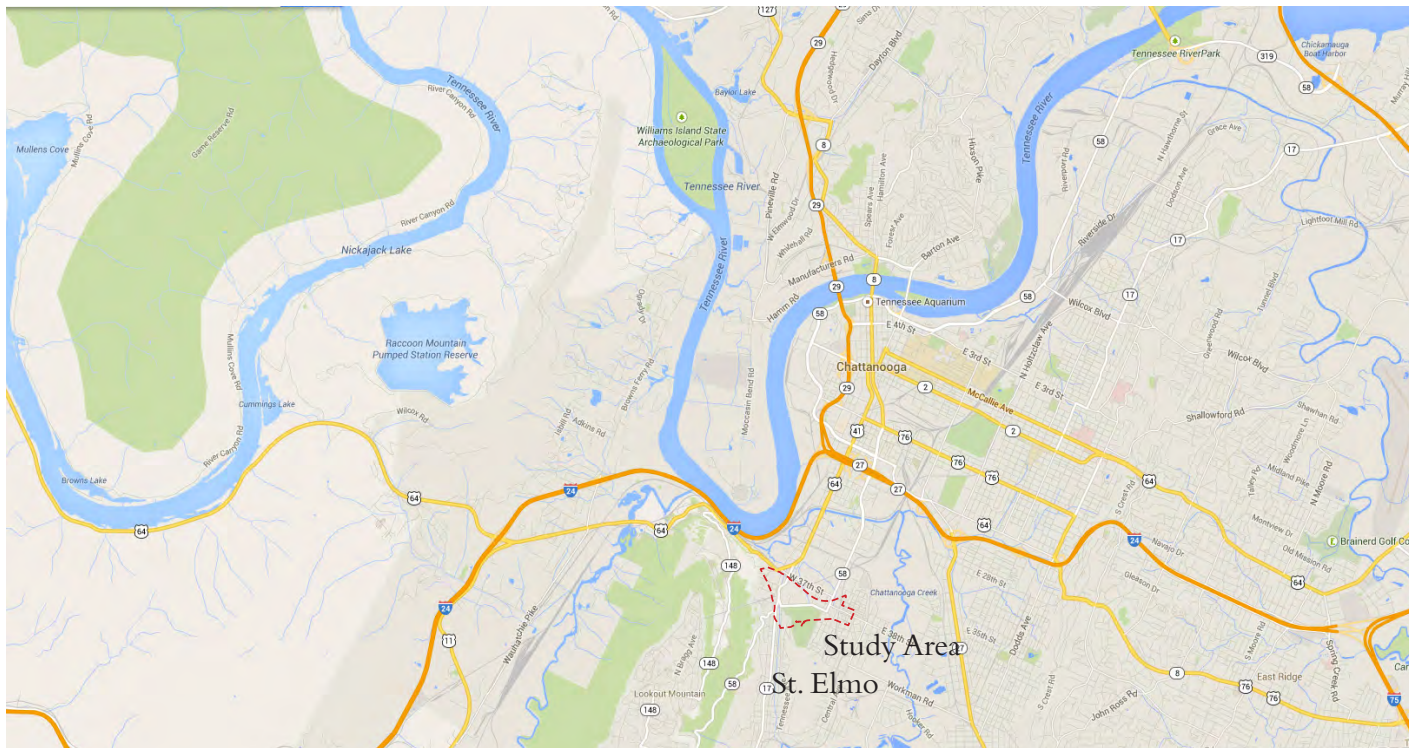


For a week in January 2014 we set up an office in the South Chattanooga Recreation center and invited the public to work with us to prepare a master plan for downtown St. Elmo. We solicited advice and suggestions from a standing-room-only crowd that gathered despite the 17-degree weather. Meetings with residents, business owners, property owners, city officials and local organizations ran throughout each day. The final plan focuses on gateways, public spaces, improved streetscapes, opportunities for new development and, of course, connections. A form-based code navigates between upholding and improving the image of the neighborhood without restricting the architectural and social diversity that is essential to St. Elmo's character.









## LOCATION MAPS

Study Area

City of Chattanooga Limits

St. Elmo Historic District

Forest Hills Cemetery

Southern Railroad

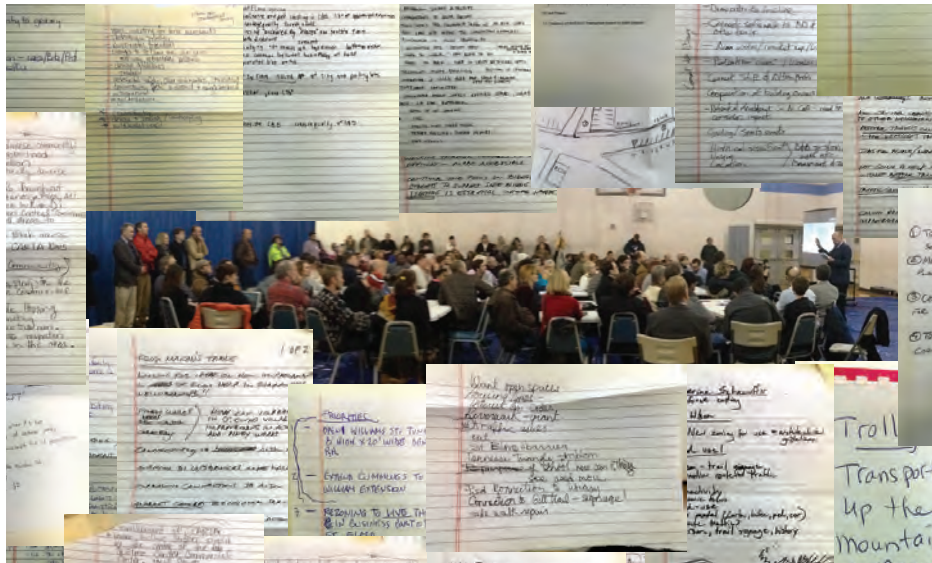
Residential Report Boundary

Retail Report Boundary





## PUBLIC DESIGN CHARRETTE, WINTER 2014



- Better connection to green spaces
- Rerouting commercial traffic
- Extend and revitalize Central
- Enhance Incline plaza area
- Lack of focal point
- Undergrounding utilities
- Better lighting and signage
- More trees, especially when hot there is lack of shade
- More parks and public spaces for hanging out
- Link to CARTA shuttles
- Hard to find parking on Old Mountain Road
- Keep historic housing
- Extension of walkway between Alton Park & St. Elmo
- More acknowledgement, display of history
- Bring restaurants
- Design standards, (influenced by history)
- Bring in hotel/hospitality service for tourists
- Viable commercial district
- Lifestyle business
- Multi-use zoning
- Avoid 'faux historical' design
- Better connectivity @:
  - Alton Park-South Broad
  - Tenn. & Broad
  - Ochs Hwy up the mountain
- Neighborhood branding + way-finding
  - Signage for Riverwalk
- Uniqueness, not TOO commercial
- Connectivity to Bi-LO grocery
- Virginia Ave. Bike path
- Safer, better connections for pedestrians
- Safer, better connections for pedestrians
- Concerned with Traffic Noise w/ commercialization
- Tennessee Ave to 1-way angled parking
- Raised crosswalks acting as speed-bumps
- History of St. Elmo plaque/interactive board
- Gateway at East End of Neighborhood
- Cleanup greenway and Chattum area
- Pollution concerns
- Public info about St. E. and environmental issues
- Free/Local rates Incline and Incline parking for city/St E. residents at non-peak hours
- Look at impact of pipeline
- Connect safewalks to Business District + other trails
- Info kiosk with visitor maps and guides
- Cooperation of building owners for maintenance
- Crime concerns
- Light alleys?
- More pedestrian
- Local access
- Traffic @ Central South End
- Cyclists feel threatened, too much traffic
- North end-limit on MF housing
- New middle school!
- Remove dead trees
- List of approved street uses
- Frontage quality
- Protected bike paths







**Existing.** This is the middle of a block of Virginia Avenue with its underutilized backyards.



**Proposed.** Little cottages lining Virginia Avenue, whether rented as apartments or as part of a bed-and-breakfast, could provide a source of income. Property owners could use this income to offset the cost of maintaining their historic properties. The cottages would be great for the St. Elmo crowd that seems to bike everywhere. They could live on a street that has no cars on it at all—just bicyclists and pedestrians. Little footbridges across this WPA ditch wherever necessary. The ditch itself is quite beautiful. With the introduction of the proper plant species at its edge, the water draining into it could be better filtered and the charming, historic stonework preserved.

Collectively marketing these little cottages as the Virginia Trail B&B might take a bit of work, but not much these days with air bnb. Rock City sits on top of the hill attracting hundreds of thousands of visitors a year and there is no place to put them up in St. Elmo. This could become a very busy B&B!





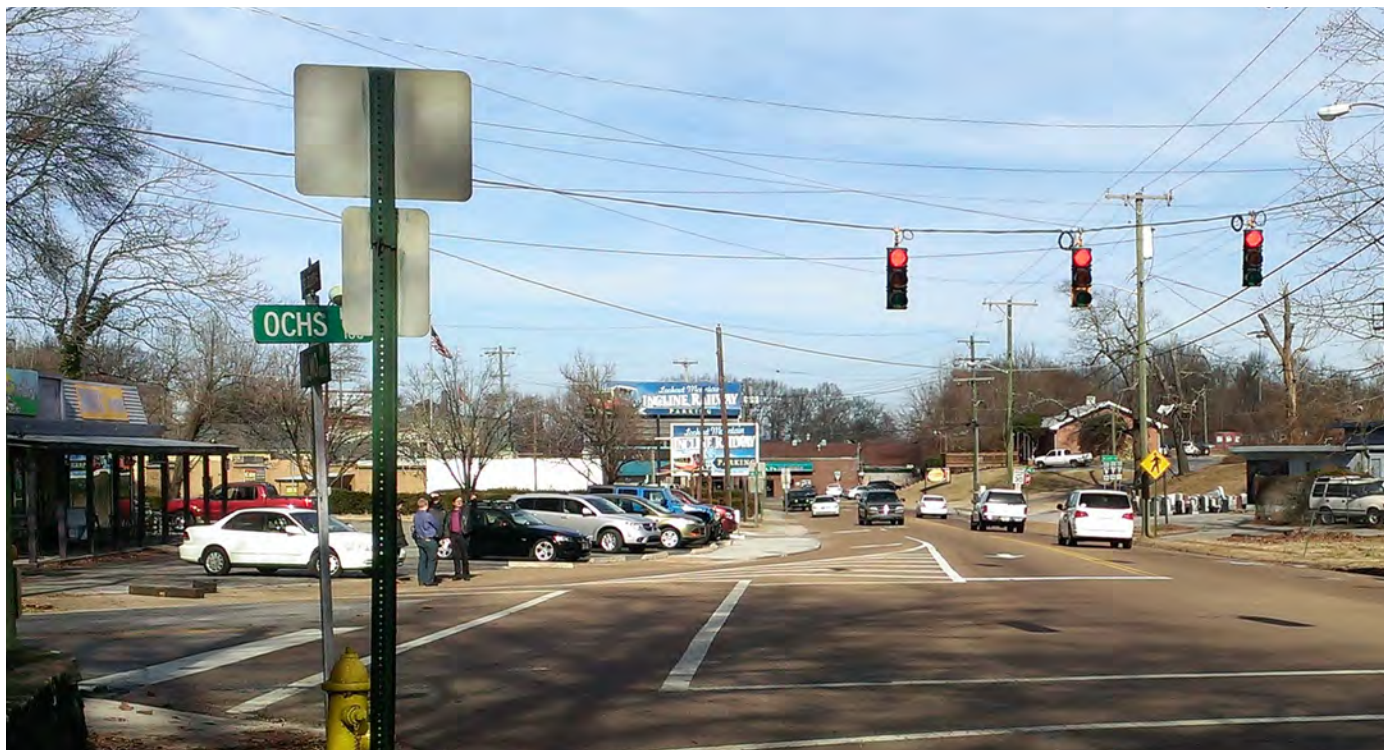
**Existing.** This is the middle of a block of Virginia Avenue with its underutilized backyards.



**Proposed.** Recommendations for 40th Street include:

- parallel parking on both sides,
- a two-bike lane along the cemetery (where there are no curb cuts),
- a 15-foot linear gym with exercise stations,
- properly terminating the vista at the` end of 40th Street with a plaza lined with,
  - a porch addition to the firehouse
  - a library addition on the plaza
  - an outdoor reading room for the library
  - a play fountain for kids
  - a bus stop
  - neighborhood retail.





**Existing.** The intersection of Ochs Highway and Saint Elmo Ave. presents challenges for everyone trying to move through it—whether pedestrians, bicyclists or drivers of automobiles.



**Proposed.** Recommendations for the Ochs highway intersection include:

- Pulling the building with the Purple Daisy restaurant up to the street for better visibility and to facilitate sidewalk dining,
- widening the sidewalk by moving the right turn lane closer to the centerline,
- the wider sidewalk gets a monument, perhaps with a couple of gnomes offering directions,
- providing safe and clearly demarcated pedestrian and bicycle crossings,
- creating a small park at the head of the Virginia Ave. trail with the day lit creek and a drinking fountain as an educational opportunity.





**Existing.** There was a lot of conversation about the area at the base of the incline. It was pointed out that it is possible for tourists to park, buy tickets to the incline, wait in line, ride the incline up and down and drive away without ever really visiting St. Elmo.



**Proposed.** Recommendations for the Incline Plaza include:

- A farmers market,
- moving the ticket kiosk to a prominent location,
- placing St. Elmo's public art project here,
- adding shade trees.

Also shown:

- Relocated entrance to CARTA's parking lot, and
- A restored two-story porch on the Pasha/1885 building.





**Existing.** This view of Tennessee Avenue looking north shows a corner of the 1885 building, entrances to a couple of parking lots, Richard's building and, on the other side of the street, one of the one-story buildings perpendicular to the street with alternating with parking lots.



**Proposed.** A combination of short- and long-term ideas could change this block dramatically:

- Restore the two-story porch on 1885.
- Add parking on the street.
- Build Liner buildings along the back of the sidewalk.
- Copy the outdoor climbing wall on the face of the parking garage downtown.
- Relocate the billboard to the top of the building and turn the climbers loose on it, too.
- Open a rooftop bar downtown.
- Open a youth hostel for all the hikers and bikers and trail enthusiasts.
- Replace the perpendicular buildings and parking lots with taller, mixed-use buildings with parking behind.



# THE ST. ELMO TOWN CENTER CODE



## A FORM-BASED, TRANSECT-BASED, INFILL CODE FOR PLANNING AND ZONING

PREPARED BY MICHAEL WATKINS ARCHITECT, LLC

APRIL 8, 2014

## ST. ELIMO TOWN CENTER CODE

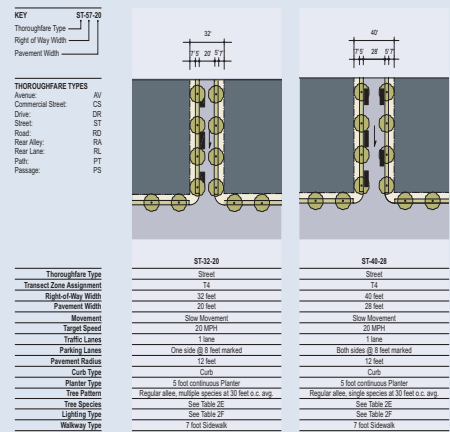
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## TABLE 2A. NEW THOROUGHFARE ASSEMBLIES

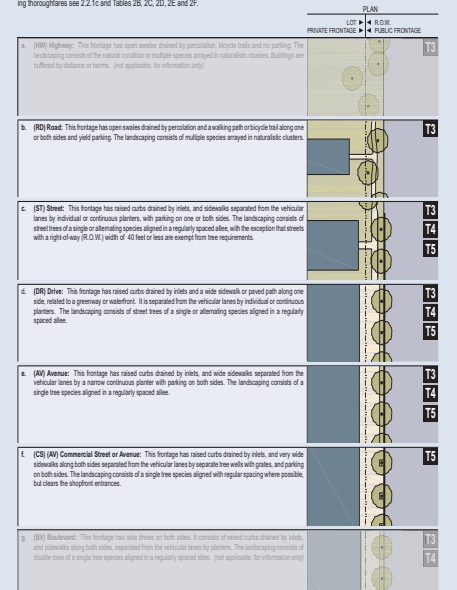
**Table 2A: Thoroughfare Assemblies.** Thoroughfares are assembled using this template from the elements that appear in Table 2B and incorporate the Public Frontages of Table 2C. The key gives the Thoroughfare type followed by the right-of-way width, followed by the pavement width.



**TABLE 2C. PUBLIC FRONTAGES - GENERAL**

## ST. ELMO TOWN CENTER CODE

























**Table 2C: Public Frontages - General.** The Public Frontage is the area between the private lot line and the edge of the vehicular lanes. Dimensions for new thoroughfares are given in Table 2A. Dimensions for some existing thoroughfares are given in the St. Elmo Town Center Plan. For other existing thoroughfares see 2.2.1c and Tables 2B, 2C, 2D, 2E and 2F.



## ST. ELMO TOWN CENTER CODE

## TABLE 2D. PUBLIC FRONTAGES - SPECIFIC



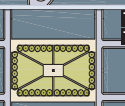
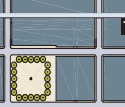

**Table 2D: Public Frontages - Specific:** This Table assembles prescriptions and dimensions for the Public Frontage elements - curbs, walkways and planters – relative to specific thoroughfare types within Transect Zones. Table 2A assemble all of the elements for the specific assemblies.

TRANSECT ZONE		T3	T3	T3 T4	T4 T5	T5	T5
Public Frontage Type		RD	RD & ST	ST-DR-AY	ST-DR-AY	DR-AY	CS-DR-AY
a. Assembly: The principal variables are the type and dimensional of curb, walkways, planters and landscape.							
Total Width		10-24 feet	12-24 feet	12-18 feet	12-18 feet	19-24 feet	19-30 feet
b. Curb: The detailing of the edge of the vehicular pavement, incorporating drainage.							
Type		Open Seals	Open Seals	Raised Curb	Raised Curb	Raised Curb	Raised Curb
Size		10-30 feet	10-30 feet	5-30 feet	5-30 feet	5-30 feet	5-30 feet
c. Walkway: The pavement dedicated exclusively to pedestrian activity.							
Type		Path Optional	Path	Sidewalk	Sidewalk	Sidewalk	Sidewalk
Width		n/a	4-6 feet	4-6 feet	4-6 feet	12-30 feet	12-30 feet
d. Planter: The planter that accommodates shrubs and other landscape.							
Planter Type		Continuous Seals	Continuous Seals	Continuous Planter	Continuous Planter	Continuous Planter	Tree Tied
Tree Variety		Multiple	4 feet 10 feet Multiple	4 feet 10 feet Alternating	4 feet 12 feet Single	4 feet 12 feet Single	4 feet 10 feet Single
Tree Pattern		Clustered	Clustered	Regular	Regular	Regular	Opportunistic
e. Tree Species:			See Table 2E		See Table 2E		See Table 2E
f. Lighting:			See Table 2F		See Table 2F		See Table 2F

## TABLE 2G. CIVIC SPACE

## ST. ELMO TOWN CENTER CODE

**Table 2G: Civic Space.** This Table indicates the general character of public open space appropriate for each Transect Zone and some basic standards.

<p><b>b. Park:</b> Natural preserve available for unstructured recreation. A park may be independent of surrounding building footprints. Its landscape shall consist of paths and trails, meadows, wetlands, woodland and open shelves, all ecologically disposed. Parks may be trail greenways, following the topography of natural corridors. The minimum size shall be 6 acres. Larger parks may be considered for placement as Special Districts in all zones.</p>	
<p><b>d. Open:</b> An open space available for unstructured recreation. A green may be spatially defined by landscaping rather than building footprints. Its landscape shall consist of lawns and trees, naturally disposed. The minimum size shall be 1/2 acres and the maximum shall be 10 acres.</p>	
<p><b>e. Square:</b> An open space available for unstructured recreation and civic purposes. A square is spatially defined by building footprints. Its landscape shall consist of paths, lawns and trees, formally disposed. Squares should be located at the intersection of important thoroughfares. The minimum size shall be 1/2 acres and the maximum shall be 5 acres.</p>	
<p><b>f. Plaza:</b> An open space available for corporate and commercial activities. A plaza shall be spatially defined by building footprints. Its landscape shall consist primarily of pavement. There are no trees. Plaza should be located at the intersection of important streets. The minimum size shall be 1/2 acres and the maximum shall be 2 acres.</p>	
<p><b>g. Pocket Park:</b> A small open space suitable for socializing, eating and resting. Pocket parks shall be equipped with plantings, benches, tables and possibly public art. They may be placed alongside thoroughfares as an intimate space within blocks, but should be visible from a thoroughfare (alongside a passageway or path). The maximum size shall be one half acre.</p>	

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## TABLE 3A. BUILDING FORM - FRONTAGES

Table 3A: Private Frontages. The Private Frontage is the area between the building facades and the lot lines.

[illegible]

## TABLE 5A. DEFINITIONS ILLUSTRATED

## ST. ELMO TOWN CENTER CODE

