

2017

2025 COMPREHENSIVE PLAN UPDATE



PROJECTED TO YEAR 2035

CITY OF ALCOA, TN

## **ACKNOWLEDGEMENTS**

### **Adoption of Plan Update**

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### **Resolutions, Ordinances and Adoption Dates**

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# 2025 COMPREHENSIVE PLAN UPDATE

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## INTRODUCTION

It has been 10 years since the City of Alcoa’s 2025 Comprehensive Plan was updated. This plan is the primary policy document that provides guidance as to making the city workable, livable and prosperous. The plan itself provides an integrated approach to the city’s physical development, and related economic and social issues by placing an emphasis on environmental, economic and social sustainability, as well as the enhancement of land use and transportation coordination. As a part of this process, the plan integrates and coordinates with the plans of many city departments.

The 2035 Comprehensive Plan update evaluates the past ten years of implementation and examines the implication of new data, responds to the latest trends, and resolves any new issues that have emerged. Recent planning initiatives have been integrated and new and emerging best practices have been incorporated into the plan, along with the refreshment of stale policies and actions. The purpose of the update keeps the plan fresh, applicable and adaptable in a changing world. More specifically, it provides the basis for the zoning ordinance, which is the implementation tool of the plan’s vision for development. Related to the zoning ordinance is the city’s future land use map. It is from that map that the planning commission bases its consideration of proposed zoning changes. It is by adhering to the zoning ordinance and future land use plan/map that consistency and stability for future development is ensured.

The 2035 Comprehensive Plan consists of:

- Introduction (Purpose)
- The Process
- Conditions
- Land Use Goals and Objectives
- Conclusion
- Future Land Use Plan/Map\*
- Major Road Plan/Map\*
- Trail System Master Plan/Map\*

\*While these plan maps are components of and incorporated as part of the comprehensive plan, they are by reference as separate documents.

## THE PROCESS

The City of Alcoa and the Knoxville Regional Transportation Planning Organization (TPO) were the joint recipients of a grant-funded technical assistance program through Smart Growth America (SGA). Beginning in September of 2015, a series of workshops were held to learn more about innovative zoning as a means of providing local citizens and planners with the tools and techniques to begin creating a vision for Alcoa's future growth. The emphasis on those workshops was placed on providing development patterns toward more compact, walkable forms and how that could boost the local economy and reduce public spending on infrastructure. Specifically, the technical assistance grant allowed the City to tap the expertise of nationally recognized planners to help achieve the community goal of implementing town center development standards. These expert consultants included Smart Growth America's Roger Millar and Chris Duerksen of Clarion Associates. Staff representing the city's planning and economic development offices, as well as the TPO, worked with Roger and Chris on background information and in outlining how time would be spent in the months leading up to and during the workshops.

Key issues and opportunities were explored and, at the end of the process, the necessary amendments to the current development regulations were identified and adopted in order to support and encourage the redevelopment of the former Alcoa, Inc. West Plant site—a 300+ acre previously heavy industrial site bound by U.S. Highway 129, East Hunt Road, Mills Street, Lodge Street/Springbrook Road, North Hall Road, and Pistol Creek. The presentation was attended by close to 60 interested citizens throughout the region. This was a strong indicator for the rising need for an alternative to conventional development. The presentation was an opportunity to explain principles of smart growth, geared to small towns and town center development. Time was spent introducing key issues to be discussed in a technical workshop the next day. A few of the issues identified ranged from topics of scale and neighborhood compatibility to current zoning hurdles standing in the way of designs that encourage a wide range of housing and transportation choices for residents of all ages and incomes. As also pointed out, these were key components for developing a mixed-use town center.

In a world of changing demographics, with millennials and baby-boomers having the most impact and interest in different types of development, it would appear that town center development could give people the options they desired. When questioned about the impact of big box retailers, it was explained that such retailers could provide the initial draw needed for a town

center to be successful. In terms of negative connotations associated with mixed use within a community, when getting to the heart of the matter, it was explained that many times it would come down to quality design rather than the use.

The following day a working group of local and regional stakeholders were assembled for a more in-depth and open dialog on strategies for implementation of a mixed-use town center in Alcoa. SGA and CC provided a detailed analysis of Alcoa’s development codes, which were identified in a background working paper prepared prior to the workshop. The focus centered on the former Alcoa, Inc. West Plant site. Participants, included representatives of Alcoa West Plant developers (Alcoa, Inc.), Metropolitan Knoxville Airport Authority, East Tennessee Community Design Center, City of Maryville planning office, State of Tennessee community planning and HUD offices, as well as City of Alcoa, Knoxville Metropolitan Planning Commission and TPO staff. Key issues discussed were:

1. Parking and the benefit of reduced parking and parking districts, including location-location-location, with big box parking also providing opportunities;
2. Flexible design, including maximum building square footages, limited use categories and appropriate landscaping within town cores, which enable mixed-use town centers to evolve;
3. Creating synergies—an example would be the former Alcoa, Inc. West Plant site and McGhee-Tyson airport—and having strong management charged with programing activities;
4. Effective neighborhood transitions and connections between low and higher intensity uses, for both proposed and existing development;
5. Private ownership complexities and environmental constraints, in the case of the former Alcoa, Inc. West Plant site, and how public funding might be utilized to leverage quality development;
6. Lighting and the need for controls to reduce negative impacts to adjacent, low intensity land uses; and,
7. Benefits of detailed master planning and the need for an updated plan of the former Alcoa, Inc. West Plant site;

Then, beginning in November of 2016, city staff placed a survey consisting of 10 questions on the city’s website and its Facebook page, as well as two full page surveys in the local newspaper. Additionally, two articles addressing the comprehensive plan update and its purpose also ran in the local newspaper—the Daily Times. Questions on the survey were

designed to assess residents of both the city and within the city’s urban growth boundary’s satisfaction with:

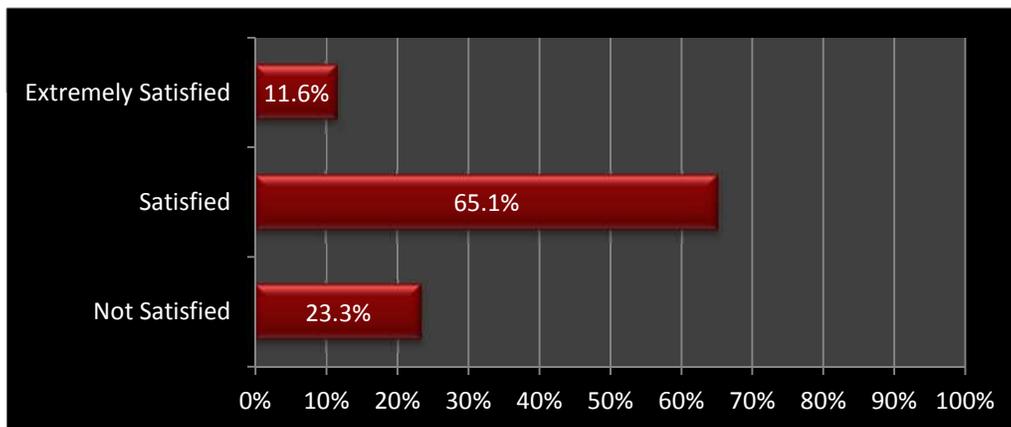
- current development;
- diversity of housing options available;
- the city’s parks and greenway trail and open space requirements; and,
- protection of land, trees and water.

Other assessments included the importance of the city’s school system on the population’s economic well-being and whether there should be an identifiable urban core with a mix of land uses within designated areas of the city. For those who missed the survey on the website, Facebook or newspaper, a community meeting was held in January of 2017. In all, staff received 91 responses, which are summarized below and detailed in an appendix hereto:

### SURVEY SUMMARY

**Q1: How satisfied are you with current development within the city?**

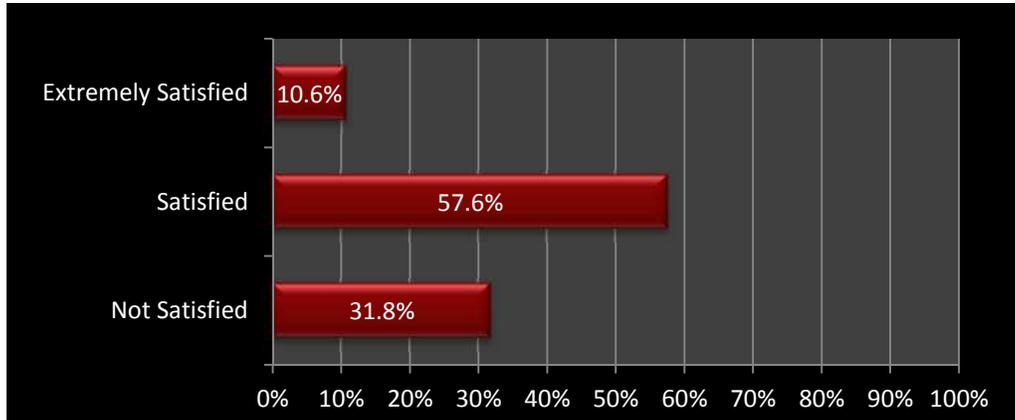
*Answered: 86 Skipped: 5*



Answer Choices	Responses	
Extremely Satisfied	11.63%	10
Satisfied	65.12%	56
Not Satisfied	23.26%	20
<b>Total</b>		<b>86</b>

**Q2: How satisfied are you with diversity available in housing options within the city (i.e., apartments, duplexes, townhomes/condominiums and single-family detached homes)?**

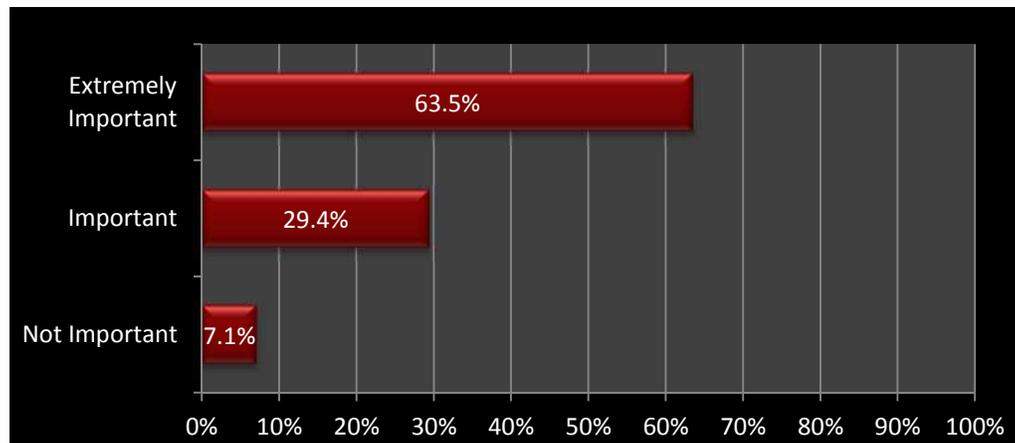
Answered: 85 Skipped: 6



Answer Choices	Responses	Count
Extremly Satisfied	10.59%	9
Satisfied	57.65%	49
Not Satisfied	31.76%	27
<b>Total</b>		<b>85</b>

**Q3: How important do you feel is the city's educational system in recruiting new businesses and residents, and as an overall contributor to the economic well-being of the city?**

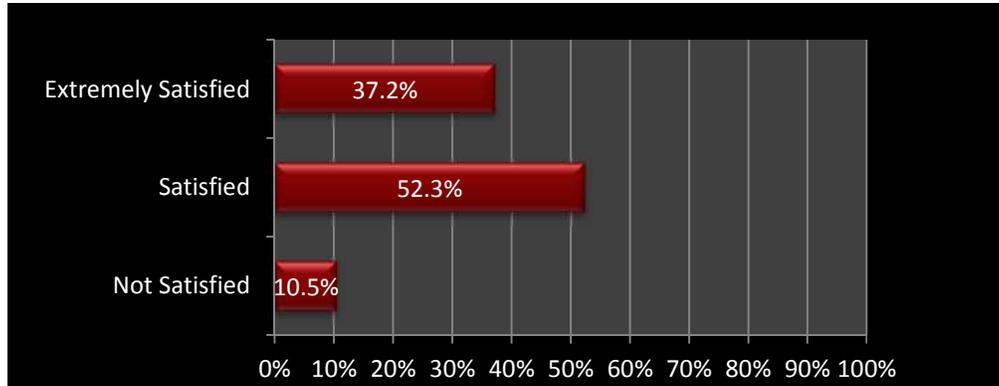
Answered: 85 Skipped: 6



Answer Choices	Responses	Count
Extremly Important	63.53%	54
Important	29.41%	25
Not Important	7.06%	6
<b>Total</b>		<b>85</b>

**Q4: How satisfied are you with the city's current parks and recreational system? This includes the availability of greenway trail opportunities for walking/biking.**

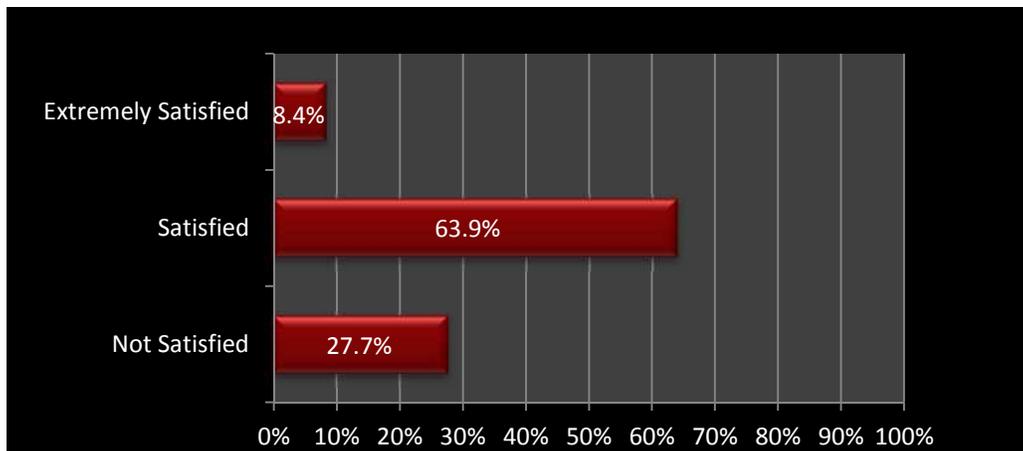
Answered: 86 Skipped: 5



Answer Choices	Responses	
Extremely Satisfied	37.21%	32
Satisfied	52.33%	45
Not Satisfied	10.47%	9
<b>Total</b>		<b>86</b>

**Q5: The city currently has a five percent (5%) open space dedication requirement for subdivision development. As development occurs, this requirement provides opportunities for passive green or improved recreational spaces. How satisfied are you with this amount?**

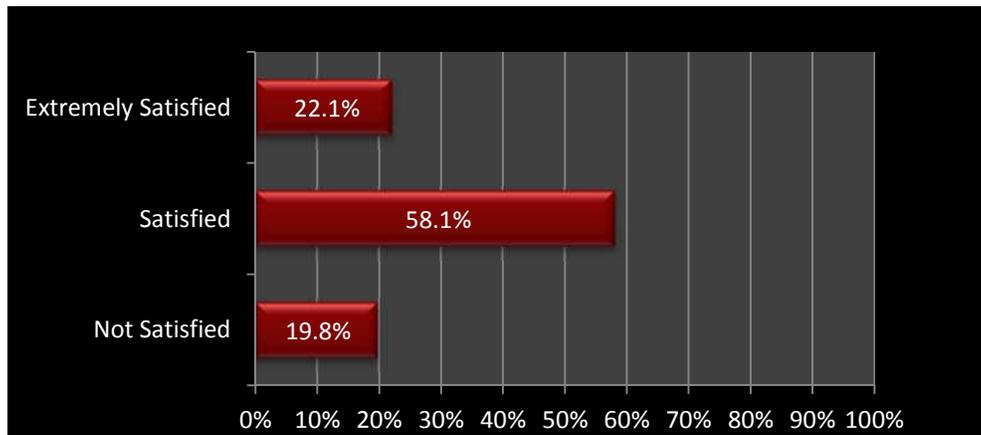
Answered: 83 Skipped: 8



Answer Choices	Responses	
Extremely Satisfied	8.43%	7
Satisfied	63.86%	53
Not Satisfied	27.71%	23
<b>Total</b>		<b>83</b>

**Q6 How satisfied are you that the city adequately protects its natural land and water resources?**

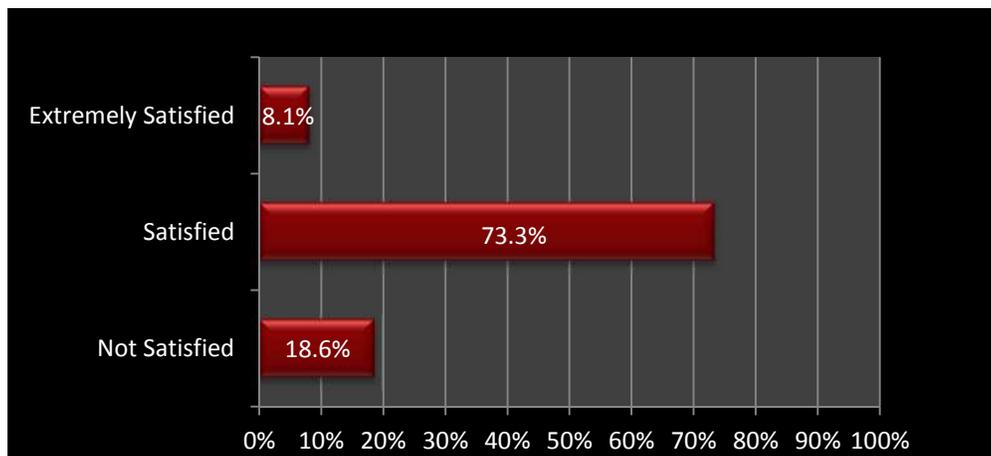
Answered: 86 Skipped: 5



Answer Choices	Responses	
Extremely Satisfied	22.09%	19
Satisfied	58.14%	50
Not Satisfied	19.77%	17
<b>Total</b>		<b>86</b>

**Q7 How satisfied are you with the protection of existing trees and landscaping taking place on sites as development occurs within the city?**

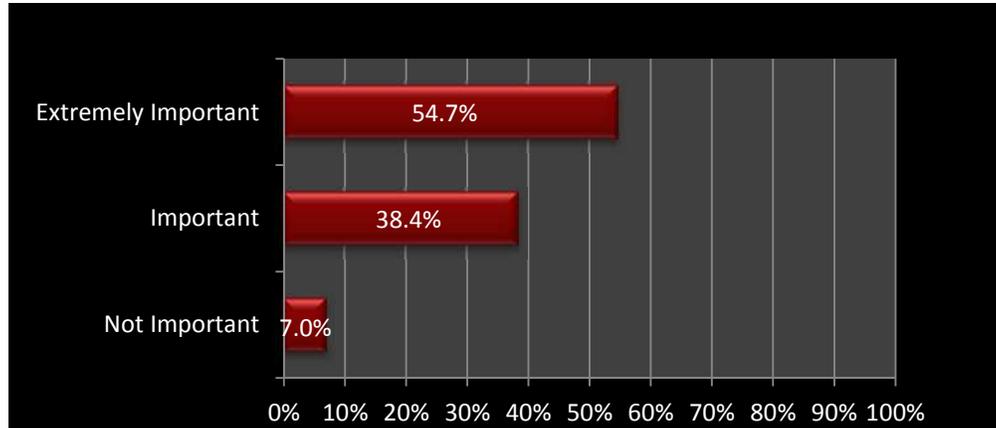
Answered: 86 Skipped: 5



Answer Choices	Responses	
Extremely Satisfied	8.14%	7
Satisfied	73.26%	63
Not Satisfied	18.60%	16
<b>Total</b>		<b>86</b>

Q8 How important do you feel is a walkable or bikeable community, with easy access to schools, businesses and entertainment, without the necessity of the dependence on an automobile?

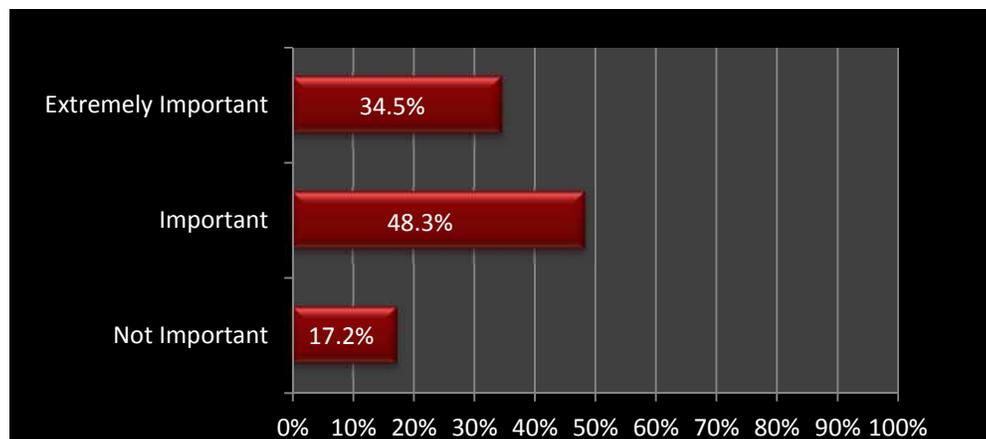
Answered: 86 Skipped: 5



Answer Choices	Responses	
Extremly Important	54.65%	47
Important	38.37%	33
Not Important	6.98%	6
<b>Total</b>		<b>86</b>

Q9 How important do you feel is the provision of an identifiable urban core within the city, such as a town center/square, providing for businesses, entertainment, civic activities and residential living?

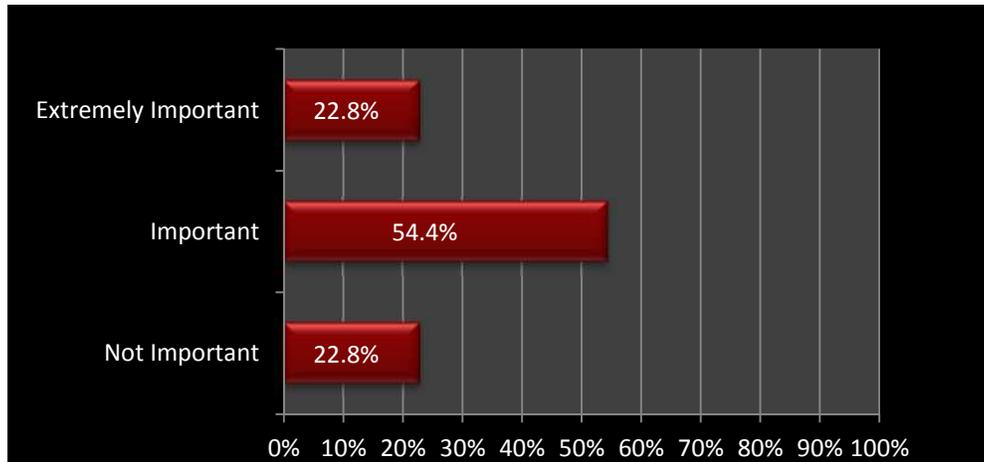
Answered: 87 Skipped: 4



Answer Choices	Responses	
Extremly Important	34.48%	30
Important	48.28%	42
Not Important	17.24%	15
<b>Total</b>		<b>87</b>

**Q10 How important is it to allow a mix of land uses within certain designated areas of the city? A mix of land uses may include commercial, office and residential, which may be located within the same building (but not always the case), with residential typically placed on second floors and above.**

Answered: 79 Skipped: 12



Answer Choices	Responses	
Extremely Important	22.78%	18
Important	54.43%	43
Not Important	22.78%	18
<b>Total</b>		<b>79</b>

Based on these meetings and results of the survey questionnaire, staff prepared a draft copy of the update to the comprehensive plan and presented it a public meeting held in February of 2017. Comments extracted from that meeting were used in preparing the final plan which was presented to the Alcoa Regional Planning Commission, again in February of 2017 (allowing for further public comment) and ultimately to the Alcoa Board of Commissioners for adoption in March.

Due to the fact that this update is not a rewrite of the original plan, although substantive, it will only explore changes to the physical characteristics and existing demographic, housing and economic characteristics.

## CONDITIONS

Current conditions provide the context for the long-term development of the city. Physical constraints, changes in population, the economy (both local and national) and an analysis of the use of land (including land within the city's adopted urban growth boundary) provide a base for establishing objectives supporting the city's development goals.

### PHYSICAL CHARACTERISTICS

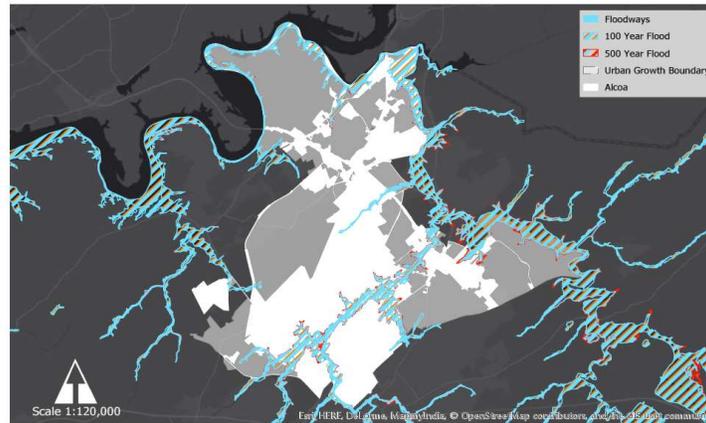
#### *Flood Hazard Areas*

Areas of Alcoa are subject to periodic inundation which could result in the loss of life and property, health and safety hazards, disruption of commerce and governmental services, extraordinary public expenditures for flood protection and relief, and impairment of the tax base—all of which adversely affect the public health, safety and general welfare. These flood losses are caused by the cumulative effect of obstructions in floodplains, which in turn increases flood heights and velocities, and by uses in flood hazard areas which are vulnerable to floods or construction when such structures/uses are inadequately elevated, flood-proofed or otherwise unprotected from flood damages. Therefore, the objectives include:

- Protecting human life, health and property;
- Minimizing the expenditure of public funds for costly flood control projects;
- Minimizing the need for rescue and relief efforts associated with flooding and generally undertaken at the expense of the general public;
- Minimizing prolonged business interruptions;
- Minimizing damage to public facilities and utilities (such as water and gas mains, electric, telephone and sewer lines, street and bridges located in floodable areas);
- Helping maintain a stable tax base by providing for the sound use and development of flood prone areas in such a manner as to minimize blight in flood areas;
- Ensuring that potential buyers are notified that property is in a floodable area; and,
- Establishing/maintaining eligibility for participation in the National Flood Insurance Program.

As building continues, so too will the potential for flood hazard areas. As of August, 2016, the City of Alcoa has 1,922 acres that have a 1% chance of flood in any given year. There are an additional 179 acres having a 0.2% chance of flood in any given year. On the following page is a map depicting the flood hazard areas impacting the city and adopted urban growth boundary.

## ***Flood Hazard Map***



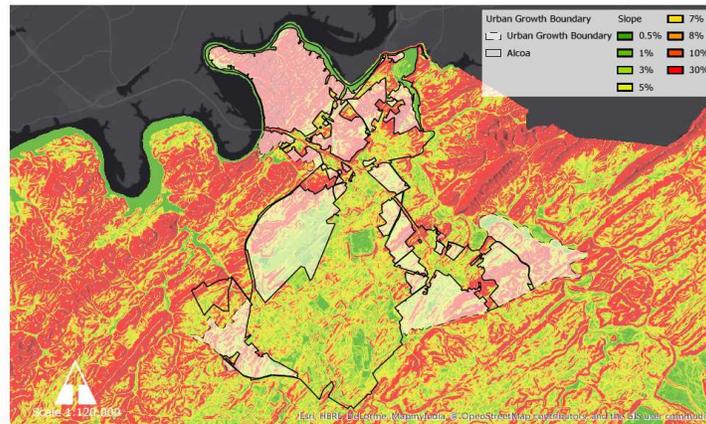
## ***Slopes***

Being situated at the foothills of the Great Smoky Mountain National Park, the more prevalent elevations consist of lowland belts of rolling farmland, open space, ridges, valley and forested areas. In Alcoa, the highest elevation is 1,164 feet. This elevation is located in an area northwest of the Pellissippi Parkway known as Bear Hollow Ridge and is located in the Alcoa Urban Growth Boundary. The likelihood of urbanizing this area is slim; however most of Alcoa's corporate limits consist of level to rolling terrain suitable for urban development.

While most all uses—industrial, commercial, residential and recreational—are suitable in areas with slopes of .5 to 1 percent, it can be expensive to develop commercial, residential and some recreational uses due to drainage problems. Almost no land uses are feasible with slopes of less than .5 percent due to problems with surface drainage of the rain. Industrial uses can occur on slopes up to 7 percent, but the higher the grade limits the types of industrial because of trucking operations. Commercial uses can go up to an 8 percent slope, but parking gets to be an issue with the higher grade. Residential uses are the least restrictive, and can go up to a 30 percent grade, but the percentage slope impacts the type of recreational uses. Playgrounds, playfields and recreational trails are limited to a slope of 5 percent, but golf courses, picnic areas, camping and hiking areas can go up to a 10 percent. The construction of roads, however (more specific requirements for truck traffic), should not exceed a slope of 30 percent and are best at a 1 to 3 percent grade. Slopes of greater than 30 percent should be left undisturbed.

Please refer to the following page for the slope map.

## ***Slope Map***



## ***Population***

According to the U.S. Census, the estimated population for the Alcoa in 2015 was 9,316—an increase of 10.5 percent from its base population of 8,449 (U.S. Census 2010). Alcoa’s projected population to 2035 is 13,764. At an estimated 2.3 persons per household, that estimated population increase will require an estimated 2,311 additional housing units by 2035.

## ***Age Composition***

Demands in the future for city services and jobs can be predicted and planned by analyzing the age composition of a community. Although the median age in Alcoa was estimated to be 39.6 years in 2015, which surpasses that of the entire state (38.5) according to a study performed by then Blount County’s Planning Director John Lamb, by 2035 the area will grow into a senior population—those 65 and older. Mr. Lamb also opined the following:

- Females aged 15-44, considered the fertile age group (demonstrating a shift to older mothers);
- (females in Alcoa lead males in “head of household”)
- Women are having fewer children;
- A significant improvement in the childhood mortality rate prior to 1950 means more babies who are born are living longer;
- Statistics show that the population is approaching a 100 percent survival rate up to age 50 (due to control of infectious disease, family planning, vaccinations, fluoridation of

drinking water, clean water supply and waste removal, technological advances in medicine, access to primary medical care and rapid rate of growth in the general standard of living;

- Life expectancy has increased from 47.3 years in 1900, 78.2 in 2009, and is projected to increase to 120 years in future generations.

Consideration must be given to providing for transportation alternatives and services for the future of this elderly and aging segment of the city's population. Another factor to consider is Alcoa's high percentage of population under 20. Retaining this age bracket in small communities is challenging. Many leave the city after high school to find better opportunities elsewhere. By providing professional opportunities, as well as recreation and entertainment opportunities, a city can help eliminate the potential for "youth flight". In planning for the health, safety and prosperity of a community, consideration should be given in the preparation of subdivision regulations, zoning regulations, and other codes. As John Lamb stated, an aging population will become the new normal and an educated and prosperous community will be a healthier one.

### ***Schools***

According to the 2016 listing of Best School District in Tennessee by Niche, the City of Alcoa ranked seventh. That ranking has been increasing yearly. An excellent school system is an effective business and industry recruitment tool, as well as is maintaining a low student/teacher ratio. As of Fall semester of 2016, in Alcoa, 19% of the student population was made up of tuition students. Maintaining that tradition of educational excellence and commitment to a school system that ensures education as a major priority will help ensure the availability of a locally well-educated workforce.

### ***Housing***

Of the approximately 18,761 acres in the study area, approximately 36 percent are residential. Of the residential acreage, 62 percent is considered low-density. In the city, the existing percentage of multi-family properties is moderate, with 14 percent of the housing stock consisting of duplexes, apartments, condominiums/townhomes and manufactured housing, and mobile home parks, scattered through the study area and city.

Based on an inventory of housing conditions developed by a “windshield” survey, the housing stock in Alcoa appears to be in relatively good condition. Much of that ranking is due to the amount of new residential development in the last 40 years and the fact that the ratio of owner-occupied units versus renter-occupied units is so high (66.78%--U.S. Census quick facts). That can also be attributed to the city’s employment of the Tennessee Housing Development Agency’s HOME grant programs. Since 2002, over \$2 million dollars have been invested in a number of upgrades to housing stock and complete rebuilds. Additionally, other housing programs offered by Habitat for Humanity, Foothills Development Corporation and Community Action Committee have also aided significantly in the need for the provision of adequate housing. However a number of post-World War II era and company housing remains and will increasingly need attention. Substandard and/or dilapidated or obsolete housing (needing additional repair not included in regular maintenance or having one, or more, critical defects requiring considerable repair) will generally occur in the areas of older housing and existing mobile home parks.

### ***Economy***

Alcoa’s location makes it prime for business development. Potential sales and property tax revenues generated from such development will more than adequately allow the city to provide quality services and amenities for its residents and businesses. Therefore, it is essential that the city continue to strive to retain existing businesses, maintain vital commercial areas and attract sustainable new businesses. New business development, as well as existing business expansion, will be critical to economic development (of which providing quality education will undoubtedly play a part). As a part of the Blount County Chamber of Commerce and Blount County Economic Development Board, organizations under the Blount Partnership, the city is actively involved in economic development recruitment.

In 2013, manufacturing was the most common industry in the city (at 26%), with the construction trade coming in next. Retail trade, lodging and food services followed closely behind. In their order, health care and social assistance, transportation and warehousing, and professional, scientific and technical services followed.<sup>1</sup> According to Sperling’s Best Places, Alcoa’s unemployment rate in 2014 was 4.9 percent, down from the United States’ unemployment rate of 6.3%. Job growth has shown to be positive, with the cost of living in the city being 20.20% lower than the national average.

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<sup>1</sup> [www.city-data.com/city/Alcoa-Tennessee](http://www.city-data.com/city/Alcoa-Tennessee)

## ***Land Use Analysis***

The City of Alcoa’s land area is comprised of 15.66 square miles—three (3%) percent of Blount County and seven (7%) of the Blount County population. Its population density is 573.5 people per square mile, while Blount County’s population density per square mile is 220.2 (U. S. Census 2010).

Alcoa’s Urban Growth Boundary (UGB), an area outside of the city but contiguous to the existing boundaries, is comprised of 13.47 square miles. The City of Alcoa can only annex land that is located in its UGB (TCA 6-58-111). Due to the fact that the city is “hemmed in” by the Tennessee River, the Towns of Louisville and Rockford, and the City of Maryville, without the additional area afforded by its UGB, Alcoa could not grow. Further, a large percentage of the city’s vacant land area is comprised of aluminum company property buffer or by flood prone areas reserved as open space.

The intent of the UGB is to limit urban sprawl, limiting the impact to agricultural lands, forests, recreational areas and wildlife management areas; but, it is also to “identify territory that is reasonably compact yet sufficiently large to accommodate residential and nonresidential growth projected to occur during the next twenty years” (TCA 6-58-106). As such, the UGB is territory in which a municipality can more efficiently and effectively provide urban services.

It is these figures that are critical to developing a plan for the future. To effectively plan for growth, one must know how many people to expect within the city’s limits and urban growth boundary. To do so also involves the amount of buildable acreage available (vacant or redevelopable parcels, excluding environmentally sensitive areas, common/open space areas, etc.), how many people live in a household, and per capita land use (the number of people within the city limits per the total amount of acreage within the city limits).

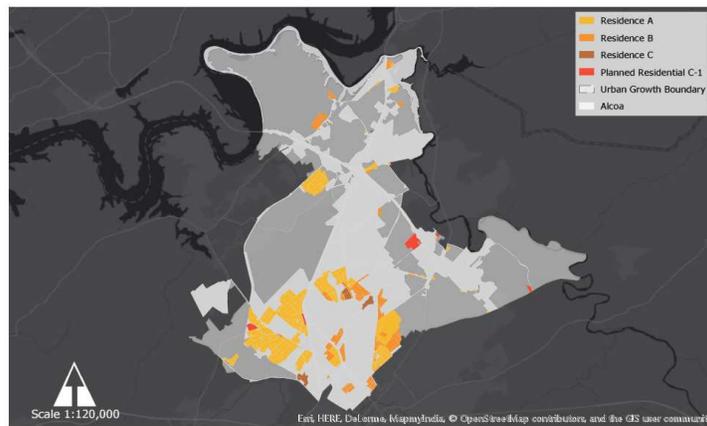
## ***Current Land Use***

Alcoa has approximately 10,022 acres within the city limits and 8,621 acres within the UGB. Approximately 6,124 acres, or 61% of the study area, is developed. Of that remaining 39% undeveloped land area, a portion consists of rights-of-way, water, wetlands, steep slopes and area reserved as buffer for the aluminum company (Arconic and Alcoa, Inc.). Three (3%) percent of the land area shown as developed in industrial use is attributable to the aluminum

company. Additional area, reserved as “buffer” for the plants, comprise approximately six (6%) percent of the study area; but this area may or may not be available for development in the future. Water and wetlands comprise five (5%) percent.

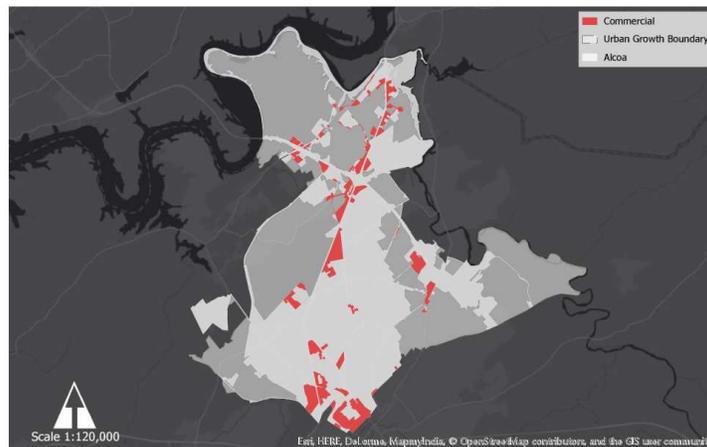
The predominant land use in the city is residential (22%), with commercial following behind (9%). Each land use is addressed below:

### *22% Residential*



22% (1,976 acres) in the city is used for residences and accounts for 22 % of Alcoa’s property tax revenue. Residential use occurs in 10 zoning districts, however, three of these zoning districts allow residential use in the form of extended care—such as skilled nursing and assisted living facilities.

### *9% Commercial*



9% (784) acres is used for commercial purposes and accounts for 46% of the city’s property tax revenue. Commercial use occurs in nine (9) different zoning districts and includes districts allowing residential use.

### *12% Industrial*



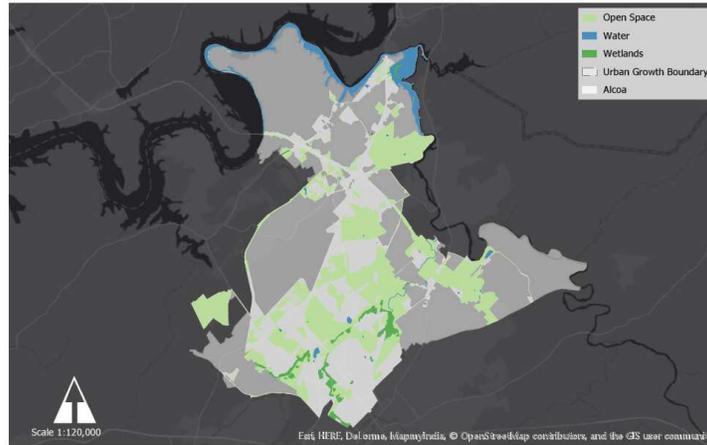
12% (1,085 acres) of the city is used for industry and accounts for 7% of the Alcoa’s property tax revenue. The Industrial land use category includes a research and development park and a light manufacturing/planned commercial zoning district.

### *3% Institutional*



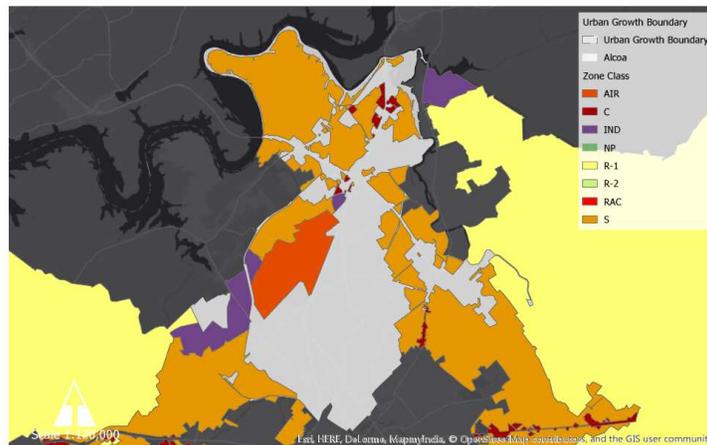
3% (300 acres) is used for government and non-profit uses. This use occurs in 11 zoning districts, occurring in all districts with the exception of the buffer and industrial zoning districts.

### 49% Open Space



49% (4,397 acres) is comprised of open space. This acreage may include not only parks, recreational areas and vacant land area, but may also be part of required environmental buffers (aluminum company buffers, drainage area, and other undevelopable areas such as water bodies and wetlands).

### Blount County Zoning



Within Alcoa’s UGB, the majority of land is zoned as S-Suburbanizing. The purpose of this county zoning district is to “regulate suburbanizing development of expected high to moderate density around the cities of Alcoa and Maryville”. It is followed by the zoning of Rural District 1, intended to “regulate rural development of expected moderate to low density within the county”. Following closely behind is the IND-Industrial zone. This county zoning district is intended to “regulate industrial and other development of high to medium intensity around the cities of Alcoa and Maryville”. Finally, the C-Commercial county zoning district is intended to

“regulate commercial and other development of high to medium density around the cities of Alcoa and Maryville”.

### ***Current Zoning***

The City of Alcoa has 18 zoning districts—six residential, six commercial, ten office districts and three industrial. Certain uses may fall within varying zoning districts—such as certain residential applications (townhomes, condominiums, apartments) can fall within commercial designations. This would apply as well to the industrial and office uses. Below are the current designations:

- Residence District “A” – single-family, one dwelling per lot;
- Residence District “B”—may allow single-family, but includes any number of families;
- Residence District “C”—same as “B”, but allows a greater density;
- Planned Residential Unit Development “C-1”—allows single family attached and detached, two-family and multiple-family dwellings. May also allow churches, non-profit schools, colleges and dorms, public libraries and/or museums, non-profit community buildings/recreational facilities, limited and supportive commercial facilities;
- Neighborhood Commercial District “D”—convenience stores, professional offices, banks and small food stores, barber/beauty shops, laundry and dry cleaning (where no dry cleaning is done on the premises), restaurants, and generally any other enterprise established primarily for neighboring residents;
- General Business District “E”—generally recognized retail sales, professional, financial, personal business services, restaurants;
- Planned Commercial Unit Development “E-1” – Characterized by unified building and site development in harmony with surrounding or adjoining residential areas. Usable open space and supportive facilities are integrated with the overall development through landscape and architectural treatment;
- Planned Commercial Light Manufacturing “E-2” – Characterized by unified building and site development in harmony with surrounding or adjoining land uses. Designed for light manufacturing and typical commercial uses, with usable open space and supportive facilities integrated within the overall development through landscape and architectural treatment;
- Mixed Use District “E-3” – Promotes mixed-use buildings which provides retail, service and other similar uses on the ground floor and residential units above. Development exhibits the physical design characteristics of pedestrian oriented, storefront-style shopping streets;

- Light Industrial District “F” – Establishes areas for certain industrial and commercial establishments and promotes and encourages industrial, wholesaling and commercial uses while protecting the essential community characteristics. It disallows residential development;
- Heavy Industrial District “G” – Establishes areas for heavy industrial activities while protecting essential community characteristics and promoting the economy by encouraging industrial development in an orderly planned manner;
- Office District “O-3” – Provides for office, and professional and ancillary services (which may include restaurants, hotels, motels and resorts) no greater than three stories in height (or 42 feet). Developments within this zone are oriented toward transitional uses between zones of varying intensity;
- Office District “O-5” – Provides for office and professional services (of no greater than five stories in height or 70 feet), and which are oriented to a regional market;
- Interstate Commercial District “IC” – Provides for a broad range of business, commercial and retail uses that, due to its proximity to the interstate highway system, appeals to a broader regional market and transient traveling public. Other State and/or federal land use requirements, such as the State of Tennessee Scenic Highway Act, may affect certain properties in this district;
- Open Space District “OS” – This zone’s purpose is two-fold: It identifies open space/recreational areas, as well as drainage facilities, and ensures the preservation of environmentally sensitive areas of the City. Further, this zone provides for the protection of public and/or private land from development, which may include: wetlands/wetland buffers, creeks, and the like, along with stormwater quality facilities, landslide hazards and/or other geological hazardous areas;
- Buffer District “B-1” – Provides for low intensity, landscaped environments where visual buffering occurs between different types of land uses. It serves to provide a harmonious transition between high and low-intensity land uses;
- Limited Restriction District “L” – Serves to reserve lands best suited for agricultural, low-density residential (especially in areas where such natural features as steep slopes, high erosion potential and public services are a critical determinant) and passive recreational areas. It also serves to prevent the encroachment of urban and other incompatible land uses; and,
- Research and Development Park District “R&DP” – Promotes a well-designed and carefully managed environment for technology development, corporate technology research and the development of technology-driven business.

*Goals and Objectives: These identified overall mirror those of the original 2025 Comprehensive Plan.*

## **LAND USE GOALS AND OBJECTIVES**

To create a sustainable community where it is more livable for older adults and people of all ages, and where both citizens and visitors can experience a quality of life, this plan contains major goals with supporting objectives. Overall, these goals mirror those identified in the 2025 Comprehensive Plan that is now being updated and have been outlined below:

- The provision of diverse, affordable housing stock;
- Maintaining a superior education system;
- The continued maintenance and enhancement of the city's open space, park and recreational provisions—i.e., character and quality of life;
- The protection and repair of natural features;
- The provision of an easily accessible community, via walking or biking, with a mix of uses within certain designated areas of the city; and,
- The provision of an identifiable urban core.

### **THOSE GOALS ARE BASED ON THE FOLLOWING OBJECTIVES:**

- Driving shouldn't be the only way to get around. Accessibility via walking, biking and such programs as the successful Smiles Program which provides non-driers with rides to and from doctor's offices, etc.;
- People need places to gather; therefore, parks, sidewalks, piazzas, and other gathering places can be used and enjoyed by people of all ages;
- Buildings should be easily accessible through elevators, stairs with railings, all ADA compliant for those of the aging population and those with disabilities;
- With the aging population of Alcoa and its environs, many adults desire to age in place. Homes must be appropriately designed or modified to allow such, and affordable housing options must be available for varying life stages;
- Social participation is necessary to combat isolation, loneliness and other health issues. To provide a sense of well-being, accessible, affordable and fun social activities must be available; and,
- Accessibility and affordability are key to providing community and health services.

### ***How can these be accomplished?***

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#### ***Make sure the city is safe, efficient and manageable through:***

- Improving accessibility to commercial uses;
- Optimizing the use of existing infrastructure and encouraging infill development;
- Implement a complete streets program which is planned, designed, operated, and maintained to enable safe, convenient and comfortable travel, and access, for users of all ages and abilities regardless of their mode of transportation; and,
- Maintaining a balance of land uses to provide housing options, income opportunities, and convenient access to employment, goods and services.

#### ***Make sure the city is attractive and economically viable through:***

- Continued implementation of city-wide design guidelines;
- The integration of parks, greenways, open space and connectivity with new development;
- Continued development of recreational and cultural facilities and/or events that will bring additional visitors and/or increase visitor spending;
- Foster partnerships for developing economic infrastructure;
- Resolve any traffic congestion issues;
- Maintenance of superior educational facilities; and,
- Development of an urban core to promote commerce compatible with the small town atmosphere of the City of the Alcoa.

#### ***Make sure the city is being environmentally responsible through:***

- Developing programs that reduce the environmental impacts of land development;
- Reviewing and making any necessary revisions to ordinances regarding hydrology and development standards;
- Continued enforcement of providing buffers near significant water bodies, including creeks and streams;
- Continued enforcement of a stormwater utility fee program;

- Continued preservation and protection of air quality measures;
- Continued promotion and implementation of Best Management Practices (BMPs) for water quality and land conservation; and,
- Continued public acquisition of open space with potential for flood events

***A planned approach to community health through:***

- Accessibility to affordable health care facilities, via walking, biking and such programs as the successful Smiles Program which provides our senior population non-drivers with rides to and from doctor's offices, or other essential trips;
- Accessibility to facilities via elevators, stairs with railings, all ADA compliant for those of the aging population and those with disabilities;
- Housing which is appropriately designed or modified to allow "aging in place" and affordable housing options for varying life stages;
- Accessible, affordable and fun social activities, with places to gather. Parks, sidewalks, piazzas, and other gathering places can be used and enjoyed by people of all ages; and,
- Accessibility to healthy foods.

## CONCLUSION

In conclusion, our built environments have an impact on our physical activity levels, access to opportunities including healthy food, lifestyle choices and behaviors. Research from around the world now shows that we can improve health and quality of life through different planning approaches to our communities. Our interaction with buildings, parks, road systems, schools, and other infrastructure that we encounter in our daily lives ultimately affects health and well-being. We can change the way we build man-made environments in order to improve our quality of life.

## **APPENDIX**

To view complete survey results and comments, pages 1 through 184 are available via separate document.