakeview Sewer CDBG Project		✓			Pending grant funding
Community Facilities: Other	Purchase two Tractor Mowers and other Public Works equipment	✓				
Community Facilities: Other	Add soccer fields to Jack Mattox Park			✓		Location/funding
Econ. Dev.	Develop publicly-owned Industrial Park		✓			
Econ. Dev.	Consider sites for publicly-owned Speculative Building	✓				
Econ. Dev.	Develop publicly-owned Speculative Building				✓	Funding/not practical
Housing	Joint comprehensive housing study (which will look at affordability, demand by age groups, quality of construction and whether building codes are insuring quality construction, especially in multi-unit dwellings)				✓	Funding
Land Use	Land Use Plan for industrial & commercial use by Quality, Growth & Research Team				✓	Included in 2011-2016 Comp Plan
Land Use	Implement Greenspace Plan (2008 ongoing)		✓			
Land Use	Populate database with information and make GIS for Catoosa County available to community for a fee (fee structure to be determined)	✓				
Natural and Historic Resources	Develop a plan for periodically updating the historic resources survey (s)				✓	Historic Committee project/funding
Natural and Historic Resources	Nominate additional properties to the National Register of Historic Places that can benefit from designation				✓	Historic committee project/funding
Natural and Historic Resources	Contact the Georgia Trust about the vacant historic properties suitable for the statewide Revolving Fund Program (reference list from Chairman Clark)				✓	Historic committee project/funding
Natural and Historic Resources	Continue the development of community resources and partnerships (local, state, regional, and national) to maximize access to and interpretation of the Ringgold Gap Battlefield				✓	Historic committee project/funding
Natural and Historic Resources	Historic Tourism Study				✓	Historic committee project/funding
Natural and Historic Resources	County Historical Museum				✓	Historic committee project/funding/location
Natural and Historic Resources	Gen. Cleburne Statue	✓				
Natural and Historic Resources	Purchase Catoosa Platform	✓				

Element	Activity	Status				Notes/Reason Postponed or Dropped
		Complete	Underway	Postponed	Dropped	
Natural and Historic Resources	SIGNAGE TO LOCATE AND IDENTIFY HISTORICAL LANDMARKS IN COUNTY: Skirmish at Ballew Ford * Skirmish at Anderson Bridge * Ringgold Cemetery * Old Methodist Church * Anderson Cemetery * Civil War Deceased/Hospitals * Lookout Railroad * Grave of Mrs. Humphrey Posey (Rev to the Cherokees) * Ellis Springs * Old Federal Road * Dixie Highway * Nick-a-Jack Road * TN River to Calhoun * Three Notch Road * Indians at Camp Cummings in LaFayette to Rock Spring to US-41 Old Federal Road then Ringgold then Calhoun * Alabama Road * Jackson to Alabama * Calhoun Road * Peavine Creek Bridge * Dip in Highway 4 * Interpretive signs in Mountain Gap * General Monument				✓	Historic committee project/funding
Education	Bring Dalton State and NW Technical satellite college campuses to Benton Place				✓	Revised description & location in 2011 STWP/funding
Education	Addition to the Shirley Smith Learning Center	✓				
Education	Amphitheater to Benton Place Campus	✓				
Intergovernmental Agreements	Administration of 911 system for Ringgold and Fort Oglethorpe by Catoosa County	✓				
Intergovernmental Agreements	Administration of Fire & Rescue Departments for Ringgold and Fort Oglethorpe by Catoosa County		✓			

Table B-2 Fort Oglethorpe Report of Accomplishments

Element	Activity	Status				
		Complete	Underway	Postponed	Dropped	Notes/Reason Postponed or Dropped
Econ. Dev.	Pursue grants funds for Better Hometown Program and grants for tourism development		✓			
Comm. Facilities: Streets and Rec. Dept.	Build new swimming pool (refurbish)	✓				
Comm. Facilities: Streets and Rec. Dept.	Build new ballfield complex				✓	Funding
Comm. Facilities: Streets and Rec. Dept.	Build new bathhouse and concessions	✓				
Comm. Facilities: Streets and Rec. Dept.	Develop recreation gymnasium and senior center		✓			Gym
Comm. Facilities: Streets and Rec. Dept.	Build new garage or relocate to wastewater plant				✓	Funding
Comm. Facilities: Streets and Rec. Dept.	New maintenance building at recreation park				✓	Funding
Comm. Facilities: Fire and Police Depts.	Replace fire truck and upgrade pump	✓				
Comm. Facilities: Fire and Police Depts.	Shore Jacks			✓		Funding
Comm. Facilities: Fire and Police Depts.	10 sets of new turnout gear		✓			Funding
Comm. Facilities: Fire and Police Depts.	2 new chief cars				✓	Funding
Comm. Facilities: Fire and Police Depts.	Recovery bags		✓			(Partial Receded)
Comm. Facilities: Fire and Police Depts.	Add three additional firefighters move to 24 hr. on 48 hr. off shifts for fire suppression personnel to cover all shifts (this depends on outcome of FLSA. If it reduces to 48 hrs. then we will stay 40 hrs. per week		✓			
Comm. Facilities: Fire and Police Depts.	6 new breathing apparatus			✓		Funding
Comm. Facilities: Fire and Police Depts.	2 additional firefighters		✓			
Comm. Facilities: Fire and Police Depts.	5 new pagers		✓			
Comm. Facilities: Fire and Police Depts.	Increase fire department training budget		✓			
Comm. Facilities: Fire and Police Depts.	Travel/Meal/Lodging for training		✓			
Comm. Facilities: Fire and Police Depts.	4 new portable radios for apparatus to improve and add on to 800 system			✓		Grants/funding
Comm. Facilities: Fire and Police Depts.	Replacement of Chief vehicle (rotation) of older vehicle	✓				
Comm. Facilities: Fire and Police Depts.	Replace Wagon I 1972 Mack (due to 6mos to 1 yr delivery, order late '08, delivery '09, first pmt '10			✓		Funding
Comm. Facilities: Fire and Police Depts.	Property and building for new fire station in Hwy 2 E area				✓	
Comm. Facilities: Fire and Police Depts.	Open new station (if centralized, move paid/volunteer crew				✓	
Comm. Facilities: Fire and Police Depts.	10 sets of new turnout gear			✓		Funding (2nd group)
Comm. Facilities: Fire and Police Depts.	6 new breathing apparatus					
Comm. Facilities: Fire and Police Depts.	3 additional firefighters		✓			
Comm. Facilities: Fire and Police Depts.	5 new pagers			✓		Funding (2nd group)
Comm. Facilities: Fire and Police Depts.	2 Thermal Imaging Cameras			✓		Funding Grants
Comm. Facilities: Fire and Police Depts.	Training center (Combination fire/police)				✓	
Comm. Facilities: Fire and Police Depts.	8 new portable radios to improve/add to 800 system				✓	Funding (2nd group)
Comm. Facilities: Fire and Police Depts.	Replacement of Chief Vehicle (rotation of older vehicle)	✓			▪	

Element	Activity	Status				
		Complete	Underway	Postponed	Dropped	Notes/Reason Postponed or Dropped
Comm. Facilities: Fire and Police Depts.	Replace Truck I 1970 tractor drawn aerial ladder (due to 6 months to 1 year delivery 2010, first payment 2011)				✓	Funding
Comm. Facilities: Fire and Police Depts.	10 sets of new turnout gear				✓	Funding (3rd Group)
Comm. Facilities: Fire and Police Depts.	6 new breathing apparatus				✓	Funding (3rd Group)
Comm. Facilities: Fire and Police Depts.	3 additional firefighters	✓				
Comm. Facilities: Fire and Police Depts.	5 new pagers				✓	Funding (3rd Group)
Comm. Facilities: Fire and Police Depts.	1 Thermal Imaging Camera				✓	Funding (2nd group)
Comm. Facilities: Fire and Police Depts.	8 new portable radios to improve and add on to 800 system				✓	Funding
Comm. Facilities: Fire and Police Depts.	Replacement of Chief Vehicle (rotation of older vehicle)	✓				
Comm. Facilities: Fire and Police Depts.	Replace Hose I 1983 Pirsch (due to 6 months to 1 yr delivery 2011, first payment 2012)				✓	Funding
Comm. Facilities: Fire and Police Depts.	10 sets of new turnout gear				✓	Dropped (Funding 4th Group)
Comm. Facilities: Fire and Police Depts.	6 new breathing apparatus				✓	Dropped (Funding 4th Group)
Comm. Facilities: Fire and Police Depts.	3 additional firefighters			✓		Funding
Comm. Facilities: Fire and Police Depts.	5 new pagers				✓	Funding (5th Group)
Comm. Facilities: Fire and Police Depts.	4 new portable radios to improve and add on to 800 system				✓	Funding
Comm. Facilities: Fire and Police Depts.	Replace Spartan Engine I (due to 6 months to 1 yr delivery 2012, first payment 2013)				✓	Funding
Comm. Facilities: Fire and Police Depts.	10 sets of new turnout gear				✓	Funding
Comm. Facilities: Fire and Police Depts.	6 new breathing apparatus				✓	Funding
Comm. Facilities: Fire and Police Depts.	3 additional firefighters				✓	Funding
Comm. Facilities: Fire and Police Depts.	5 new pagers				✓	Funding
Comm. Facilities: Fire and Police Depts.	1 Thermal Imaging Camera				✓	Funding
Comm. Facilities: Fire and Police Depts.	4 new portable radios to improve and add on to 800 system				✓	Funding
Community Facilities: Water and Wastewater Dept.	Update water and sewer ordinances	✓				
Community Facilities: Water and Wastewater Dept.	Replace water mains in areas outlined in five year water and sewer Capital Improvements Plan (CIP) (undersized lines, under structures, etc.)		✓			
Community Facilities: Water and Wastewater Dept.	Upgrade all sewer lift station with radio telemetry and central computer control		✓			
Community Facilities: Water and Wastewater Dept.	Continue work on West Chickamauga Interceptor Sewer		✓			
Community Facilities: Water and Wastewater Dept.	Continue repairs to the existing sanitary sewer system		✓			
Community Facilities: Water and Wastewater Dept.	Begin upgrade to water meters to radio read		✓			
Community Facilities: Water and Wastewater Dept.	Build pole barn at city yard	✓				
Community Facilities: Water and Wastewater Dept.	Abandon Mitchell Acre oxidation pond	✓				
Community Facilities: Water and Wastewater Dept.	Purchase new backhoe			✓		2012
Community Facilities: Water and Wastewater Dept.	Additional connection points to Tennessee American Water Co.			✓		2012

Element	Activity	Status				
		Complete	Underway	Postponed	Dropped	Notes/Reason Postponed or Dropped
Community Facilities: Water and Wastewater Dept.	Expand sewer collection system to Lakeview Area of Catoosa County		✓			
Community Facilities: Water and Wastewater Dept.	Investigate feasibility of independent water supply				✓	Funding
Community Facilities: Water and Wastewater Dept.	Water main project to "loop" water system		✓			
Community Facilities: Water and Wastewater Dept.	Upgrade existing water mains		✓			
Community Facilities: Stormwater Dept.	Construct additional storm water drainage & rehab existing storm water drainage system		✓			
Land Use: Code Enforcement & Inspection	2 new pick-up trucks	✓				
Land Use: Code Enforcement & Inspection	2 additional inspectors		✓			
Land Use: Code Enforcement & Inspection	Additional software for GIS		✓			
Land Use: Code Enforcement & Inspection	Extend city limits		✓			
Land Use: Code Enforcement & Inspection	Adopt masonry ordinance for new construction			✓		2012
Land Use: Code Enforcement & Inspection	Make improvements to Stormwater Ordinance		✓			
Land Use: Code Enforcement & Inspection	Revise zoning ordinance (Amend current Zoning Ordinance to comply with Zoning Procedures Act and promote annexation plan for city)		✓			
Land Use: Code Enforcement & Inspection	Amend land subdivision regulations		✓			
Land Use: Code Enforcement & Inspection	Nature park (Hariler & Gracie)	✓				Frank K. Gleason Park
Land Use: Code Enforcement & Inspection	Multi use trail (Gilbert Stephenson Park to nature park)		✓			
Land Use: Code Enforcement & Inspection	Training for codes enforcement personnel		✓			
Land Use: Code Enforcement & Inspection	Update and amend land use element of comprehensive plan		✓			
Land Use: Code Enforcement & Inspection	Adopt Greenspace Plan		✓			
Land Use: Code Enforcement & Inspection	Implement Greenspace Plan (partial implementation through 2005)* Ft. Oglethorpe is part of Catoosa Co. greenspace plan; as such receives 17% of available funds; program funding is projected thru 2005		✓			
Natural and Cultural Resources	Develop a citywide GIS database of all identified cultural resources, including National Register listed and locally designated historic properties and districts. Incorporate the use of the citywide GIS database of cultural resources into all city planning.		✓			
Natural and Cultural Resources	Nominate other historic properties and districts to the National Register as they become eligible.		✓			
Natural and Cultural Resources	Revisit local historic preservation ordinance, its purpose, wording, and changes to the Historic Preservation Commission		✓			
Natural and Cultural Resources	Create a boundary to the Historic District in accordance with state and national standards Explore the use of historic overlays to assure the preservation of the historic nature of the District		✓			

Element	Activity	Status				
		Complete	Underway	Postponed	Dropped	Notes/Reason Postponed or Dropped
Natural and Cultural Resources	Improve the identity of the Historic District through various means: signage, murals, building wall coverage, etc.		✓			
Natural and Cultural Resources	Develop educational materials explaining historic preservation, historic districts National Register guidelines, design guidelines, benefits and responsibilities of the concerned parties – to homeowners, elected officials, other agencies, commissions and groups and to the community at large		✓			
Natural and Cultural Resources	Develop and maintain a Historic Preservation Commission website as an outreach tool to the community		✓			
Natural and Cultural Resources	Develop tool to make potential owners aware of a National Registration of Historic Places designation of a particular property		✓			
Natural and Cultural Resources	Implement/Enforce Environmental Ordinances		✓			
Housing	Joint comprehensive housing study which will look at affordability, demand by age groups, quality of construction and whether building codes are insuring quality construction, (especially in multi-unit dwellings)		✓			

Table B-3 Ringgold Report of Accomplishments

Element	Activity	Status				
		Complete	Underway	Postponed	Dropped	Notes/Reason Postponed or Dropped
Community Facilities	Nashville Street Waterline Upgrade	✓				
Community Facilities	Electric Gate at New Shop	✓				
Community Facilities	Refinish Pool Bottom Rubber Coating				✓	Not funded
Community Facilities	Purchase Police Car (every 2 yrs.)				✓	Not funded
Community Facilities	Paving (each yr.)	✓				
Community Facilities	Refresh Sidewalk Master Plan	✓				
Community Facilities	Sidewalks				✓	Not funded
Community Facilities	Mapping of Water lines for Water Plant	✓				
Community Facilities	New water lines	✓				
Community Facilities	Stormwater mapping administration	✓				
Community Facilities	Submersible Pumps at Main Station	✓				
Community Facilities	Sewer Trucks and Other Equipment	✓				
Community Facilities	Sewer extension projects	✓				
Econ. Dev.	Support marketing efforts of Rollins Industrial Park	✓				
Econ. Dev.	Improve community development plans along US-41 & SR-151 & existing business corridors			✓		Not funded
Econ. Dev.	Pursue grant funding for Better Hometown Programs			✓		Not funded
Econ. Dev.	Assist local businesses with loan or grant funding to improve infrastructure for new development					Ongoing
Econ. Dev.	Assist Downtown Development Authority to restart its operation	✓				
Econ. Dev.	With Downtown Development Authority, review necessary steps to gain Entrepreneur-Friendly designation	✓				
Econ. Dev.	Assist DDA to gain Better Hometown Designation if sought			✓		Not funded
Econ. Dev.	Market Ringgold Depot & Downtown	✓				
Econ. Dev.	Tourist Signage			✓		Not funded
Econ. Dev.	Sponsor and Coordinate Yearly City Festivals and Events including 1890's Downhome Days Jamboree, Downhome Christmas Days, Dixie Highway Yard Sale, Georgia On My Mind Visitors Day, Veterans' Day Festival of Flags	✓				
Land Use	Codification (each yr. as needed)	✓				
Land Use	Continue to implement greenspace plan 578 acres for Ringgold over 20 yr period incl. changes in acres due to projected annexations			✓		Not funded
Natural and Cultural Resources	Continue to support Beautification Committee and Local Conservation Programs in the City			✓		Not funded
Natural and Cultural Resources	Maintain Clean & Beautiful Committee & Conservation Programs			✓		Not funded
Natural and Cultural Resources	Expand Richard Taylor Ringgold Nature Trail, Phase II	✓				
Natural and Cultural Resources	Little General Children's Park	✓				
Natural and Cultural Resources	Pavilion Children's play Ground	✓				

Element	Activity	Status				
		Complete	Underway	Postponed	Dropped	Notes/Reason Postponed or Dropped
Natural and Cultural Resources	Continue implementation of applicable GA DNR recommended Part V environmental criteria (Water supply watershed, wetlands, groundwater recharge area protection)	✓				
Natural and Cultural Resources	Consider adoption of tree conservation ordinance to protect steep slope areas			✓		Support needed
Natural and Cultural Resources	Develop and adopt Historic Preservation Ordinance with design review for downtown historic district			✓		Support needed
Natural and Cultural Resources	Develop plan to update historic resource survey once Historic Preservation ordinance adopted			✓		Not funded
Natural and Cultural Resources	Continue support of efforts to nominate Ringgold Gap Battlefield & related resources to National Register of Historic Places			✓		Not funded
Natural and Cultural Resources	Develop resources and partnerships to maximize access, interpretation of Ringgold Gap Battlefield			✓		Not funded
Natural and Cultural Resources	Support development and implementation of Ringgold Gap Battlefield Preservation plan			✓		Not funded
Transportation	Study of downtown traffic congestion and traffic counts and possible solutions			✓		Not funded
Transportation	Congestion mitigation project (possibly center turn lane on Cleveland Street)			✓		Not funded
Transportation	Expand downtown parking, including shared parking with local churches, off-street parking, parallel or angled parking	✓				
Transportation	South Depot Street Parking	✓				
Transportation	Downtown Parking				✓	Not funded
Transportation	Develop design guidelines and review process for C-3 historic district downtown				✓	Support needed
Transportation	Work with TPO, GDOT to plan and fund needed widening and straightening of local roads for alternative truck routes and include in TIP.			✓		Not funded
Transportation	Work with TPO, GDOT to plan and fund needed downtown bypass, connector (SR-151 to I-75), and/or I-75 interchange and include in LRTP and in subsequent TIPs. Currently the LRTP 2030 includes a two lane" Ringgold bypass" item.			✓		Not funded
Intergovernmental Coordination	Update Service Delivery Strategy as needed for full comprehensive plan update by 2011		✓			
Community Facilities	Nashville Street Waterline Upgrade	✓				
Community Facilities	Electric Gate at New Shop	✓				
Community Facilities	Refinish Pool Bottom Rubber Coating				✓	Not funded
Community Facilities	Purchase Police Car (every 2 yrs.)				✓	Not funded

APPENDIX C: GLOSSARY OF TERMS & DEVELOPMENT CONCEPTS

The following pages provide a comprehensive list of terms and phrases used throughout this plan and other community planning documents. The list provides a brief description for each term or phrase shown.

Accessory dwelling unit - Garage apartments, granny flats, or similar secondary housing units located on the same lot with a single family residence.

Adaptive reuse or adaptive use - The redevelopment of existing older or abandoned structures for new development opportunities. These activities provide for the revitalization and redevelopment of older urban areas by providing new uses for existing structures. (e.g., residential loft units in former warehouse buildings).

Adequate public facilities ordinance - A requirement that infrastructure (water, sewer, roads, schools, etc.) be available to serve new development; sometimes called "concurrency."

Agricultural districts - Areas designed to keep land in agriculture that are legally recognized. Enrolled areas may be considered for special benefits and protection from regulations.

Agricultural zoning - Restricts land uses to farming and livestock, other kinds of open-space activities and limited home building.

Alleys - Service easements running behind or between rows of houses. Alleys provide access to utilities and sanitation, garages, backyards and accessory units.

Annexation - A change in existing community boundaries resulting from the incorporation of additional land.

Big box retailer - Large, stand-alone retail stores, such as Wal-Mart and Office Depot.

Best Management Practice (BMP) - Refers to the practice considered most effective to achieve a specific desired result for protection of water, air and land and to control the release of toxins.

Blight - Physical and economic conditions within an area that cause a reduction of or lack of proper utilization of that area. A blighted area is one that has deteriorated or has been arrested in its development by physical, economic, or social forces.

Brownfields - Sites that are underutilized or not in active use on land that is either contaminated or perceived to be contaminated.

Buffer zone - A strip of land created to separate and protect one type of land use from another.

Bus lanes - A lane on a street or highway reserved primarily, or exclusively, for buses.

Bus rapid transit (BRT) - BRT combines the quality of rail transit and the flexibility of buses. It can operate on bus lanes, HOV lanes, expressways or ordinary streets.

Capital facilities (Infrastructure) - Public facilities characterized by a one-time cost, a useful life generally exceeding five years, significant and construction costs and long-term financing requirements.

Central business district (CBD) - The downtown retail trade and commercial area of a city or town, or an area of very high land valuation, traffic flow and concentration of retail business offices, theaters, hotels and services.

Certified local government (CLG) - A local government that protects local historic resources with a preservation ordinance, preservation commission and local designation. A designated CLG is eligible to receive federal funds for historic preservation activities.

Cluster development - A pattern of development in which homes are grouped together on parcels of land in order to leave parts of the land undeveloped. Cluster development is often used in areas that require large lot sizes, and typically involves density transfer. Zoning ordinances permit cluster development by allowing smaller lot sizes when part of the land is left as open space (also known as Conservation Subdivision).

Commercial - Land use that is primarily for businesses, which may include shopping, restaurants, gas stations, etc.

Community design factors - Factors that influence the way a community is laid out and how it looks. This may include the street grid pattern, the presence of sidewalks, the mix of land uses and the physical character of the buildings.

Community Development Block Grant (CDBG) – One of the longest-running programs of the U.S. Department of Housing and Urban Development. CDBG funds local community development activities such as affordable housing, anti-poverty programs, and infrastructure development. CDBG, like other block grant programs, differ from categorical grants, made for specific purposes, in that they are subject to less federal oversight and are largely used at the discretion of the state and local governments and their subgrantees.

Community identity - Physical, natural or cultural assets that represent distinctive qualities unique to an individual community. A community's identity is enhanced by embracing and respecting the history and character of those existing features that nurture a sense of attachment and uniqueness within the area.

Community services - Services provided to citizens by a local government that may include police, fire, hospital, schools, trash removal, water treatment, recycling, etc. These services are paid for by local taxes and user fees.

Community improvement district (CID) – See sidebar.

Commuter rail - Train service that takes suburban commuters to jobs to a central city location and back again.

Compact building design - The act of constructing buildings vertically rather than horizontally, configuring them on a block or neighborhood scale that makes efficient use of land and resources, and is consistent with neighborhood character and scale. Compact building design reduces the footprint of new construction, thus preserving greenspace to absorb and filter rain water, reduce flooding and stormwater drainage needs, and lower the amount of pollution washing into streams, rivers and lakes.

Comprehensive plan - Regional, state or local documents that describe community visions for future growth. Comprehensive plans describe general plans and policies for how communities will grow and the tools that are used to guide land use decisions, and give general, long-range recommendations for community growth. Typical elements include, land use, housing, transportation, environment, economic development and community facilities.

Conditional use permit (CUP) - Pursuant to the zoning ordinance, a conditional use permit (CUP) may authorize uses not routinely allowed on a particular site. CUPs require a public hearing and, if approval is granted, are usually subject to the fulfillment of certain conditions by the developer. Approval of a CUP is not a change in zoning.

Community Improvement District

A Community Improvement District (CID) is a self-taxing district that uses additional property tax dollars to make improvements within a defined geographic area. CIDs are controlled by the private property owners within the district and these owners decide how to spend the money raised via a Board of Directors.

In order to form a CID in the state of Georgia, a simple majority of the commercial property owners within a proposed CID must agree to form a CID. In addition, these property owners must represent at least 75% of the assessed tax value within the proposed CID boundaries.

CIDs typically use the tax dollars they receive as matching funds (matched with state and federal dollars) for various infrastructure improvements. Successful CIDs in North Georgia have received as much as \$50 of state and federal grant money for each \$1 collected locally and have funded projects such as:

- Marketing and promotion activities
- Maintenance/construction of roads, sidewalks, street lights, and traffic control devices
- Parks and recreational areas and facilities
- Storm water and sewage disposal systems
- Development and distribution of water
- Provide off duty police for traffic control during peak traffic periods and for patrolling businesses after hours

Conservation easements - A voluntary, legally-binding agreements for landowners that limit parcels of land or pieces of property to certain uses. Land under conservation easements remains privately owned and most easements are permanent. State and federal tax benefits typically apply.

Conservation subdivision – See sidebar.

Context sensitive design (CSD) - A collaborative, interdisciplinary approach that involves all stakeholders to develop a facility that fits its physical setting and preserves scenic, aesthetic, historic and environmental resources. CSD is an approach that considers the total context within which a project will exist.

Corridor – Applies to roadways or other transportation route (greenway, trail, etc.) along with the adjacent development fronting the travel way.

Density - The average number of people, families, or housing units on one unit of land. Density is also expressed as dwelling units per acre.

Density bonus - Allows developers to build in specified areas densities that are higher than normally allowed, typically in exchange for providing a desired amenity such as increased open space or multi-purpose trails.

Design flexibility - Allows for flexibility in parking and open space designations, setbacks and height limitations in order to facilitate the production of a range of affordable housing types.

Design standards - Guidelines which serve as a community's expression to control its appearance, from within and without, through a series of standards that govern site planning policies, densities, building heights, traffic and lighting.

Development fees - Fees charged to developers or builders as a prerequisite to construction or development approval. The most common are: (1) impact fees (such as parkland acquisition fees, school facilities fees, or street construction fees) related to funding public improvements which are necessitated in part or in whole by the development; (2) connection fees (such as water line fees) to cover the cost of installing public services to the development; (3) permit fees (such as building permits, grading permits, sign permits) for the administrative costs of processing development plans; and, (4) application fees (rezoning, CUP, variance, etc.) for the administrative costs of reviewing and hearing development proposals.

Development rights - Development rights give property owners the right to develop land in ways that comply with local land use regulation.

Eminent domain - The legal right of government to take private property for public use provided the owner is offered just compensation for the taking of property.

Estuary - A water body where salt and fresh water meet resulting in brackish water. These areas usually have associated marshlands and are critical nursery and feeding habitat for a variety of marine species.

Conservation Subdivisions

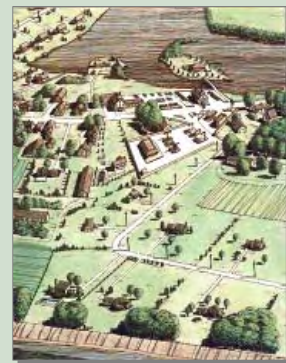
Conservation subdivisions (also called cluster subdivisions) are an alternative to conventional residential lot designs. Designers identify land resources (e.g. scenic views, steep slopes, riparian areas, etc.) worthy of conservation, then design development in a way that respects and preserves the resources identified.

Conservation subdivisions make development in Greenfield, or undeveloped, areas much more sustainable since open space is protected. By clustering homes, future households are accommodated more efficiently on less developed land.

A chief component of the conservation subdivision is that the developer can develop the same number of lots with conservation subdivisions as he can with conventional subdivisions. The difference is that conservation subdivisions allow the development to occur with much smaller lots that are clustered in order to preserve the areas for open space.

Conservation subdivisions can be residential or mixed-use developments in which a significant portion of overall acreage is set aside as undivided, permanently protected open space, while houses are clustered on the remainder of the property. They are similar in many respects to golf course communities, but instead of a manicured golf course, they feature natural forests, meadows, wetlands and community gardens or farmland.

Conservation subdivisions contrast with conventional subdivisions whereby nearly the entire parcel is subdivided into house lots and streets, resulting in few green spaces for walking, little habitat for wildlife and few opportunities for residents to interact with their neighbors. Conservation subdivisions, on the other hand, provide all of these things.



Alternatives for rural area (top) with equal residential and commercial square footage with conventional large-lot rural zoning regulations (center) and with conservation subdivision regulations (bottom).

Source: Center for Rural Mass.

Express routes – Local bus service with a limited number of stops.

Fiscal impact analysis - The analysis of the estimated taxes that a development project would generate in comparison to the cost of providing municipal services required by that project.

Flexible routes - Routes that will provide curb-to-curb service within a defined corridor, generally within 1/2 to 1 mile of the route.

Flood hazard area - Total stream and adjacent area periodically covered by overflow from the stream channel containing 1) the floodway which is the channel itself and portions of the immediately adjacent overbank that carry the major portion of flood flow, and 2) the flood fringe beyond it which is inundated to a lesser degree.

Floodplain - Nearly level area adjacent to a water body, subject to inundation under heavy rain or blockage conditions (overflow area).

Form-based code – See sidebar.

"Granny units" housing - Typically, this refers to an accessory dwelling attached to or near the main residence (a.k.a. granny flats or mother-in-law suites).

GIS (Graphic Information Systems) – Digital resources or features such as soil types, population densities, land uses, transportation corridors, waterways, etc. GIS computer programs link features commonly seen on maps (such as roads, town boundaries, water bodies) with related information not usually presented on maps, such as type of road surface, population, type of agriculture, type of vegetation, or water quality information. GIS is a unique information system in which individual observations can be spatially referenced to each other and depicted on digital or hard copy maps.

Green infrastructure - A strategically planned and managed network of parks, greenways, conservation easements and working lands with conservation value that supports native species, maintains natural ecological processes, sustains air and water resources and contributes to the health and quality of life for communities and people.

Green spaces and/or open spaces - Areas left relatively natural and undeveloped in urban and suburban settings, such as parks, bicycle and pedestrian trails and natural wildlife areas. Also includes the living environment of a species, that provides whatever that species needs for its survival, such as nutrients, water and living space.

Greenfields - Newly developed commercial real estate on what was previously undeveloped open space.

Greenspace - Permanently protected land and water, including agricultural and forestry land, that is in its undeveloped, natural state.

Greenway - A linear open space; a corridor composed of natural vegetation. Greenways can be used to create connected networks of open space that include traditional parks and natural areas.

Greyfield Redevelopment – See sidebar.

Groundwater - All water below the surface of the land. It is water found in the pore spaces of bedrock or soil, and it reaches the land surface through springs or it can be pumped using wells

Growth management - A term that encompasses a whole range of policies designed to control, guide, or mitigate the effects of growth.

Historic area - An area or building in which historic events occurred, or one which has special value due to architectural or cultural features relating to the heritage of the community. Elements in historic areas have significance that necessitates preservation or conservation.

Impact fees - Costs imposed on new development to fund public facility improvements required by new development and ease fiscal burdens on localities.

Impact fees or taxes - Assessments levied on new development to help pay for construction of parks and the infrastructure (e.g. schools, roads, and other public facilities) needed to serve the new population; impact taxes differ from fees in that they allow assessments to be proportional to the size of the new house or business.

Form-Based Code

The form-based code approach seeks to regulate building form rather than, or in addition to, land use. It establishes zones of building type based on pedestrian accessibility and the scale and character of surrounding development, but largely allows building owners to determine how the buildings will be used.

Form-based codes typically contain a regulating plan that identifies which building envelope standards apply to which block frontages, building envelope standards that set basic parameters for building height, setbacks, roof design, and fenestration; and architectural and streetscape standards.

TNDs and greyfield redevelopment projects built over the last 20 years in the United States have been developed using form-based zoning regulations that prescribe traditional neighborhood form.

The form-based TND ordinance is distinguished from conventional zoning in that it places more emphasis on the arrangement and form of buildings and spaces than on how they will be used.

Impervious surface - Any surface through which rainfall cannot pass or be effectively absorbed (roads, buildings, paved parking lots, sidewalks etc.).

Incentive zoning - Provides for give and take compromise on zoning restrictions, allowing for more flexibility to provide environmental protection. Incentive zoning allows a developer to exceed a zoning ordinance's limitations if the developer agrees to fulfill conditions specified in the ordinance. The developer may be allowed to exceed height limits by a specified amount in exchange for providing open spaces or plazas adjacent to the building.

Industrial - Land use that is primarily for businesses, such as warehouses, manufacturing plants, automobile service shops, etc.

Infill - Development that occurs on previously developed or vacant land within established communities.

Infill development - The reuse of urban land or vacant lots in developed neighborhoods and urban areas. Infill development (buildings, parking, and other uses) is most successful when it is accomplished at a scale and with design features that are compatible with the existing and surrounding neighborhoods.

Infrastructure - A general term describing public and quasi-public utilities and facilities such as roads, bridges, sewers and sewer plants, water lines, power lines, fire stations, etc.

Inclusionary zoning - A system that requires a minimum percentage of lower and moderate income housing to be provided in new developments.

Intermodal - Those issues or activities which involve or affect more than one mode of transportation, including transportation connections, choices, cooperation and coordination of various modes. Also known as "multimodal."

Land trust - Nonprofit organization interested in the protection of natural resources and historic areas.

Land use - The manner in which a parcel of land is used or occupied.

Leapfrog development - Development that occurs beyond the limits of existing development and creates areas of vacant land between areas of developed land.

Greyfield Redevelopment

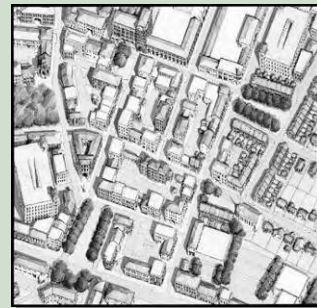
Today's American urban landscape is dotted with shopping malls which have become obsolete. These shopping centers, built primarily in the 1970's and 1980's, are dying due to various factors including differences in the market, changes in accessibility, and increased competition.

A new tool for design experts is to turn these fading centers, named 'greyfields' for the typically empty parking lots surrounding them, into thriving downtown communities. Greyfield revitalization efforts attempt to exchange afflicting influences with smart new growth that is both more environmentally friendly and establishes a strong sense of place.

Revitalization of greyfield sites often consists of major redevelopment rather than conventional regional retail or simple face-lifts. Design

initiatives are inspired by classic urban form and characterized by attractive, walkable streets and high density. Many greyfield sites are more suitable to be converted into housing, retail, office, services, and public space rather than standard retail. In these cases mixed-use development becomes an attractive option.

The mixed-use development plan concept replaces an isolated big box store with large parking lot with traditional, urban design that places buildings close to the street, separated only by a sidewalk and landscaped strip. Parking is located in the rear or to the side of the commercial buildings in order to create a friendly pedestrian environment along each street. The design connects the development to the adjacent community's street grid with pedestrian-friendly streetscapes.



Eastgate Town Center, before (top) and proposed after (bottom) in Chattanooga, Tennessee

Source: Dover Kohl & Partners

Level of service (LOS) - A qualitative measure describing operational conditions within a traffic stream in terms of speed and travel time, freedom to maneuver, traffic interruptions, comfort and convenience and safety.

Line-haul service - A fixed-route bus system that operates on arterial streets or on tollways or expressways.

Linkages - Features that promote the interconnectedness of neighborhoods, commercial and office areas, open space resources and public places, and provide convenient access between these different uses.

Live-work unit - Buildings that offer the opportunity for individuals to live and work in the same structure. Units may be rental or condominium. Purchase of home and office may be accomplished through a single mortgage.

Lot area - Lot area is the total square footage of horizontal area included within the property lines.

Minimum density standards - Standards that establish minimum higher densities to ensure that existing land available for development is not underutilized.

Mixed use - Development that combines two or more of the types of development: residential, commercial, office, industrial or institutional.

Mixed use development – See sidebar.

Neo-traditional development - A traditional neighborhood, where a mix of different types of residential and commercial developments form a tightly knit unit. Residents can walk or bike to more of the places they need to go and municipal services costs are lower due to the close proximity of residences. A more compact development also reduces the amount of rural land that must be converted to serve urban needs.

New urbanism - A planning and design movement that promotes artfully designed urban neighborhoods that host diverse income groups and races, a mix of homes, stores, and restaurants, and useful public spaces.

Nodal development – Concentration of mixed used development (such as commercial, office and higher density residential) to provide required densities and service to make transit affordable and to foster community hubs where daily services can be reached within walking distance.

Mitigation - Process or projects replacing lost or degraded resources, such as wetlands or habitat, at another location.

Modal split - A term that describes how many people use alternative forms of transportation. Frequently used to describe the percentage of people using private automobiles as opposed to the percentage using public transportation.

NIMBY ("Not in My Backyard") - NIMBY is an acronym for the sentiment that exists among some people who do not want any type of change in their neighborhood.

Non-point source pollution (NPS) - Pollution that cannot be identified as coming from a specific source and thus cannot be controlled through the issuing of permits. Storm water runoff and some deposits from the air fall into this category.

Nonporous surface - A surface that water cannot permeate.

Mixed Use Development

Mixed use development combines numerous uses on one site in a strategic way, including office, retail, residential, hotel, services, and public transportation. Historically mixed use was a common form of development in America, and today is returning in response to land use segregation and the desire for an improved sense of community.

Developing with a mixed use approach can alleviate traffic and help reduce pollution, while providing residents a cherished place to call downtown. Accessibility becomes a major benefit, as various stores, restaurants, and homes are located in the same vicinity.

Parking needs of the different uses vary throughout the day, and can be skillfully shared and placed in the backs of buildings or on-street as to not discourage pedestrian movement.

'Pocket parks,' parks, which are tucked within the urban fabric of a downtown, balance with density to create an enjoyable, livable atmosphere.

Mixed land uses can create convenient places to live for people of various ages and income levels, enhancing the vitality of a community and its streets.

Substantial fiscal and economic benefits can also be generated out of mixed use development, as the area becomes more attractive to residents and to businesses who acknowledge the benefits related to areas able to appeal to more people.



Mixed-use corner lot development above includes ground floor office and retail with upper floor residential in the Lockland Springs neighborhood of Nashville, Tennessee.

Overlay zone - A set of zoning requirements that is superimposed upon a base zone. Overlay zones are generally used when a particular area requires special protection (as in a historic district) or has a special problem (such as steep slopes, flooding or earthquake faults). Development of land subject to overlay zoning requires compliance with the regulations of both the base and overlay zones.

Parcel map - A minor subdivision resulting in fewer than five lots. The city or county may approve a parcel map when it meets the requirements of the general plan and all applicable ordinances.

Part V Environmental Ordinances – Ordinances that address one or more of the following: groundwater recharge area protection, wetlands protection, river corridor protection, mountain protection, and water supply watershed protection in accordance with the Georgia Department of Natural Resources' (DNR) environmental planning criteria of Part V of the 1989 Georgia Planning Act, Chapter 391-3-16.

Pedestrian-friendly - A term used to describe streets or areas that are laid out in an interconnected network providing convenient and safe pedestrian access between important destinations. Areas that are pedestrian-friendly are attractively landscaped and provide visual interest and a sense of security to encourage walking.

Planned unit development (PUD) - Areas that are planned and developed as one entity by a single group. Planned unit developments usually include a variety of uses, including different housing types of varying densities, open space, and commercial uses. Project planning and density is calculated for the entire development rather than individual lots.

Planning - The process of setting development goals and policy, gathering and evaluating information, and developing alternatives for future actions based on the evaluation of the information.

Planning commission - A group of residents appointed by a city council or county board of commissioners to consider land use planning matters. The commission's duties and powers are established by the local legislative body and might include hearing proposals to amend the general plan or rezone land, initiating planning studies (road alignments, identification of seismic hazards, etc.), and taking action on proposed subdivisions.

Public spaces - Places that create community identity, foster social interaction and add community vitality. They may include major sites in central locations such as urban riverfronts, downtown plazas and parks, shopping streets and historic districts. Public spaces may be libraries, post offices or other civic building areas. Smaller, less central sites include neighborhood streets and parks, playgrounds, gardens, neighborhood squares and older suburban commercial centers.

Purchase of Development Rights

The purchase of development rights (PDR) involves the voluntary sale by a landowner of the right to develop a property to a government agency or private nonprofit land trust. The land owner receives a cash payment in return of signing a legally binding agreement, a deed of easement that restricts the use of the land, usually in perpetuity to farming and open space. The land remains private property with no right of public access. State and local governments have relied primarily on the sale of bonds to finance the purchase of development rights.

The sale of development rights lowers the value of the farm for estate tax purposes, aiding in the transfer of the farm to the next generation. The price of the development rights is determined by an appraisal. Although future generations that farm a preserved farm will have development rights to sell, the farm will retain a value for farming, and the land can be sold to someone else to farm.

PDR and the purchase of conservation easements are the same concept. By convention, however, PDR refers to the purchase of a conservation easement by a government agency, whereas the acquisition of conservation easements is done by private land trusts. The PDR also tends to refer to the preservation of active farm and forestlands.

When development rights are purchased from several contiguous farms, development can be more effectively directed away from the farming area, allowing farm owners to invest in their farms without complaints from non-farm neighbors.

Public-private partnership - A collaborative arrangement between public and private entities in which resources and information are shared in order to serve a particular public purpose. Public-private partnerships specify joint rights and responsibilities and imply some sharing of risks, costs or assets, thereby allowing parties to effectively achieve common goals.

Purchase of development rights (PDR) – See sidebar.

Qualified local government (QLG) - A Georgia county or municipality which has a comprehensive plan in conformity with the state's minimum standards and procedures and has established regulations consistent with its comprehensive plan with the minimum standards and procedures.

Streetscape

Streets inform the structure and comfort of urban and suburban communities. Their sizes and arrangements influence the form of growth in an area, affecting the amount of activity afforded to a region. Streets also shape how people relate to one another and their community, whether traveling in vehicle or walking. A hierarchy of roads becomes important to the centralization of an urban core and its surrounding vicinity, organizing patterns of density and focusing attention on one or many centers. Following are descriptions of three major road types.

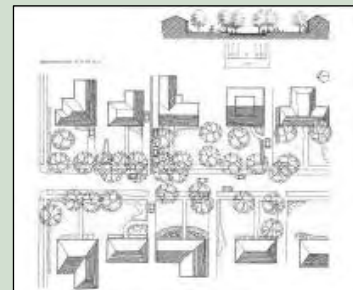
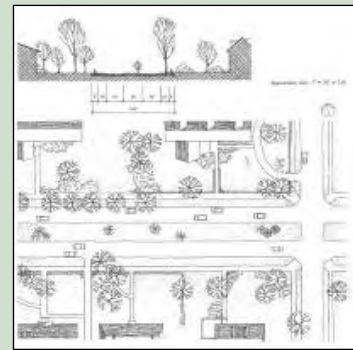
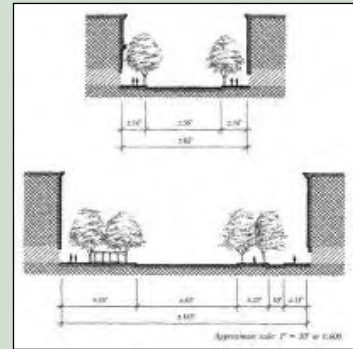
Avenue - An avenue describes a straight, broad roadway bordered on both sides with either trees or large shrubs at regular intervals. The presence of an avenue often indicates an arrival to a landscape or architectural feature. Trees planted along avenues are typically of the same species or cultivar, creating a uniform appearance and emphasizing the full length of the street.

Boulevard - A boulevard indicates a wide, multi-lane thoroughfare, often planted with rows of trees. The boulevard can be perceived as three

distinct routes: two sidewalks and the roadway itself, trees separating each of these components. Boulevards can affect the structure and comprehension of a community's layout, linking important localities, and can also become popular destinations themselves. The boulevard can accommodate and even promote residential, business, and retail purposes, and, as in traditional use, often exists as a special place of promenade. In addition to the movement of vehicles and goods, the design purpose of a boulevard is about pedestrian traffic. Boulevards become a way for people to enjoy a community and help to create identity.

Residential Street - Residential streets are designed to create a quiet, traffic-protected area. The feeling throughout is pedestrian friendly. Often the curb-to-curb width of the street is wide enough to allow some on-street parking. Residential streets can be emphasized by the planting of trees and shrubs.

Examples of avenue (top right), boulevard (middle) and residential streets (bottom)



Quality of life - Those aspects of the economic, social and physical environment that make a community a desirable place in which to live or do business. Quality of life factors include those such as climate and natural features, access to schools, housing, employment opportunities, medical facilities, cultural and recreational amenities and public services.

Redevelopment - Reinvestment in older elements of a region – a historic structure, long-time residential community, brownfield, shopping center or main street – that offers an opportunity to revitalize communities while preserving social and environmental values.

Rehabilitation – Building repair or alteration that returns a building to a state of use. In communities with a large stock of older housing or other structures that could rehabilitation of existing structure can be a very affordable and environmentally-friendly way to provide more housing, commercial areas and offices.

Reverse commute - A trip that is running in the opposite direction of the heaviest traffic. The reverse commute generally involves travel between employment locations in the outlying suburban areas and residence locations closer to the urban core of the metropolitan area.

Residential - Land use that is primarily for houses, townhouses, apartments or other dwelling types.

Riparian area - Vegetated ecosystems along a water body through which energy, materials, and water pass. Riparian areas characteristically have a high water table and are subject to periodic flooding.

Runoff - The water that flows off the surface of the land, ultimately into our streams and water bodies, without being absorbed into the soil.

Rural character - Rural character consists of qualities such as horse farms, lakes, pastures, farms, estates and undisturbed roadsides. Areas contain mature and natural landscape with informal placement of trees, and indigenous vegetation is characteristic of the area.

Scale - Urban designers typically emphasize the importance of human scale in successful environments. Considerations of human scale include building height and bulk regulations to ensure that new development and redevelopment efforts are pedestrian-oriented and compatible with the existing built environment.

Scenic byway - Any designated highway, street, road or route which features certain resources (cultural, natural, archaeological, historical and recreational) that should be protected or enhanced.

Sediment and erosion control - Practices and processes that effectively protect the soil surface from the erosive force of rain, stormwater runoff and, in some cases, wind. Higher rates of erosion and sediment loss typically accompany urban development. A variety of planning, design and engineering practices are used to minimize the negative impacts of erosion on urban streams.

Sedimentation - Build up of soils in streams and lakes via runoff from surrounding land, especially land cleared of vegetation.

Sense of place - A feeling of attachment and belonging to a particular place or environment having a special character and familiarity.

Setback - A minimum distance required by zoning to be maintained between two structures or between a structure and property lines.

Shared parking - Parking area that is utilized by more than one business, development or property to minimize parking surfaces in an area. Shared parking works best when the various users have customers with parking needs at different times of the day.

Site plan - A scaled plan showing proposed uses and structures for a parcel of land. A site plan could also show the location of lot lines, the layout of buildings, open space, parking areas, landscape features, and utility lines.

Smart growth - Well-planned, environmentally-sensitive land development that protects open space and farmland, revitalizes communities, keeps housing affordable and provides more transportation choices.

Sprawl - Out-of-control, poorly planned development that destroys habitat and open space and diverts resources from existing communities.

Stream - A body of water flowing in a channel.

Stream corridor - The area (containing wetlands, flood plains, woodlands, unique habitats, and steep slopes) which lies between relatively level uplands and stream banks and through which water, draining from the uplands, flows and is naturally cleansed and stored.

Streetscape - The space between the buildings on either side of a street that defines its character. The elements of a streetscape include: building frontage/façade; landscaping (trees, yards, bushes, plantings, etc.); sidewalks; street paving; street furniture (benches, kiosks, trash receptacles, fountains, etc.); signs; awnings; and street lighting (see sidebar).

Subdivision - A subdivision occurs as the result of dividing land into lots for sale or development. The term is also often used to describe a residential community.

Sustainable development - Development with the goal of preserving environmental quality, natural resources and livability for present and future generations. Sustainable initiatives work to ensure efficient use of resources.

Taking - A taking occurs when a government action violates the Fifth Amendment property rights of a landowner by taking a piece of property without offering fair compensation. "Takings" include physical acquisitions of land, and may include regulations that unduly deprive landowners of certain uses of their property or have the effect of diminishing the value of property.

Tax Allocation District (TAD) - See sidebar.

TEA-21 (Transportation Efficiency Act for the 21st Century) - Federal legislation that encompasses all transportation regulation and funding (Inter-modal Surface Transportation Efficiency Act was the original title).

Traditional neighborhood development - See sidebar.

Traffic calming - Street design measures that reduce traffic speeds, restrict the areas in which cars are allowed, and otherwise manage the flow of traffic to make other forms of transportation such as walking and bicycling more attractive, safe and feasible options.

Traffic signal priority systems - System of traffic controls in which buses are given an advantage over other general-purpose traffic by use of early or extended green time to avoid delays at intersections. Systems are sometimes combined with traffic signal preemption systems used by emergency vehicles.

Transfer of development rights (TDR) - See sidebar.

Transit nodes - Stops along a public transportation route where people board and disembark, often where one or more routes intersect with each other. These sites can provide ideal locations for mixed-use development as well as transit-oriented development.

Transit-oriented development (TOD) - The development of housing, commercial space, services, and job opportunities in close proximity to public transportation. Reduces dependency on cars and time spent in traffic, which protects the environment and can ease traffic congestion, as well as increasing opportunity by linking residents to jobs and services.

Transit-supportive development - A development pattern that reinforces the use of public transportation through efficient, pedestrian-oriented land use design and higher densities. The development, within walking distance of the transit station, center or stop, offers a variety of housing and commercial activities.

Transportation demand management (TDM) - A transportation plan that coordinates many forms of transportation (car, bus, carpool, rapid transit, bicycle, walking, etc.) in order to distribute the traffic impacts of new development. Rather than emphasizing road expansion or construction (as does traditional transportation planning), TDM examines methods of increasing the efficiency of road use.

Transportation planning organization (TPO) - The organization designated by local elected officials as being responsible for carrying out the urban transportation and other planning processes for an area (region that includes multiple local governments).

Variance - The relaxation of requirements of a zoning district for a specific parcel or tract of land. Variances are often issued to avoid unnecessary hardships to a landowner.

Walkability - Areas that are walkable and are safe, comfortable, interesting and accessible. They offer amenities such as wide sidewalks, attractive storefronts that face the sidewalk, shade, shelter and a sense of spatial enclosure provided through landscaping and streetscape elements. These areas are inviting to pedestrians for shopping, recreation and relaxation.

Watershed - Watersheds are nature's boundaries - they are the land areas that drain to surface water bodies such as lakes and streams. Watershed management seeks to prevent flooding and water pollution, to conserve or restore natural systems and to protect human health through integrated land and water management practices.

Wetlands - Area having specific hydric soil and water table characteristics supporting or capable of supporting wetlands vegetation.

Zoning and subdivision regulations - Local codes regulating the use/development of property. The zoning ordinance divides the city or county into land use districts or "zones", represented on zoning maps, and specifies the allowable uses within each of those zones. It establishes development standards such as minimum lot size, maximum height of structures, building setbacks, and yard size. They control the use, placement, spacing and size of lots and buildings within specified districts (zoning) and regulations controlling the conversion of land into building lots, including provisions for supporting infrastructure.

Tax Allocation District

A Tax Increment Financing (TIF) district, referred to as a Tax Allocation District (TAD) in Georgia, is established for the purpose of publicly financing certain redevelopment activities in underdeveloped areas. Redevelopment costs are financed through the pledge of future incremental increase in property taxes generated by the resulting new development. Typically, upon creation, TADs have vacant commercial and residential properties, blighted conditions and numerous vacant buildings or are in need of significant environmental remediation.

The Georgia Redevelopment Powers Law was enacted in 1985 to give additional powers to local municipalities in order to facilitate the redevelopment of blighted or economically depressed areas. One of the powers this law granted to local governments was to issue tax allocation bonds to finance infrastructure and other redevelopment costs within a TAD.

In order for an area to be designated a TAD, the government must verify that the area is in need of redevelopment. These findings are reported in a Redevelopment Plan, which demonstrates why the area needs to be redeveloped and how the municipality plans to revitalize the area. The plan provides the redevelopment agency with the powers to improve dilapidated facilities and to use tax increment financing to achieve the goals of the redevelopment plan.

A tax increment is the difference between the amount of property tax revenue generated before TAD designation and the amount of property tax revenue generated after the TAD designation. Establishment of a TAD does not reduce property tax revenues. Property taxes collected on properties included in the TAD at the time of its designation continue to be distributed to the school districts, county, community college and all other taxing districts in the same manner as if the TAD did not exist.

Only property taxes generated by the incremental increase in the values of these properties after that time are available for use by the TAD. The only change is that during the life of the TAD the property tax revenues are distributed differently with the incremental increase going into a special fund to finance some of the redevelopment expenditures within the TAD.

Tax Increment Financing is a widely used economic development tool that offers local governments a way to revitalize their communities by expanding their tax base, offsetting, in part, federal and state funds that are no longer available. TADs can attract private investment into economically depressed areas.

TADs help local governments attract private development and new businesses which create jobs, attract customers, and in turn generate additional private investment. Essentially, a TAD generally leads to an increase in tax revenues, above what already existed.

Zoning adjustment board - A group appointed by the local legislative body to consider minor zoning adjustments, such as conditional use permits and variances. It is empowered to conduct public hearings and to impose conditions of approval.

Zoning administrator - A planning department staff member responsible for hearing minor zoning permits.

Transfer of Development Rights

Transfer of Development Rights (TDR) programs are typically instituted to preserve open space or ecologically sensitive areas, such as wetlands, agricultural or forest uses or historic buildings or landmarks. In each case, the purpose is to protect the underlying resource while compensating the owner of the resources for its use.

Detaching development rights from agricultural land means that such land cannot be developed or may only be developed at a very low intensity. When TDR is applied to historic buildings located in high-value areas, those buildings are preserved, because development pressure that would otherwise result in building's demolition and replacement is alleviated.

TDR features moving development potential from a property targeted for preservation to a property planned for development. The owner of the first property receives cash compensation from a developer or local government. The transfer of development rights means that the development right can be moved to another site to develop that other property at a higher density than would normally be allowed.

The first step is for a local government to establish a TDR market. This includes identifying a sending area, from which TDRs will be sent, and a receiving area, where developers use the TDRs to build at a higher density. For farmland preservation purposes, after the development rights are transferred, the sending area is then restricted to farming.

The two leading TDR programs for preserving farmland are in Montgomery County, Maryland and in the New Jersey Pinelands. Purchase of development rights, (PDR) has been far more popular than TDRs, however, partly because of the controversy in identifying sending and receiving areas.

Traditional Neighborhood Development

The term traditional neighborhood development (TND) describes the planning and urban design of pre- and early 20th Century urban form built prior to the nation's reliance on the automobile. The early forms of these neighborhoods are primarily streetcar and commuter rail suburbs. On a smaller scale they resemble traditional American small towns of the early 20th Century. More recent forms are primarily large master planned communities. In general, TNDs consist of the following characteristics:

- Compact defined urban neighborhoods composed of a compatible mix of uses and housing types
- Network of connected streets with sidewalks and trees for convenient and safe movement throughout for all modes of transportation
- Focus on the pedestrian over the automobile, while retaining automobile convenience
- Integrate parks and public spaces
- Placement of important civic buildings and key sites to create landmarks and a sense of place

Instead of isolating uses from one another, traditional neighborhood development places emphasis on creating quality environments that are not left behind for the newest area next door. TNDs accommodate growth for a diverse array of lifestyles, incomes, and needs. TNDs provide marketable and viable choices that will retain a sense of belonging and identity. The TND philosophy contends that an appropriate mix of uses, housing types, and strong design provide the backbone of livable and sustainable neighborhoods.



Traditional Neighborhood Development form: (1) Lower-density residential, (2) Urban residential, (3) Mixed-use center (4) Open space & civic site, (5) Linear park.

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APPENDIX D: DCA REVIEW DOCUMENTATION

DEPARTMENT OF COMMUNITY AFFAIRS

Sonny Perdue
Governor



Mike Beatty
Commissioner

November 16, 2010

Mr. William R. Steiner
Executive Director
Northwest Georgia RC
Post Office Box 1798
Rome, Georgia 30162-1798

Dear Mr. Steiner:

Our staff has reviewed the Community Agenda for Catoosa County and the Cities of Ringgold and Fort Oglethorpe and finds that it adequately addresses the Local Planning Requirements. The next step is for the local governments to adopt the plan. Based upon the date that your staff certified the submittal as complete, the earliest acceptable adoption date is December 31, 2010. As soon as your office provides written notice that the Community Agenda has been adopted and provides DCA with a digital copy of the final adopted version of this document, we will notify the County and Cities that its Qualified Local Government status has been extended.

Our records indicate that the Service Delivery Strategy for Catoosa County and its cities has not yet been submitted for verification. We recommend that you remind these jurisdictions that, due to this plan update, it is now necessary to renew or renegotiate their Service Delivery Strategy immediately in order to remain in compliance with the Service Delivery Strategy Law.

Sincerely,

James R. Frederick, Director
Office of Sustainable Development

JF/nah

cc: David Howerin, Northwest Georgia RC Planning Director
Barnett Chitwood, Northwest Georgia RC



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