

AIRPORT DISTRICT PLANNING STUDY

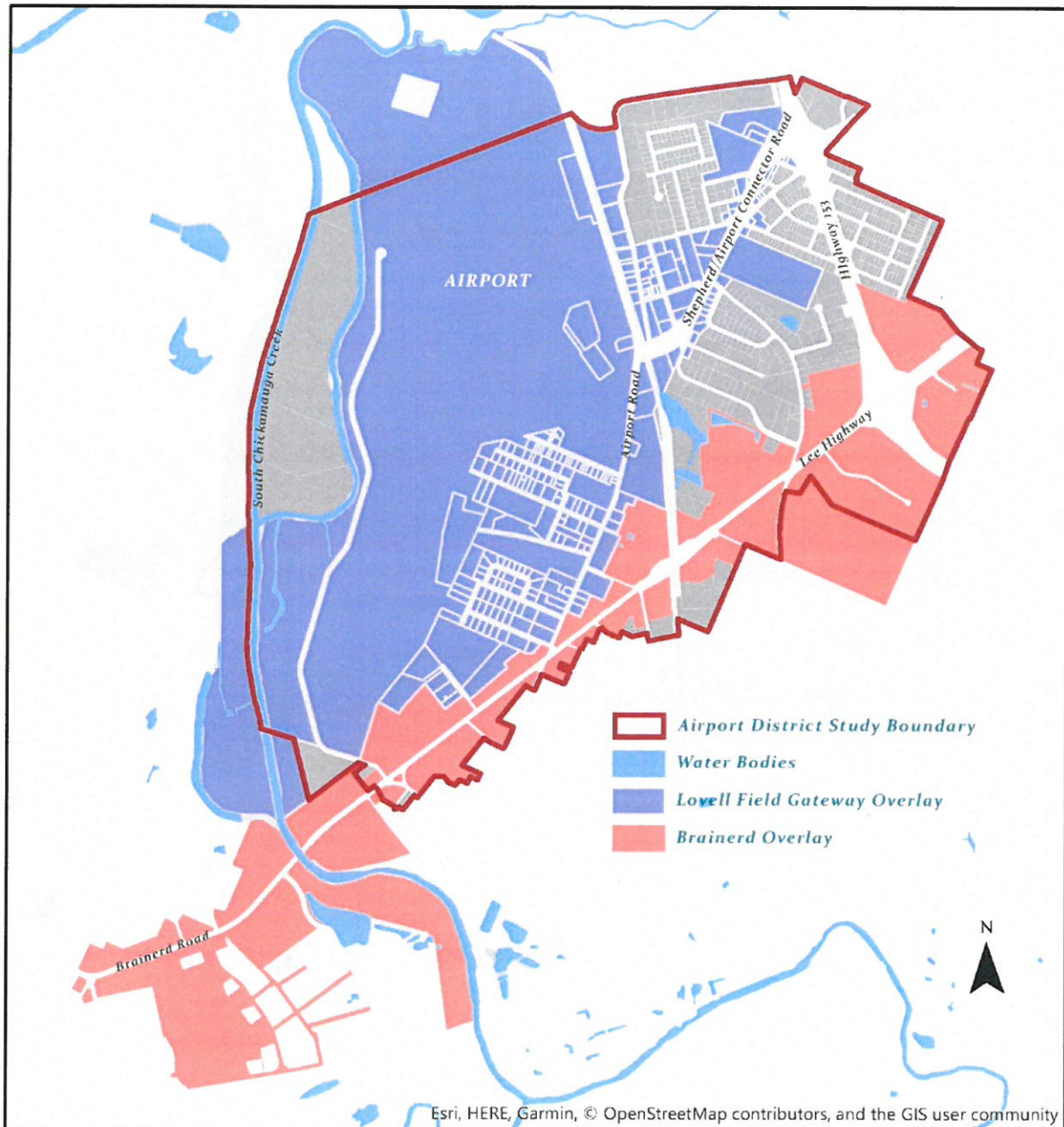
Request for Proposals

Chattanooga Metropolitan
Airport Authority

Proposals Due August 13th

Chattanooga Metropolitan Airport Authority
1001 Airport Road, Suite 14

Attn: April Cameron, Vice President of Finance



Posted 7.23.2018

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I. INTRODUCTION

A. Project Description

The Chattanooga Metropolitan Airport Authority and the Chattanooga-Hamilton County Regional Planning Agency are seeking a qualified consultant team for a comprehensive planning study within the vicinity of the Chattanooga Airport site. The Consultants will provide an assessment and recommendations to include the following categories:

- **Transportation and Infrastructure**
- **Stormwater**
- **Land Uses**
- **Market Trends and Analysis**
- **Master Plan and Development Patterns**

The data collected for each category should inform a well-crafted master plan of two to three focus areas that uphold strong urban design principles and development patterns compatible with the zoning overlays of the designated study area (see section C. The Study Area).

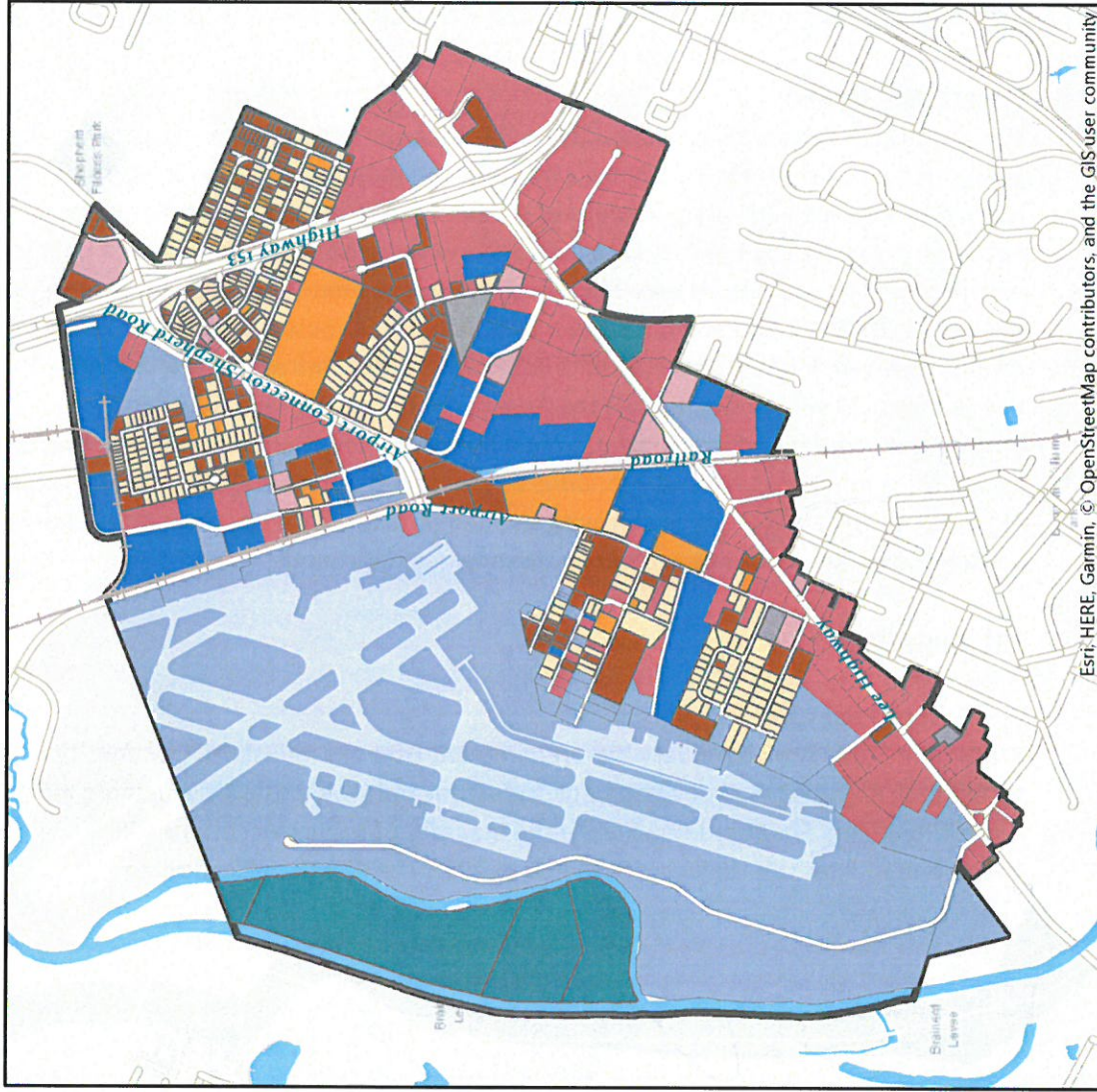
B. Project Background

The Airport is a key gateway to the City of Chattanooga and has seen rapid growth in the past four years. Currently the Airport services three major carriers to six international hubs. Enplanements (passenger boardings) have risen from 309,235 to 484,517 between the years 2013 and 2017, a 56.6 percent increase. In 2008 the direct number of jobs provided by the Airport was 963. The projected number of employees that will be needed by 2028 is 1,600 amounting to a 66% increase. A masterplan for the Airport proper is currently being undertaken to assess the airport infrastructure that will be needed for a 20 year projection. As the Airport continues to grow as a major employment center and transportation hub it is estimated that there will be impacts on surrounding infrastructure and economic development. A planning study of the broader Airport area will aid the City in assessing needed infrastructure improvements and accommodate growth while protecting existing neighborhoods.

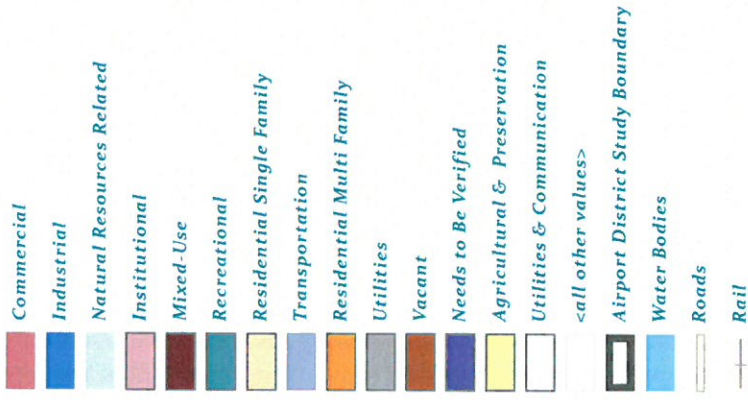
C. The Study Area

i. Land Uses and Zoning

Within the Study Area boundary the predominant uses are industrial, low density residential, and strip mall development. Industrial and residential are clustered along Airport Road and Shepherd Road while the majority of suburban commercial development lines Lee Highway. In March of 2018 The City Council adopted



AIRPORT STUDY LAND USES



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an extension of the [Brainerd Road Overlay Zone](#) East of South Chickamauga Creek to the Lee Highway and Highway 153 interchange. The intention of the Overlay Zone is to implement the visions set forth in the Community's masterplan, "[Brainerd: A Vision for Today](#)", to create a vibrant well connected commercial corridor with safe options for walking and biking. Complementing the Brainerd Overlay Zone was the adoption of the [Lovell Field Gateway Overlay Zone](#) in March, 2018. Drawing from the language of the Brainerd Overlay the Lovell Field Gateway content regulates visual quality, materials, parking, and the urban edge. [The Airport District Overlay Zone](#) resolves City Code with FAA regulations limiting uses, height, setbacks, and landscaping for the Airport property and contiguous parcels.

ii. Roads and Infrastructure

[Airport Road](#)

The two lane Airport Road runs parallel to the Airport property boundary, connecting to Lee Highway to the south and Shallowford Road to the north. It is hemmed in on both sides by open stormwater conveyances. Parts of Airport Road to the north are within the 100 year flood plain. A steep railroad embankment on the east side further separates the road from adjacent land uses.

[Shepherd Road/Airport Connector Road](#)

Shepherd/Airport Connector Road filter vehicular traffic to and from the Airport from the Highway 153 interchange. W. Shepherd Road on the east side of the interchange has a 10-foot multi-use path that crosses the overpass and becomes a 5-foot curbside sidewalk on the Westside of the interchange. The sidewalk dead ends at Shaw Avenue. Airport Connector Road is 5 lanes with a center turn lane and features an overpass spanning the railroad with on and off ramps to Airport Road. The Chattanooga Department of Transportation has committed \$773,000 for construction to improve the Shepherd/Airport Connector Road as a major gateway to the Airport. Streetscape elements will include sidewalks, bike lanes, and street trees lining the road. This segment of roadway, connecting the interchange to the Airport, also falls within the Lovell Field Gateway Overlay to emphasize a development pattern with a more urban form.

[Lee Highway](#)

The segment of Lee Highway that falls within the study boundary is entirely within the Brainerd Overlay extension. As parcels redevelop and meet defined triggers property owners and developers will be required to bring buildings up to the street, screen visible parking, implement a 12-foot wide multi-use path, street trees and other infrastructure to enhance a more pedestrian friendly commercial corridor. Lee Highway is 5 lanes with two opposing lanes and a center turn lane. The outside lanes range from 15 to 19 feet. Interior lanes are 10 feet to 12 feet. Brainerd Road and Lee Highway are slated to receive bus

signal prioritization and pedestrian signal upgrades through a CMAQ grant awarded to the Chattanooga Department of Transportation.

Highway 153

Highway 153 is a major North South arterial connecting Interstate 75 to the south and State Route 27 to the north, as such, a majority of the airport traffic access is generated from the Highway 153 Airport Connector Road Interchange.

Jubilee Drive

Jubilee Drive connects to Lee Highway and follows the southern boundary of the Airport. Jubilee Drive may have potential to become a secondary southern gateway to the airport.

D. Organization and Management

The Chattanooga Metropolitan Airport Authority will select the consultant through the RFP process and hold the contract with the consultant. The Chattanooga-Hamilton County Regional Planning Agency will be responsible for managing the project and execution of the study deliverables with the consultant team. A general oversight committee consisting of representatives from the Airport, Mayor's Office, and RPA will be deferred to on major decisions and scheduling of key milestone meetings. Various stakeholders may be engaged as needed.

II. SCOPE OF WORK

A. Goals

- To provide a comprehensive planning study of the Airport area that will recommend actions to enhance the Airport District as a key gateway to the City of Chattanooga.
- To generate recommendations for feasible capital projects to improve roads and other public infrastructure (sidewalks, streetscape, stormwater, multi-use paths, and bicycle networks) that will serve as an appropriate gateway to the Airport and enhance the quality and marketability of the surrounding land uses.
- To assess compatible land uses within the Study Area within a well-balanced framework of employment centers, housing, and commercial/retail.
- To provide a market study that will inform land use decisions and support the recruiting of appropriate new development.
- To prepare a masterplan that incorporates stormwater, transportation, and land uses in an illustrative document that depicts the desired development patterns and land use character for two to three focus areas.

B. Deliverables

i. Market Trends and Analysis

a. Market Analysis

Provide a market trends and analysis report specifically assessing the financial feasibility of compatible uses within an airport district including but not limited to hotels, restaurants, office, tech, workforce housing, and mixed use. As a critical component of the Market Analysis the entirety of the Brainerd Overlay area should be considered to assess that proposed land uses are complementary and not oversaturated. Recommendations should be made for the Airport District only but should consider the broader context of the Brainerd Overlay Zone. A brief peer reviewed summary of precedents from other Airport Districts should accompany the market trends and analysis. The summary should include how other Airports have accommodated natural resources, development, mix of land uses, and infrastructure within a well-defined airport district.

ii. Land Uses

a. Existing Land Uses

Provide an assessment of the existing land uses and vacant lots map with a data spreadsheet.

b. Proposed Land Use Map

Develop a proposed land use map and prepare GIS Layers based on the data accumulated in the market and existing land use analysis. Land uses proposed should demonstrate sensitivity to infrastructure and development patterns.

iii. Transportation and Infrastructure

a. Existing Conditions Analysis

1. Physical

Identify deficiencies for physical transportation infrastructure, including roads, transit, sidewalks, multi-use paths, and bike lanes.

- Locate gaps in multi-modal networks. Identify areas where sidewalks and bike facilities could be completed. Locate areas where transit access could be improved with pedestrian infrastructure.
- Investigate safety for **all modes** as it relates to intersection geometry, speed, lane widths, crash data, and physical infrastructure.
- Identify infrastructure needed for specific streets and intersections to enhance safety for all modes including pedestrian signalization, crosswalks, sidewalks, curb ramps,

bus shelters, sidewalk buffers with grass strips, tree planting or green infrastructure, and re-alignment of curbs or re-striping to improve roadway geometry.

2. Operational

Identify operational deficiencies or capacity which may include, V/C ratio, peak hour congestion, and frequency and reliability of transit.

b. Proposed Capital Projects

A prioritized list of capital improvement projects should be generated from the data collected in the Existing Conditions Analysis. Priority should be assessed based on the most impactful capital projects or those which can tie into currently funded capital and operations enhancements. Proposed projects must be considered in context of land use changes, a robust mix of uses, access to key destinations, multi-modal connectivity, and safety for all modes of travel. A high level opinion of probable cost should accompany each proposed infrastructure project. Financial feasibility must also be considered in the ranking of projects for city implementation. Capital projects should be plausible within the constraints of the ROW dimensions.

iv. Stormwater

a. Stormwater Assessment

Generate an assessment of capacity within the existing stormwater infrastructure including open conveyance and piped infrastructure. Identify any areas prone to flooding within the study boundary.

b. Storm water Projects

Provide sustainable solutions to generate equivalent capacity and resolve any flooding issues. Green infrastructure may be proposed within the ROW and as a part of the transportation improvement projects identified.

v. Masterplan

- a.** Prepare an illustrative master plan for feasible economic investment in two to three focus areas. The plan should be based on information gathered from the market analysis, land uses, transportation, and stormwater assessments. The illustrative masterplan should clearly depict development form and character. It should provide enough detail to discern the location of buildings and parking, big box and small scale commercial, residential, and streetscape elements.

C. Public Meetings

Consultants will be called on to be present at two major public meetings for community visioning and a draft plan presentation. Consultants may also periodically convene with

keys stakeholders such as the Airport and Airport partners, City Council members, RPA staff, and major land owners.

III. PROPOSAL REQUIREMENTS

A. Submittal Requirements

Please submit four hard copies and one electronic copy to the following address and e-mail below by **August 13th 2018 at 5 pm EST.**

Contact: April Cameron, Vice President of Finance

E-mail: acameron@chattairport.com

Address: Chattanooga Metropolitan Airport Authority

1001 Airport Road, Suite 14

Chattanooga, TN 37421

B. Proposal Format

The proposal format below is intended to help provide consistency among proposals and aid in an equitable evaluation process.

i. Project Approach and Schedule

Describe the project team's methodology on how each deliverable will be executed along with a timeline for completion for each deliverable. Please clarify the data that the consultant would expect local agencies to provide. As time is of the essence tasks should overlap and occur simultaneously where possible. The time line should include major milestones and periodic progress meetings with the client and key stakeholders. The project should be fully completed by **February 12th** to be used at the Mayor's Office for capital project planning and budgeting. Key milestones should at minimum include the following:

Key Milestones Timeframe

August 31 st	Contract Awarded
Within 30 days of contract award	Project Kick-off
Mid October	Airport and Stakeholder Meeting
End of October	Community Visioning Charrette 2-3 days
Mid-January	Draft Plan Presentation
February 12	Consultant Work Complete
March 12	City Council Adoption

ii. **Relevant Project Experience**

Provide three project summaries of work similar in scale and scope. Include web links if available to recent plans as well as the location of the work and the client name.

iii. **Project Team**

Provide an overall team organization chart (including sub-contractors). List the major roles and deliverables assigned to each team member. Provide a summary of relevant experience for each project team member. The assigned Project Manager should be present at the interview and the main point of contact for the duration of the project contract period.

iv. **Project Cost Break-down**

The total amount budgeted for this Planning Study is \$150,000. Please provide a cost/time break-down for each deliverable and total cost for the project.

v. **References**

Provide a minimum of three references from clients familiar with the work featured in the proposal.

vi. **Company Standard Contract**

The company standard contract should be submitted with the RFP for contract negotiation with the Chattanooga Metropolitan Airport Authority.

IV. **CONSULTANT SELECTION PROCESS**

A. **Proposal Evaluation**

Proposals will be ranked and evenly evaluated based on the following five criteria:

- Participation in projects of similar scope and scale
- Capability and experience of the project team
- Estimated budget to complete the project deliverables
- Estimated time to complete the project
- Proposed methods and approach for completing the project

B. **Selection Process and Timeline**

The selection committee will be made up of Regional Planning Agency staff, Airport stakeholders, Mayor's Office staff, and other community stakeholders.

Timeline for Procurement

July 23 rd	RFP Posted
July 30 th	RFI Deadline
August 6 th	Addenda Deadline
August 13th	Proposal Submittal Deadline
August 13 th - 17 th	Proposal Evaluation
August 22 nd , 23 rd , and 24 th	Consultant Team Interviews
August 27th	Consultant Selection Deadline
August 31 st	Contract Award Deadline

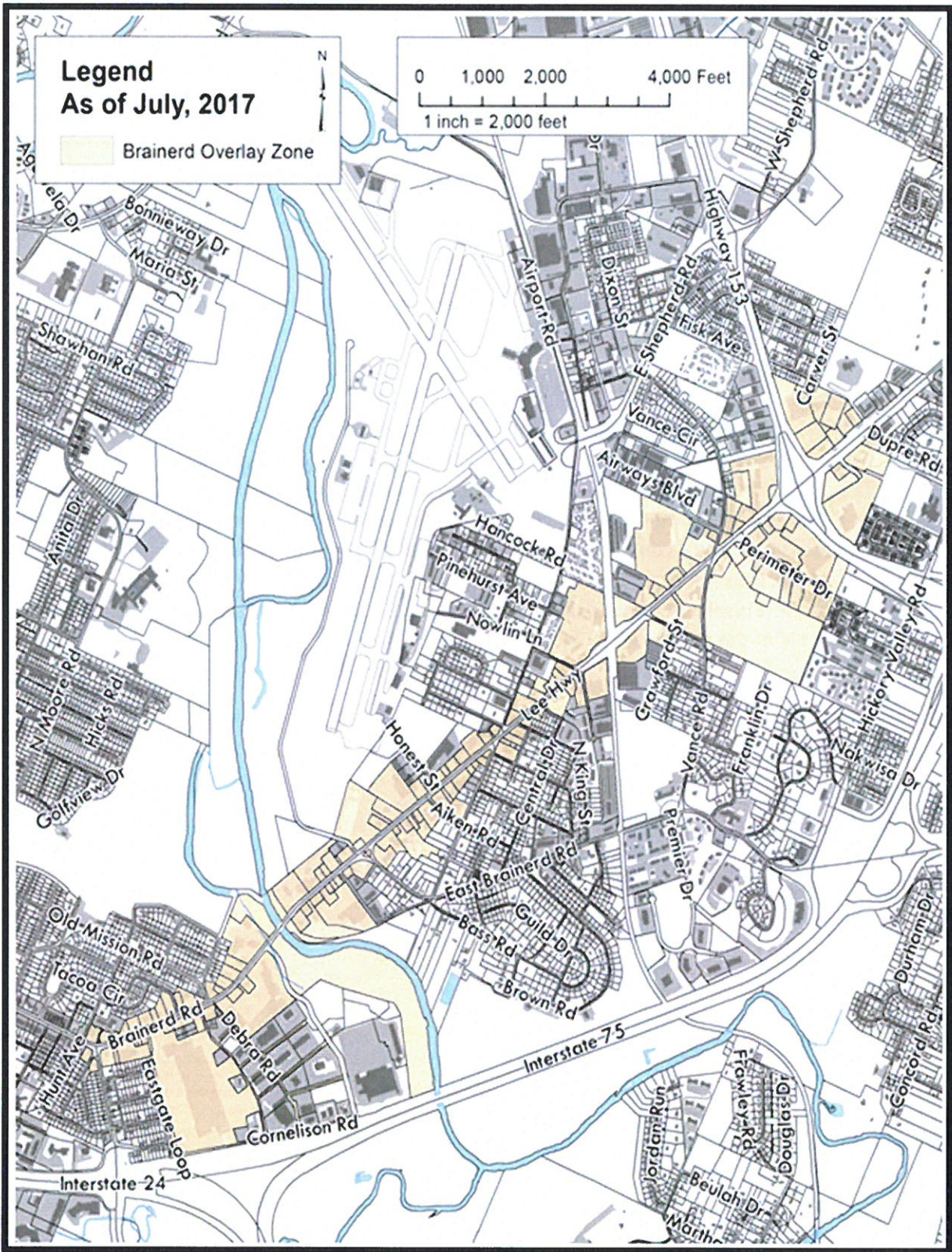
V. OTHER INFORMATION

A. Right to accept or decline proposals

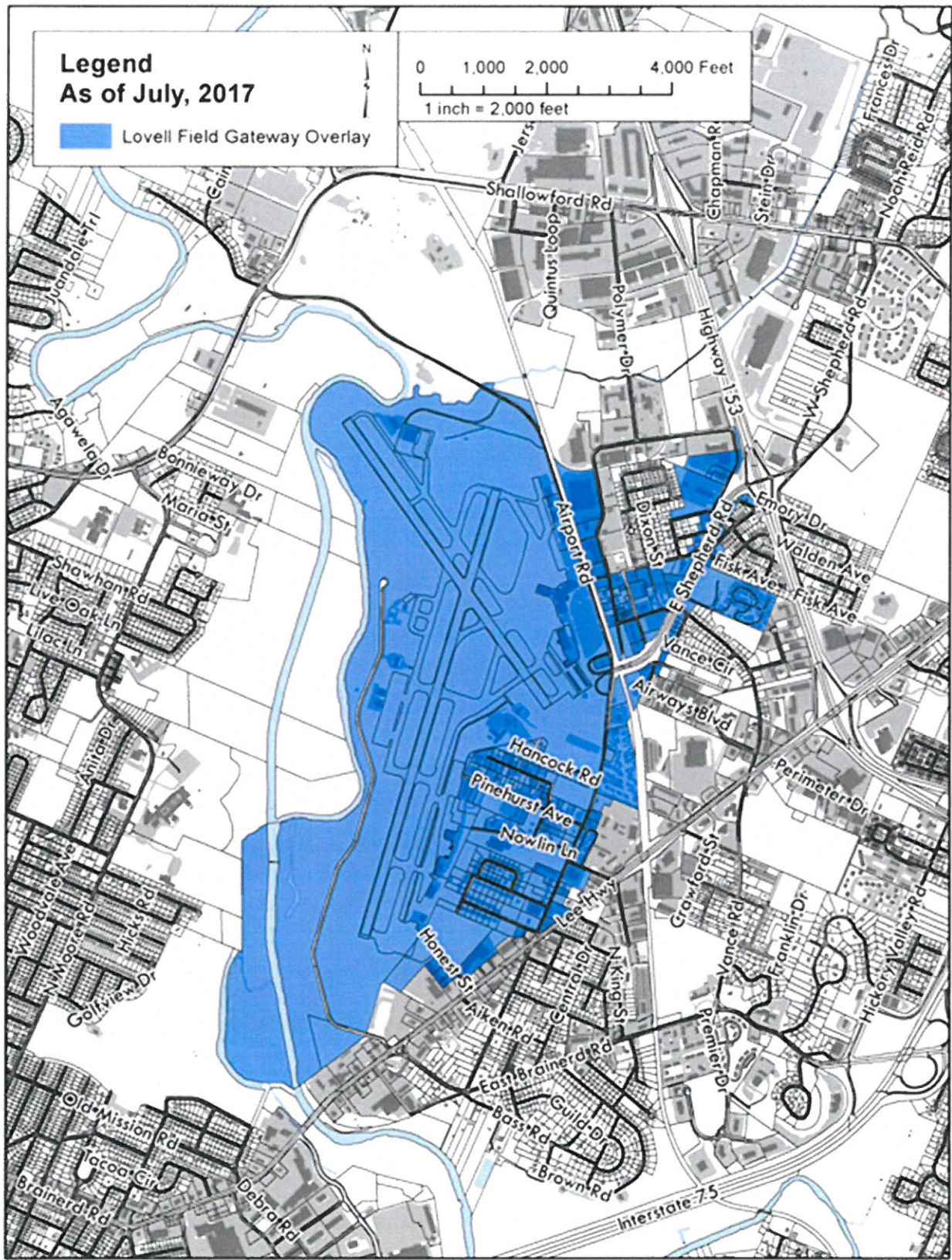
The requirements of this bid are for the benefit and protection of CMAA; therefore, the right is reserved by CMAA to waive any irregularities in the completion of the forms enclosed in this RFP; to accept or reject any or all bids; and to re-advertise for bids which will provide the best service to CMAA. Any form submitted which is incomplete, conditional, obscure, or which contains additions not called for, or irregularities of any kind, may be cause for rejection of the bid. In the event of a default any of the successful bidders or his/her refusal to enter into an agreement with CMAA, CMAA reserves the right to accept the bid of the next qualified bidder.

B. Appendices

Appendix A: Brainerd Overlay Map



Appendix B: Lovell Field Gateway Overlay Map



Appendix C: FAA Aviation Overlay District AOD Map

FAA AVIATION
OVERLAY DISTRICT

LEGEND



Appendix D: Airport Use District Map

