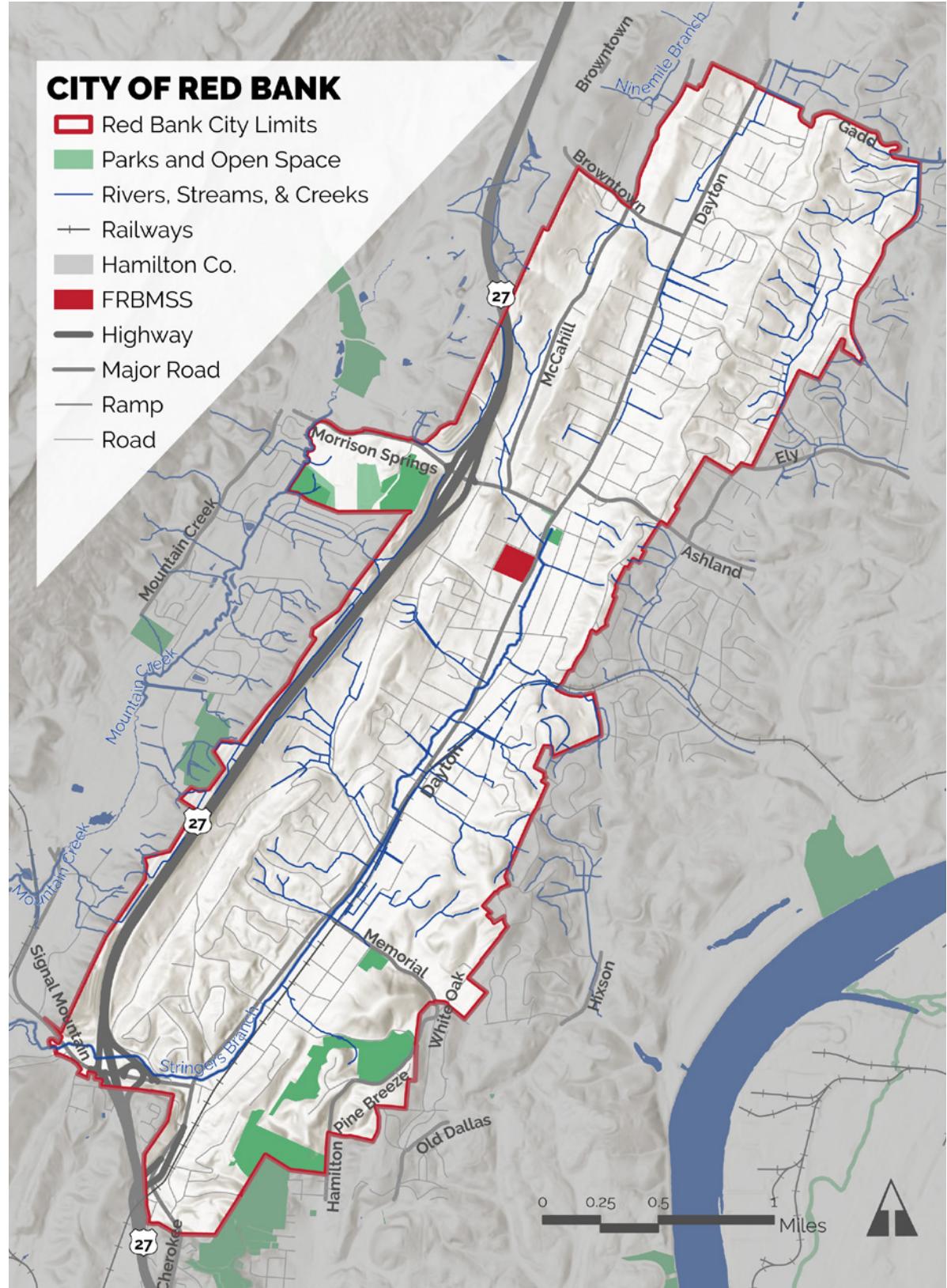




Welcome to the City of Red Bank Comprehensive Plan Visioning Workshop #2!

WHAT IS A COMPREHENSIVE PLAN?



The comprehensive plan is a **road map** that outlines how a long-term vision for **land development, multi-modal mobility, and economic development** in Red Bank will be implemented over time.

WHAT IS A SMALL AREA STUDY?



The small area study is a focused concept plan for the **Former Red Bank Middle School site**.

It provides recommendations based on community input to **guide the site's development** in line with residents' needs and vision and overall city goals as developed in the Comprehensive Plan process.

It answers **four big questions**:

1. How far have we come?
2. Where are we now?
3. Where do we want to go?
4. How will we get there?

PROJECT SCHEDULE

2024

JAN

FEB

MAR

APR

MAY

JUNE

JULY

AUG

SEPT

OCT

NOV

DEC

2025

JAN

Project Kick-Off

Existing Conditions Assessment



Community Engagement

Comprehensive Plan Development

Small Area Study Development

We are here!

Key:

Community Survey

Community Event

WANT TO GET INVOLVED?

Follow along at the City's website!

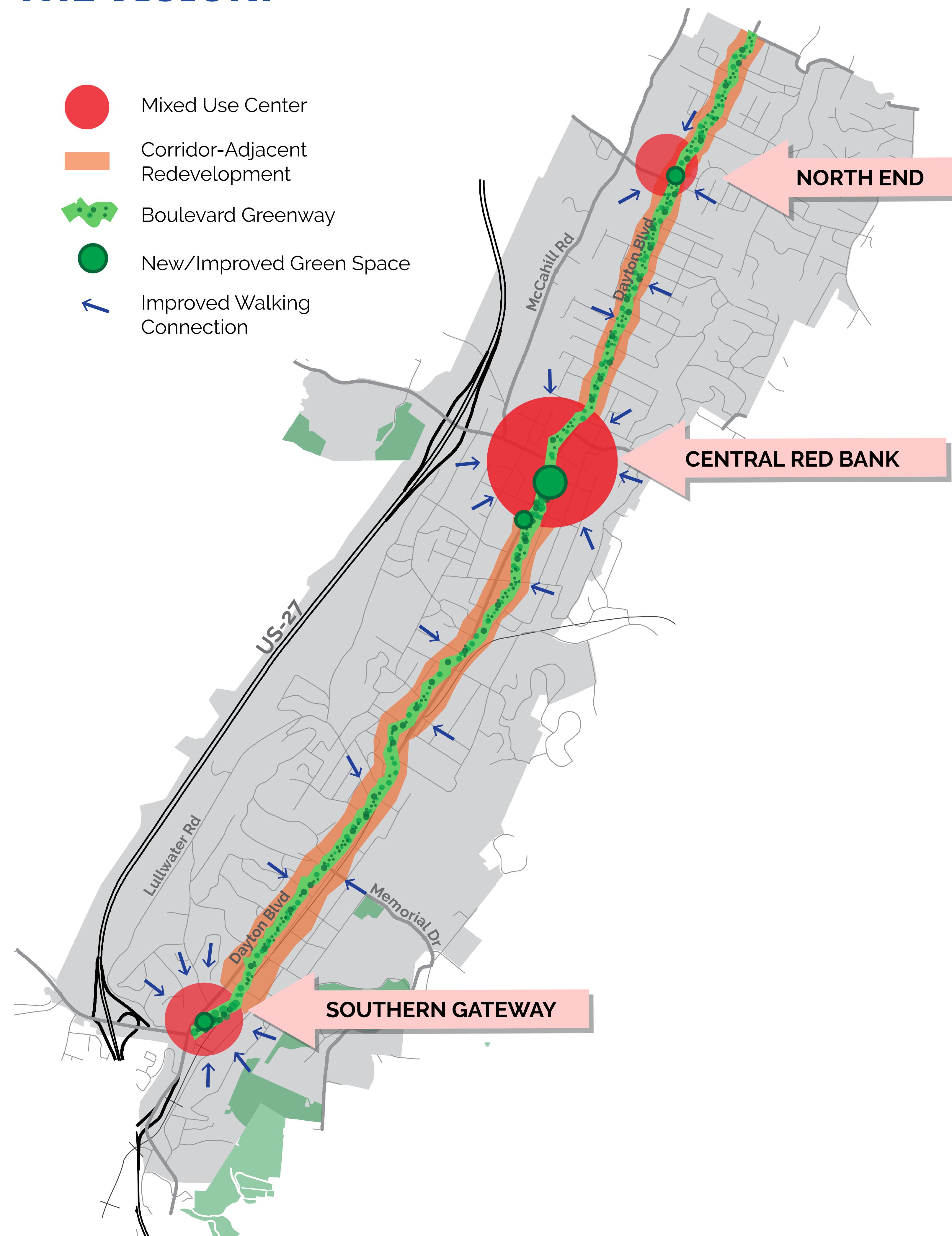
<https://www.redbanktn.gov/284/Red-Bank-Planning-Initiatives--updates>



Overall Comprehensive Plan Vision

THE VISION:

- Mixed Use Center
- Corridor-Adjacent Redevelopment
- Boulevard Greenway
- New/Improved Green Space
- Improved Walking Connection



LAND USE:

- Rooted in the development of a dynamic, high-quality greenway along Dayton Boulevard and Stringers Branch
- Redevelopment and growth focused on three mixed uses centers: Signal Mountain Gateway, Downtown Red Bank, and Browntown
- Lower-scale development, including commercial and housing, planned to front the greenway between major centers
- Maintenance of historic residential neighborhoods



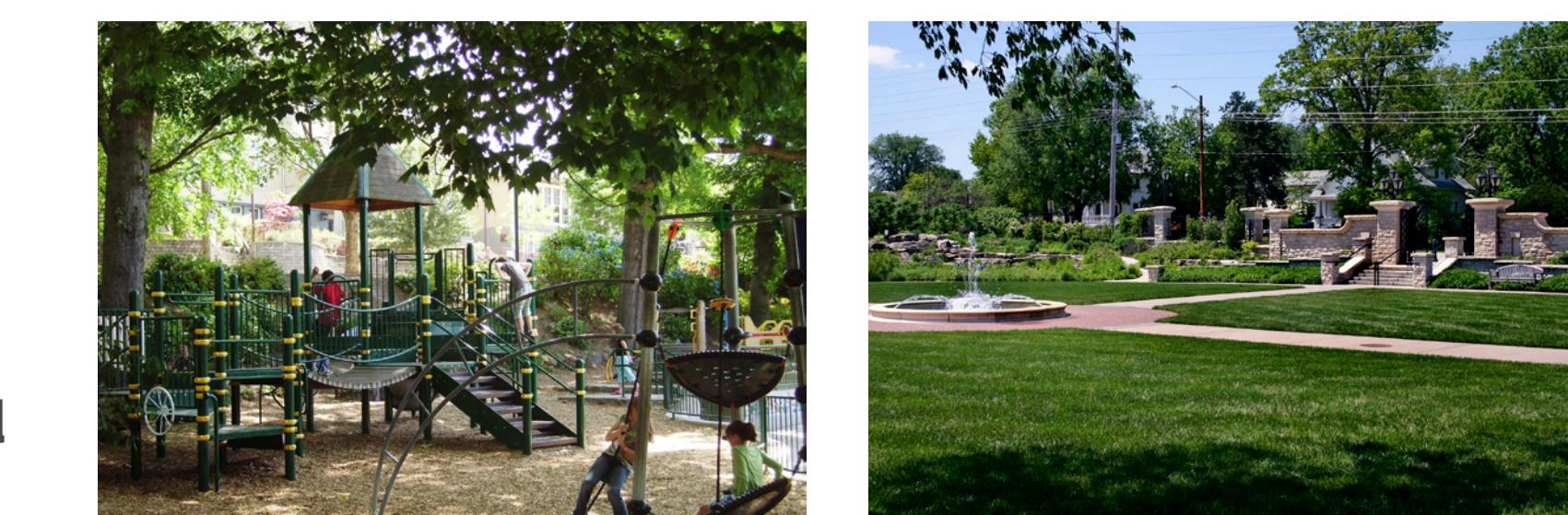
MOBILITY:

- Pedestrian connections from existing single-family neighborhoods to the greenway, greenspace areas, and mixed-use centers
- Safe and comfortable pedestrian and bicycle routes on Dayton Boulevard through traffic calming measures and right-sizing
- A community where people can walk/bike to their jobs, shops, and dining establishments
- Placemaking and streetscaping tools that beautify the city



PARKS, RECREATION, OPEN SPACE:

- A network of inclusive, accessible, and engaging parks and recreational facilities
- Consideration of environmental sustainability and community well-being.
- Enhanced existing facilities that capitalize on current resources and the limited space within Red Bank's geographic layout.
- Greenspaces designed into new development at the three mixed use centers and connected with the Boulevard Greenway to support customer traffic to businesses.
- An integrated park space at the Former Red Bank Middle School site that serves as a central gathering place for the community.



HOUSING:

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



ECONOMIC DEVELOPMENT:

- Strong economic base that supports additional investment in the city and helps fund more public amenities.
- Businesses, shops, and stores that play off the Greenway Boulevard, focused on creating more small businesses that are unique to Red Bank.
- Place for entrepreneurs and small businesses that encourages Red Bank residents to start and grow businesses in the city.



Land Use Vision

THE PLAN:

FUTURE LAND USE

Existing Parks & Open Space

Public Schools

Red Bank City Limits

Waterbodies

Place Types

Ridge Residential

Valley Residential

Mixed Residential

Boulevard Greenway Corridor

Southern Gateway

Central Red Bank

Historic Central Red Bank

North End

Suburban Corridor

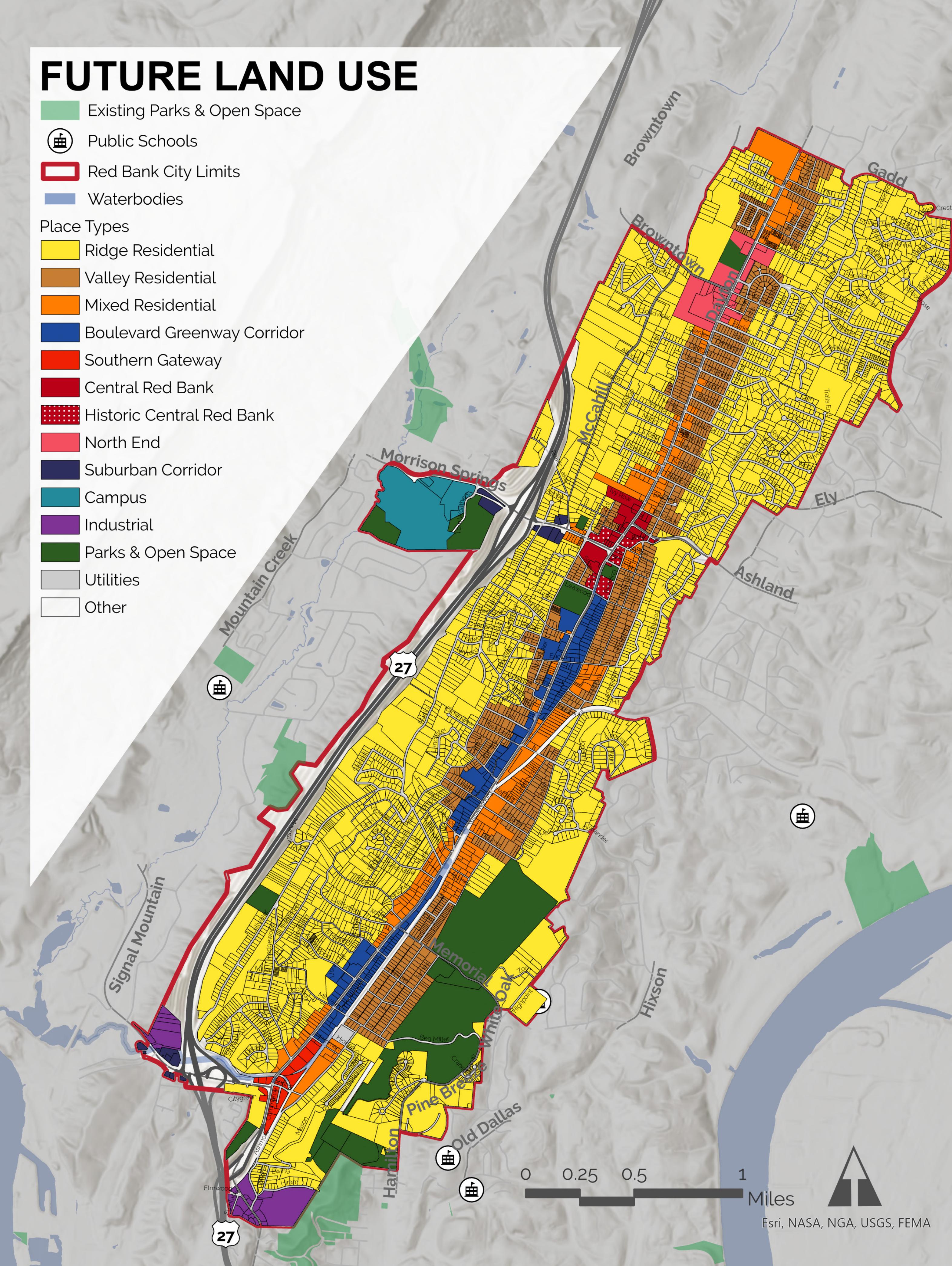
Campus

Industrial

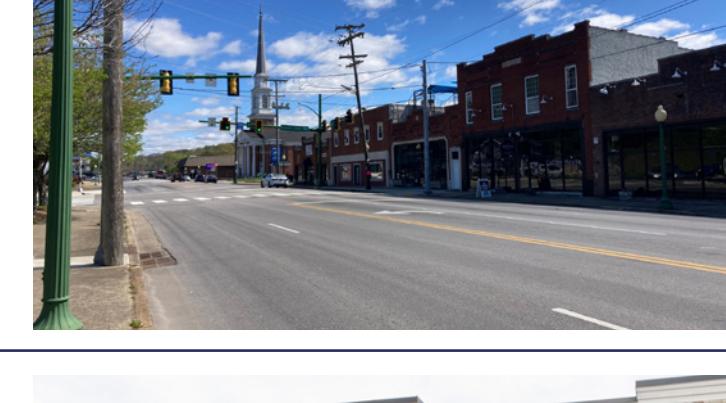
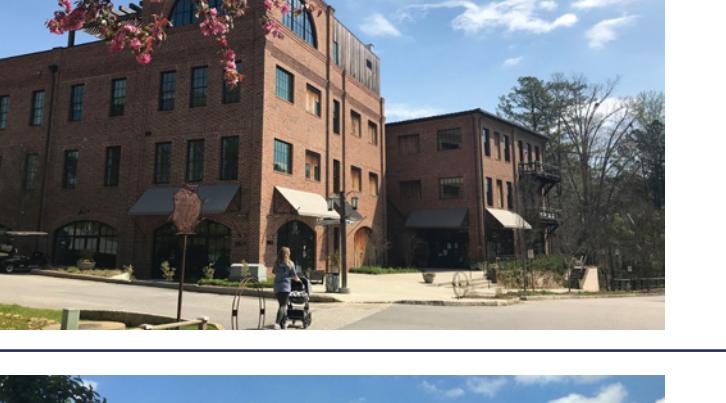
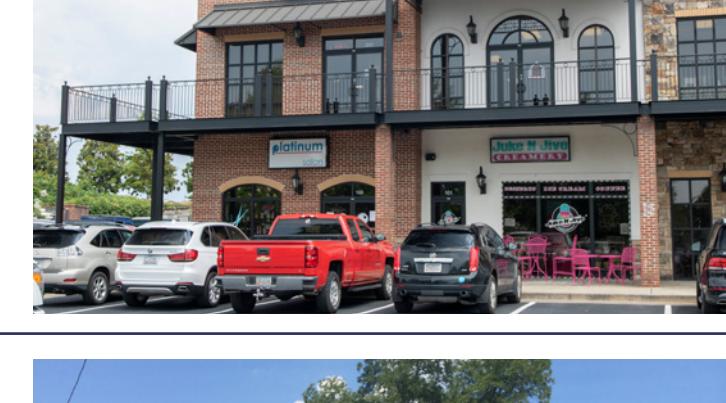
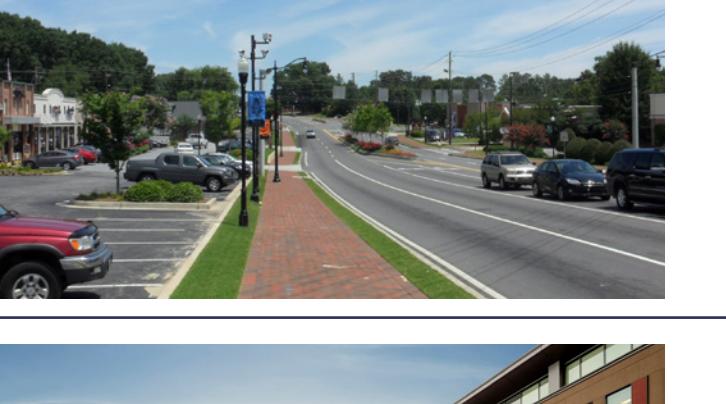
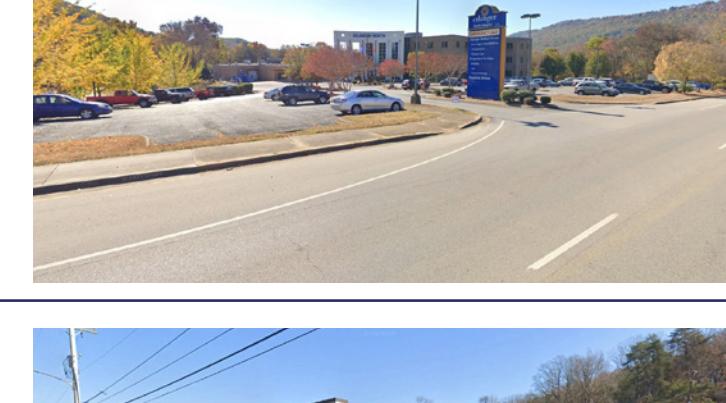
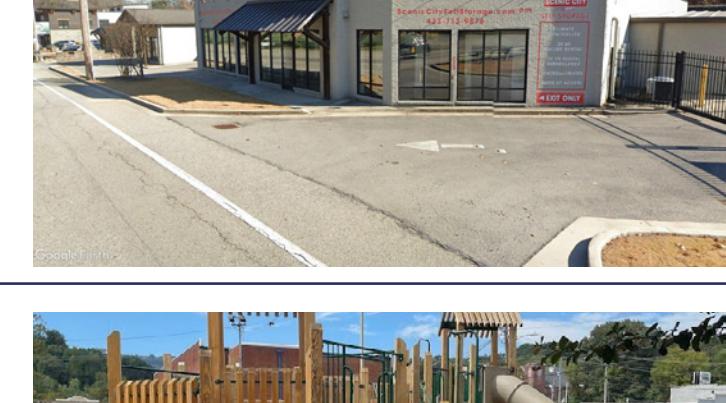
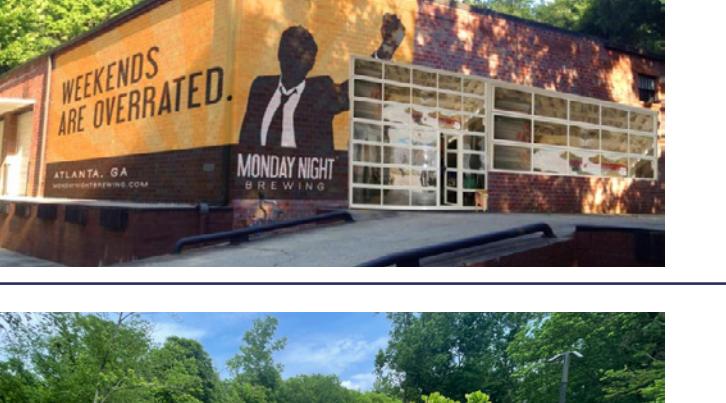
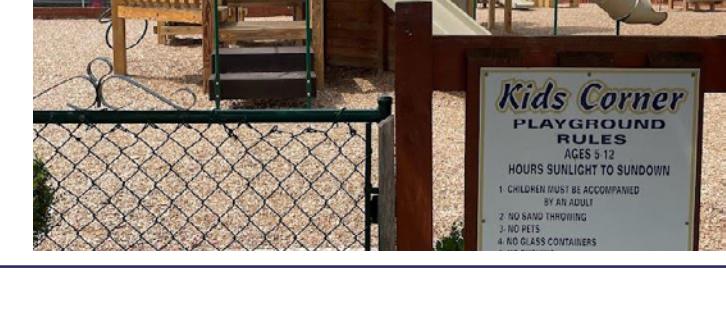
Parks & Open Space

Utilities

Other



FUTURE LAND USE CATEGORIES:

RED BANK PLACE TYPE	DESCRIPTION	EXAMPLE LOOK AND FEEL
Ridge Residential	<ul style="list-style-type: none"> Primarily single-family homes on large, irregularly shaped lots Suburban/rural feel Streets follow natural topography with minimal sidewalks Modest sized homes Common use of septic systems and swales instead of curbs Distant from key destinations, requiring personal vehicle use for most trips 	 
Valley Residential	<ul style="list-style-type: none"> Predominantly single-family homes on smaller, more regular-shaped lots Located near Dayton Boulevard Grid-like street networks with walkable blocks Easier to build on than Ridge Residential All homes have access to sewer systems. Reflects many existing neighborhoods in Red Bank 	 
Mixed Residential	<ul style="list-style-type: none"> A diverse mix of housing types, including single-family, townhomes, and small multi-family buildings. Located along major corridors and near the Boulevard Greenway Mixed Use Corridor and Downtown Red Bank. Designed to promote walkability and cater to residents across multiple life stages. 	 
Boulevard Greenway Corridor	<ul style="list-style-type: none"> Mixed-use development centered around a new greenway along Stringers Branch Two-Three-story or smaller developments, including vertical mixed-use or stand-alone commercial buildings. Walkable, pedestrian-friendly with public access, outdoor activities, and community interaction with future greenway 	 
Southern Gateway	<ul style="list-style-type: none"> Mixed-use area with buildings up to three stories, blending residential and commercial uses with a cohesive, appealing look Vibrant, welcoming entry point to Red Bank area Visual upgrades, integrated housing, and enhanced green spaces for community gathering Designed to enhance local connectivity 	 
Central Red Bank	<ul style="list-style-type: none"> The heart of the community with a small-town center feel, interconnected streets, and people-oriented public spaces. Preserving historic buildings while promoting compatible development with a mix of uses, with buildings typically two to three stories. Emphasis on creating public spaces, enhancing sidewalks, and maintaining a pedestrian-friendly environment. 	 
North End	<ul style="list-style-type: none"> A suburban, low-intensity commercial center serving the local community. Modest-scale development with one to two stories, primarily commercial with some additional housing options. Designed to remain neighborhood-serving, with a suburban character. Enhancements in mobility and public spaces, making it a walkable hub for daily needs. 	 
Suburban Corridor	<ul style="list-style-type: none"> Linear commercial development located along Signal Mountain Road and Morrison Springs Road. Car-oriented and spread out, with businesses serving residents commuting via US-27. Expected to maintain its commercial focus, fitting the needs of the local market. 	 
Campus	<ul style="list-style-type: none"> Informal hub of community services centered around Erlanger North Hospital and local schools. Improve landscaping and walkability overtime to create a more cohesive and connected environment. Future development focused on enhancing public spaces and introducing complementary uses. 	 
Industrial	<ul style="list-style-type: none"> Supports manufacturing and light industrial uses on large lots with large buildings. Limited industrial areas due to steep slopes and widespread residential areas. Focused on specific locations such as Signal Mountain Road and south of Dayton Boulevard, near residential areas to reduce commute times. 	 
Parks and Open Space	<ul style="list-style-type: none"> Includes both large preserves and smaller parks for recreation and community gathering. Integral to the vision of the Boulevard Greenway, promoting a connected green system across Red Bank. Large cemeteries are also part of this open space category. 	 

KEY RECOMMENDATIONS:

- Use RPA's placetypes as the foundation for a more detailed and tailored framework for Red Bank's future land use policies.
- The City should partner with developers over time to incrementally build the Boulevard Greenway through new development Stringers Branch that includes a mix of commercial and housing uses.
- Focus change and redevelopment on the Dayton Boulevard/Stringers Branch corridor.
- Preserve small-town feel of historic residential neighborhoods while improving them with better pedestrian connections.

Mobility Vision

THE PLAN:

PROPOSED MOBILITY NETWORK

Proposed Facilities

- Intersection Safety Improvements
- Proposed Crosswalks
- Proposed Sidewalks
- Proposed Greenway

Proposed Trails

Proposed Bike Routes

Programmed Facilities

Future Bicycle Boulevard

Existing Facilities

Existing Crosswalks

Existing Trails

Existing Sidewalks

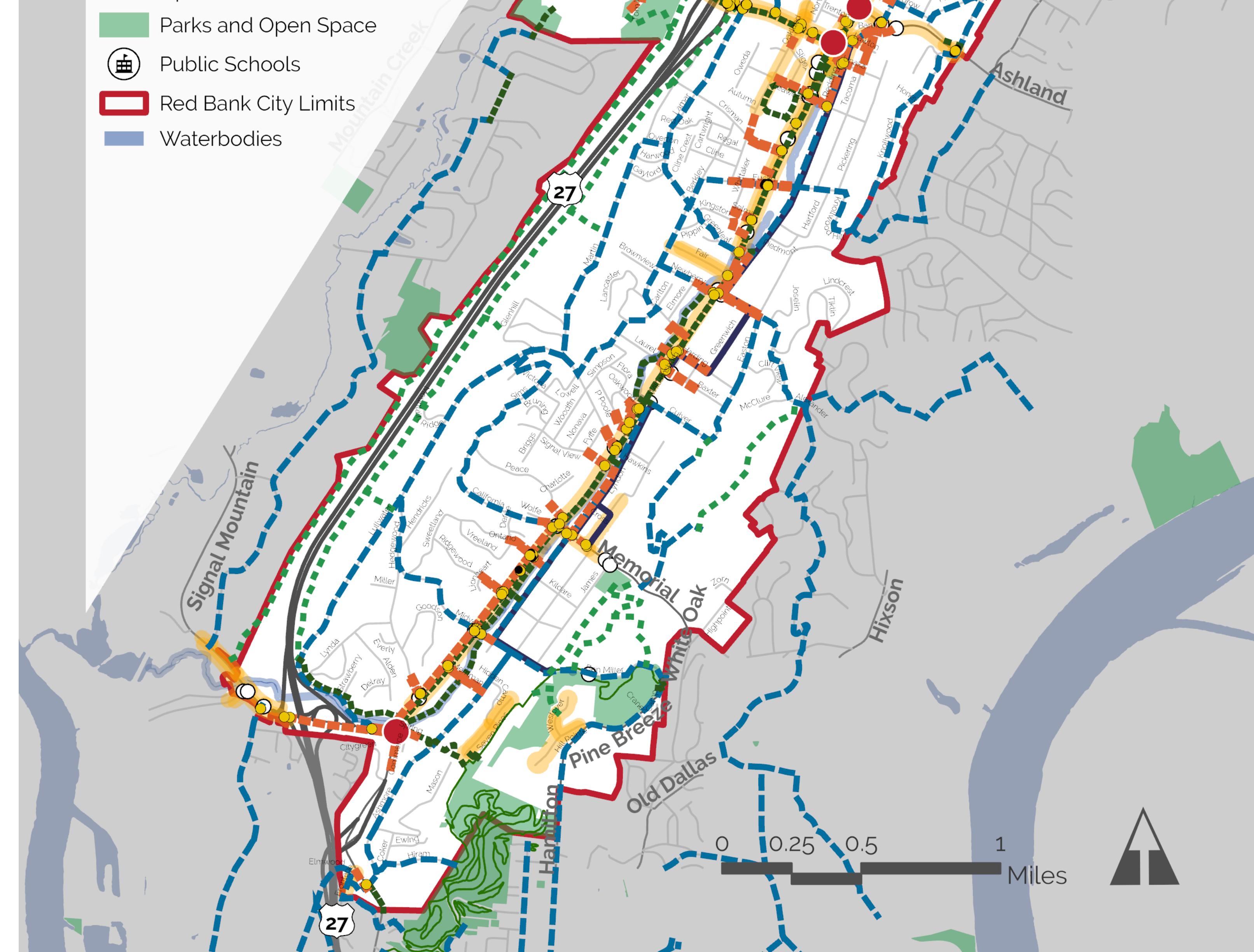
Basemap

Parks and Open Space

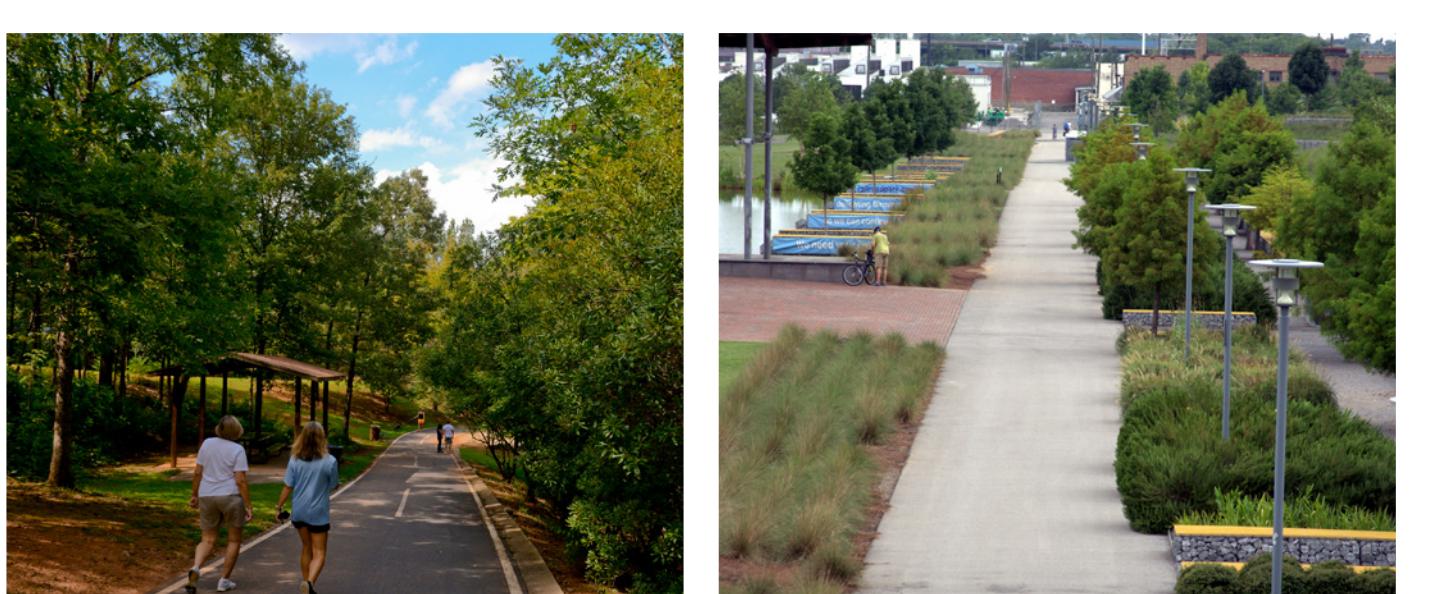
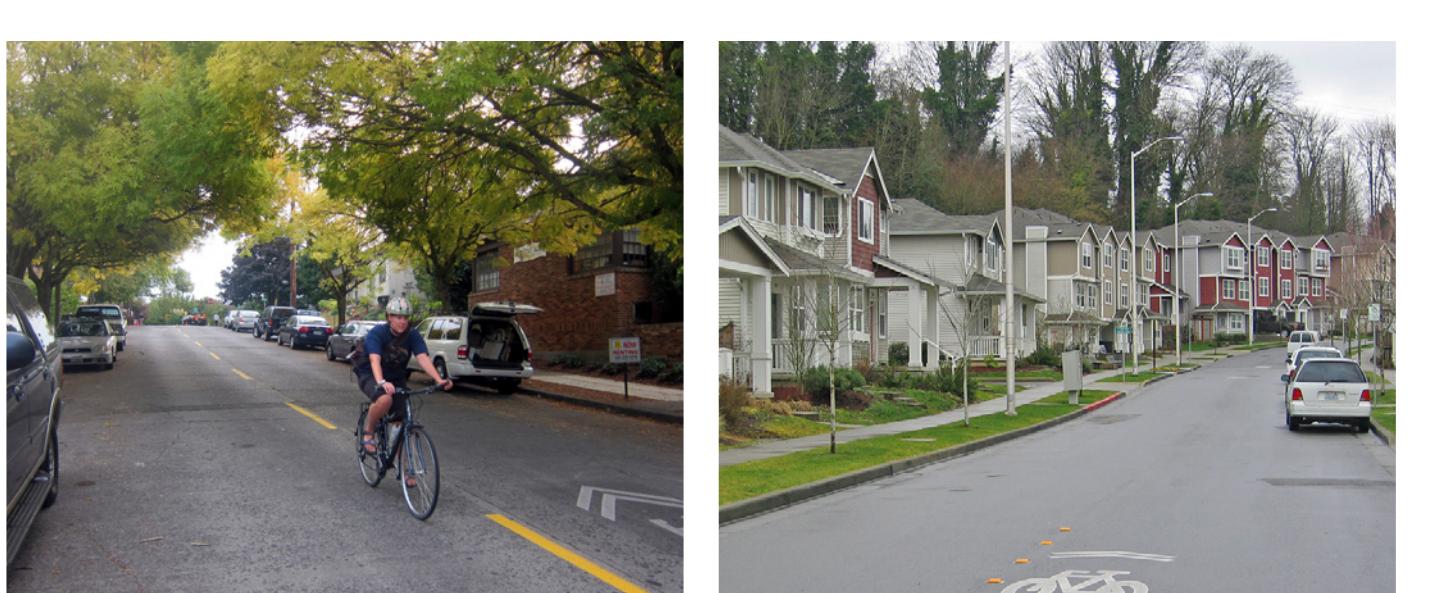
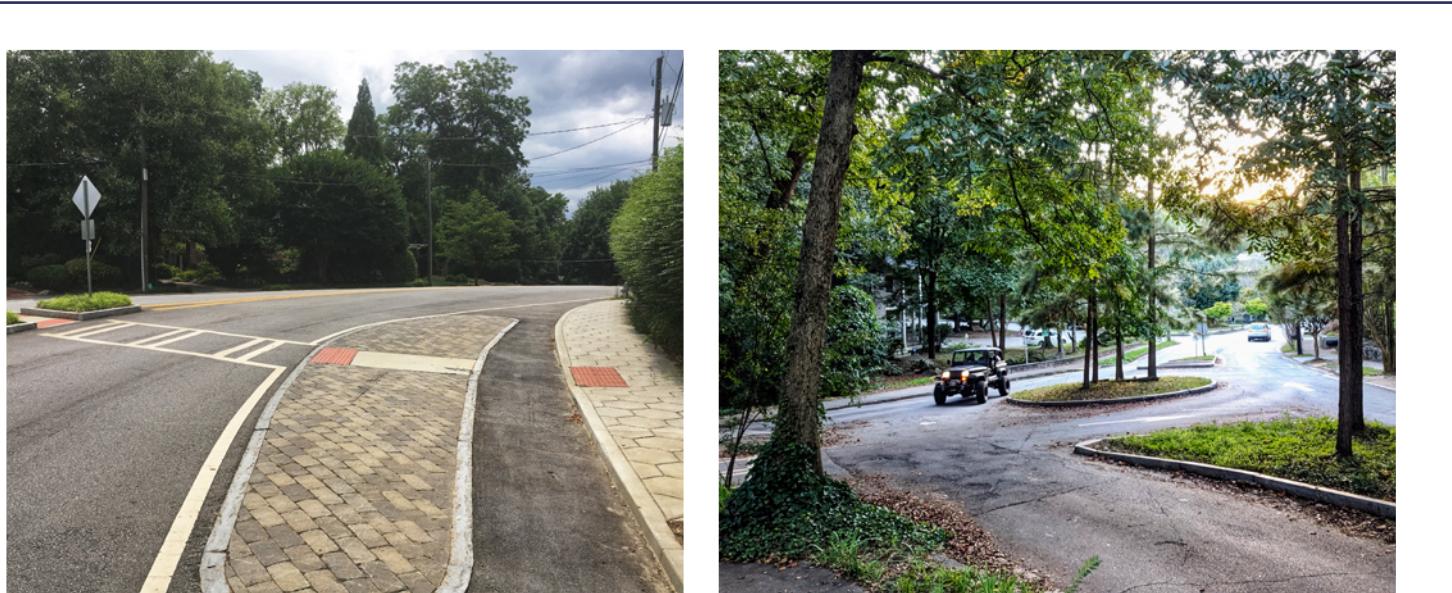
Public Schools

Red Bank City Limits

Waterbodies



KEY RECOMMENDATIONS:

MOBILITY IMPROVEMENTS	DESCRIPTION	EXAMPLE LOOK AND FEEL
Sidewalk	<ul style="list-style-type: none"> • Consists of 5-7 foot wide concrete paths. • Connects high-density residential areas to commercial zones. • Includes curbs, gutters, and tree-lined buffers between the sidewalk and street in new installations. 	
Crosswalk	<ul style="list-style-type: none"> • Uses high-visibility pavement markings for increased safety. • Placed at intersections or mid-block locations. • Features pedestrian signals in high-traffic areas. • Can include spot medians, curb extensions, or bulb-outs to enhance safety. 	
Greenway	<ul style="list-style-type: none"> • Provides a paved path, 8-14 feet wide, for walking, running, biking, and other activities. • Supports two-way movement. • Follows natural features or runs parallel to streets. • Incorporates a landscaped buffer if adjacent to a street. 	
Protected Bike Lane	<ul style="list-style-type: none"> • Creates a bike lane buffered from traffic with elements like curbs, flexible posts, planters, or parking. • Provides a safer, more attractive space for cyclists of all ages and abilities. • May be one-way or two-way. • Can be constructed at the street or sidewalk level. 	
Bike Boulevard	<ul style="list-style-type: none"> • Consists of low-speed, low-traffic streets. • Connects neighborhoods, promoting safe travel both within neighborhoods and between them. • Includes wayfinding signage for easy navigation. • Traffic calming measures may be incorporated where needed. 	
Intersection Improvements	<ul style="list-style-type: none"> • Enhance pedestrian and bike crossing infrastructure. • Revise traffic control measures, such as signal adjustments or all-way stops. • Increase capacity with improvements like turn lanes or roundabouts. 	
Traffic Calming	<ul style="list-style-type: none"> • Introduces physical measures to reduce vehicle speeds on residential streets. • Includes examples like speed cushions, traffic circles, and chicanes. • Establishes a policy for residents to apply for traffic calming measures through a neighborhood engagement process. 	



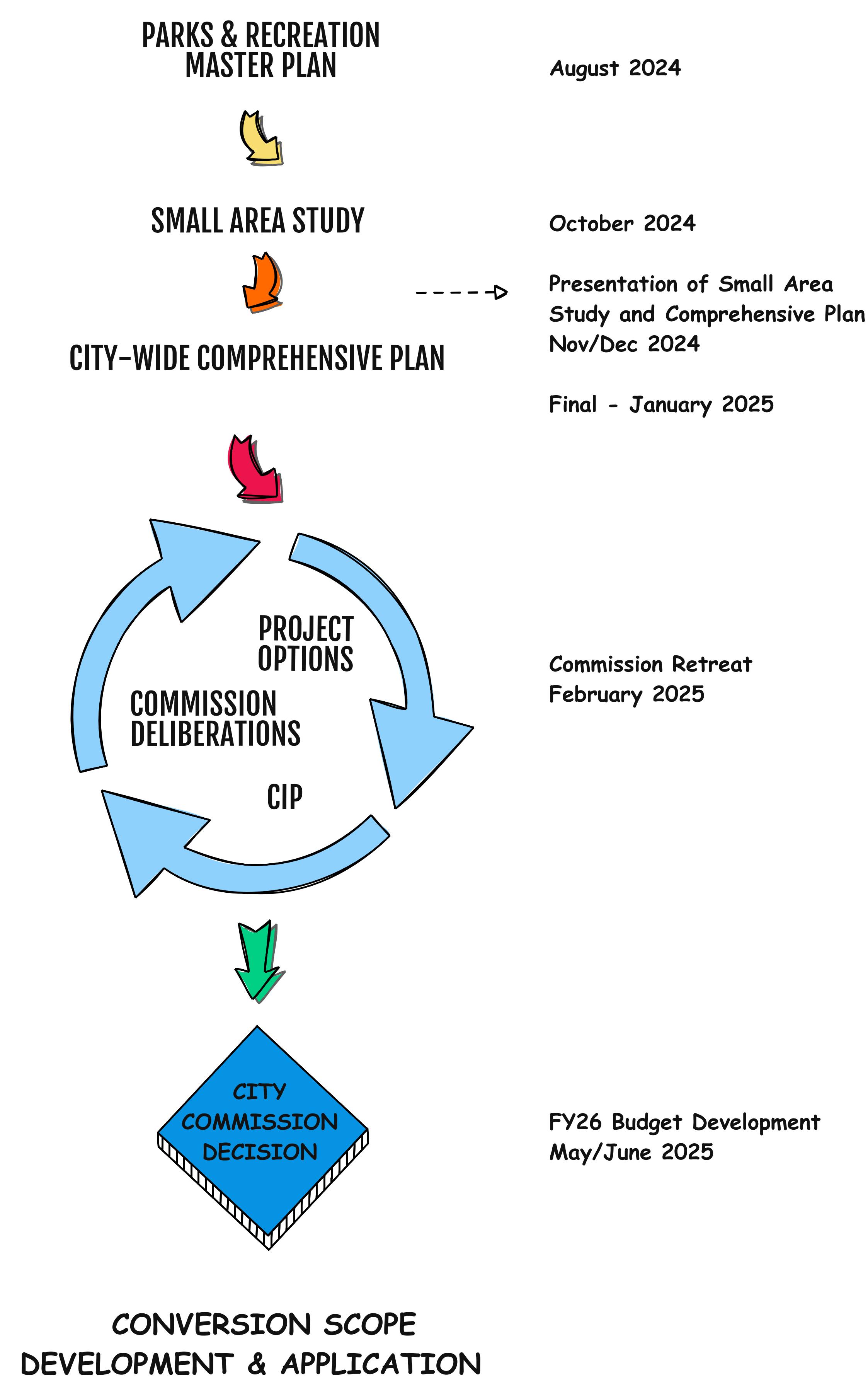
What are the City of Red Bank's Next Steps?

WHAT'S THE NEXT STEP FOR THE SMALL AREA STUDY?

Today's input will be synthesized and used to generate draft concept plans and illustrations to be presented for community feedback at the public Open House meeting this winter. For the final concept plan, the team will develop an Action Plan that includes a preliminary cost estimate, funding strategies, and policy recommendations.



WHAT'S THE WORKFLOW TOWARDS CONVERSION COMPLIANCE?



HOW WILL THE CITY ADVANCE FUTURE PROJECTS?

We Are Here →
"Season of Planning"

