

RESOLUTION NO. 25146

A RESOLUTION ADOPTING THE WOLFTEVER CREEK AREA PLAN, IN SUBSTANTIALLY THE FORM ATTACHED HERETO.

WHEREAS, the Wolftever Creek Area Plan (the "Plan") is the result of a collaborative planning process involving local residents, business owners, developers, the Hamilton County Commission, the Chattanooga City Council, the Chattanooga-Hamilton County Regional Planning Agency ("RPA"), and other community stakeholders; and

WHEREAS, the Plan identifies challenges and opportunities posed by increased residential and commercial growth; and

WHEREAS, the primary objectives of the Plan are to utilize elements from the Comprehensive Plan 2030 to recommend a range of future land use categories to create quality commercial areas, protect environmental and scenic assets, promote orderly development and minimize negative development impacts; and

WHEREAS, the Plan proposes that the Transportation Planning Organization perform a sub-area study to better identify and quantify potential transportation capacity deficiencies and make recommendations to improve pedestrian, bicycle, and vehicular traffic circulation and safety through and within the study area; and

WHEREAS, the Plan identifies areas of potentially more focused development following a pattern which utilizes activity nodes at certain crossroads and major intersections while; and

WHEREAS, the Plan suggests opportunities and potential actions for the enhancement and improvement of open space within the study area; and

WHEREAS, the Plan represents the community's vision for the future of the area and serves as a guide for future development and growth in the Wolftever Creek Area;

WHEREAS, the Plan is a policy, and as such, does not guarantee the funding for projects or other recommendations contained therein; and

WHEREAS, RPA has recommended adoption of the Plan to the City Council.

NOW, THEREFORE, BE IT RESOLVED BY THE CITY COUNCIL OF THE CITY OF CHATTANOOGA, TENNESSEE, that the Wolftever Creek Area Plan, in substantially the form attached hereto, is hereby adopted.

ADOPTED: June 12, 2007



Regional Planning Agency

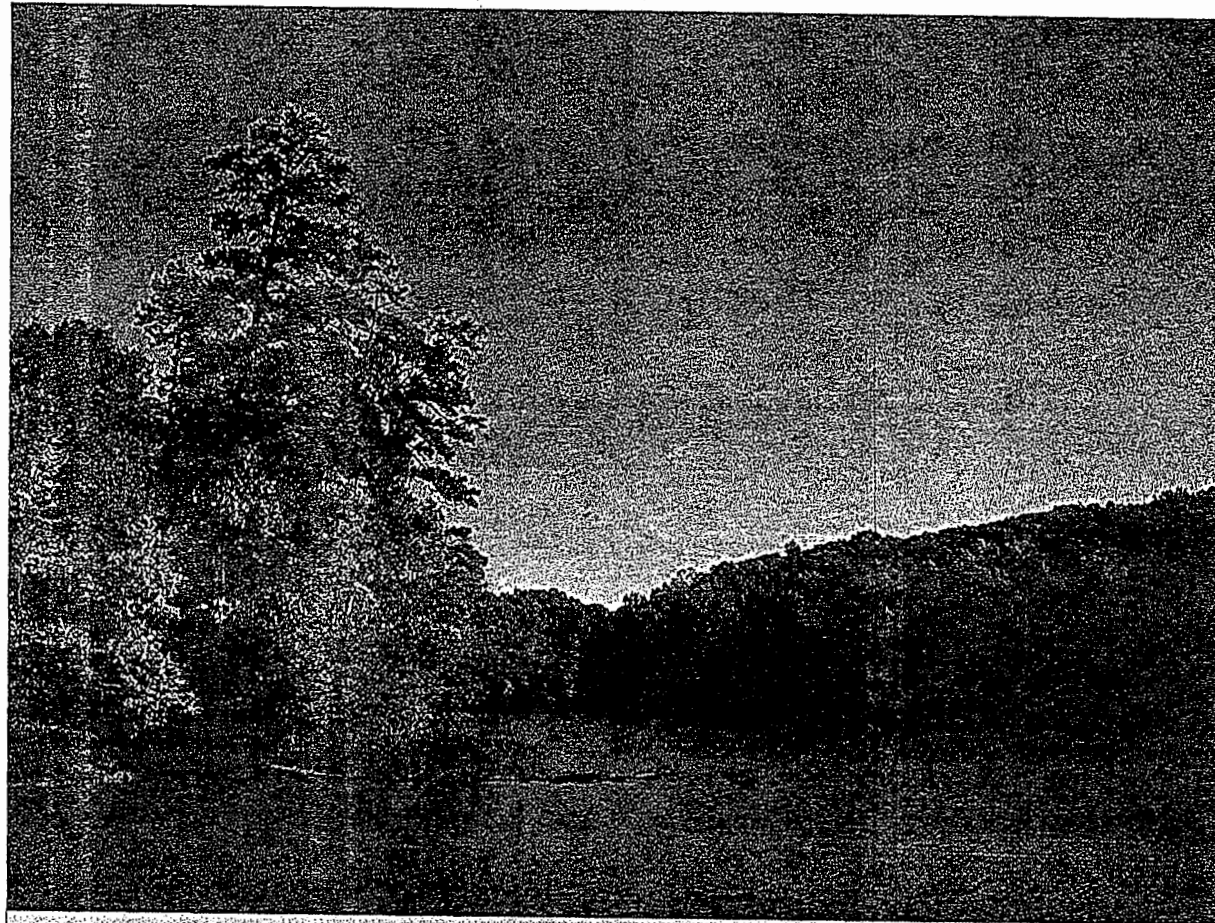
*Chattanooga-Hamilton County
Regional Planning Agency
Development Resource Center
1250 Market Street
Chattanooga, TN 37402*

*Phone 423.757.5216
TDD No. 423.757.0011
Fax 423.757.5532
Web: www.chcrpa.org*

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**May 14,
2007**

LAND USE PLAN



Wolftever Creek Area Plan

Acknowledgements:

The Chattanooga-Hamilton County Regional Planning Agency would like to thank all of the residents and other stakeholders in the Wolftever Creek Area for their time and contribution of ideas that went in to the creation of this plan. The RPA also thanks the organizations which contributed staff time and input: Hamilton County Engineering and Public Works, Hamilton County Stormwater Pollution Control Program, Tennessee Department of Transportation, Tennessee Department of Environment and Conservation, Tennessee Valley Authority, City of Chattanooga, Eastside Utility District, Royal Harbour Homeowners Association

Wolftever Roundtable Participants:

James Brooks, Ralph DeCicco, Jim Monroe, Michael Reynolds, Derek Taylor, Greg Vital

Regional Planning Agency Staff:

Barry Bennett, Executive Director
Karen Rennich, Director of Comprehensive Planning
Greg Haynes, Director of Development Services
Yuen Lee, Director of Information and Research
Karen Rhodes, Transportation Planning Coordinator

Alice Austin, Fred Brunker, Melanie Collins, Byron Cox, Jackie Day, Hugh Failing, Kenyata Freeman, Winsetta Ford, Janie Gatlin, Loren Graham, Sandra Harrison, Greg Helms, R.C. Hoff, Alma Knowles, Lee Ledford, Kelly Martin (project lead), Marcia Parker, Sylvia Philips, Bryan Shultz, Justin Steinmann, Melissa Taylor, Jennifer Ware, Aleeta Zeller

Hamilton County Mayor Claude Ramsey

Hamilton County Commission:

Fred R. Skillern-District 1, Richard Casavant-District 2, Jim Coppinger-District 3, Warren Mackey-District 4, Gregory Beck-District 5, John Allen Brooks-District 6, Larry

Henry (Chairman)-District 7, Curtis Adams-District 8, Bill Hullander (Pro Tempore)-District 9.

Chattanooga Mayor Ron Littlefield

Chattanooga City Council:

Linda Bennett-District 1, Sally Robinson-District 2, Dan Page-District 3 (Chairman), Jack Benson-District 4, John Franklin Jr.-District 5, Marti Rutherford-District 6, Manuel Rico-District 7, Leamon Pierce-District 8, Debbie Gaines-District 9

Planning Commissioners:

Jack Benson, Jon Bell, Y.L. Coker, Beverly Johnson, Alan Knowles, Mike Langley, Tommy McDaniel, Dale Mabee, Don Moon, Joe Ramsey, William Smith, Vance Travis, Dan Wade

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1.1. Purpose

The purpose of the Wolftever Creek Area Plan is to establish and articulate a vision for the community's future growth and development, provide guidance for the better integration of changing land uses and transportation needs and make recommendations to protect the area's resources. The plan is the product of a collaborative planning effort by residents, elected officials, business owners and other stakeholders in the Wolftever Creek area.

The plan document is divided into five sections: **Section 1- Introduction** provides an overview of land use plans and the process used to create the Wolftever Creek Area Plan. **Section 2-Site and Context** describes demographics, land use, zoning and the natural environment. **Section 3-Plan Goals** outlines goals and recommendations adapted from the public input process. **Section 4-Land Use Plan** describes recommended future uses through a range of land use categories of varying type and intensity. **Section 5-Transportation** describes the relationship between land use and transportation planning. Key public concerns are included in a separate transportation goals and recommendations discussion.

1.2 Plans and Planning

Dwight D. Eisenhower is often characterized as believing that even if a *plan* is no longer useful, the in-depth collaborative *planning* used to create the plan is invaluable since unforeseen forces and events can and will occur. Plans are a static representation of the planning process, but planning is cooperative, continuous and comprehensive.

Tennessee Code Annotated
Title 13, Chapter 3, Section 302:

GENERAL PURPOSE OF A PLAN

The regional plan shall be made with the general purpose of guiding and accomplishing a coordinated, adjusted, efficient and economic development of the region which will, in accordance with present and future needs and resources, best promote the health, safety, morals, order, convenience, prosperity and welfare of the inhabitants, as well as efficiency and economy in the process of development, including, among other things, such distribution of population and of the uses of the land for urbanization, trade, industry, habitation, recreation, agriculture, forestry and other uses as will tend to create conditions favorable to transportation, health, safety, civic activities and educational and cultural opportunities, reduce the wastes of financial and human resources which result from either excessive congestion or excessive scattering of population, and tend toward an efficient and economic utilization, conservation and production of the supply of food, water, minerals, drainage, sanitary and other facilities and resources.

PLANNING IDEA:

Sound planning depends on an accurate characterization of the existing conditions as well as a solid grasp of the forces that may alter established trends

Planning is a proactive process which helps a community assess its strengths and weaknesses, develop a vision for its future and design reasonable strategies and policies for achieving that vision.

In land use planning, understanding the spatial structure or *geography* of a community's development over time is essential for making preparations and recommendations for future change within the area. Sound planning depends on an accurate characterization of the existing conditions as well as a solid grasp of the forces that may alter established trends.

In fast-growing locations such as the Wolftever Creek Area, Plan monitoring and updates should be made on a regular basis or if warranted by unexpected development forces brought about by roadway expansion or job creation at the Enterprise South Industrial Park.

A degree of flexibility is incorporated into the Plan to accommodate changing needs in the area. Land use classifications illustrate a spectrum of uses and intensities and where each is most appropriately located based on current and expected conditions.

Elected officials, planning commission members and staff will use an adopted plan as a general policy guide when making decisions involving future community improvements and rezoning requests. As such, it is not a regulatory document. Zoning actions and capital improvement projects recommended by the plan are not guaranteed.

Neighborhood associations can use an area plan as a concise way to present its vision for the future to area residents, businesses, potential community partners and investors.

1.3 Why do we need planning?

The Wolftever/Ooltewah area has experienced tremendous population growth in the last ten years. Rapid growth often creates conflict between older, established land uses with new uses and demands on the land. Crafting a

dynamic land use plan based on the needs of the community as a whole creates key benefits for stakeholders:

- Planning helps a community capitalize on its assets and develop coordinated initiatives for solving its problems.
- Planning provides citizens with support for their positions on rezoning requests and capital improvements.
- Planning gives developers and other investors a level of predictability when considering new projects.
- Planning gives developers and investors the opportunity to work in concert with the community's established vision.
- Planning can increase citizen participation in community affairs and foster community pride.
- Planning coordinates public improvements such as roads, sewers and parks.

1.4 What is the difference between a plan and zoning?

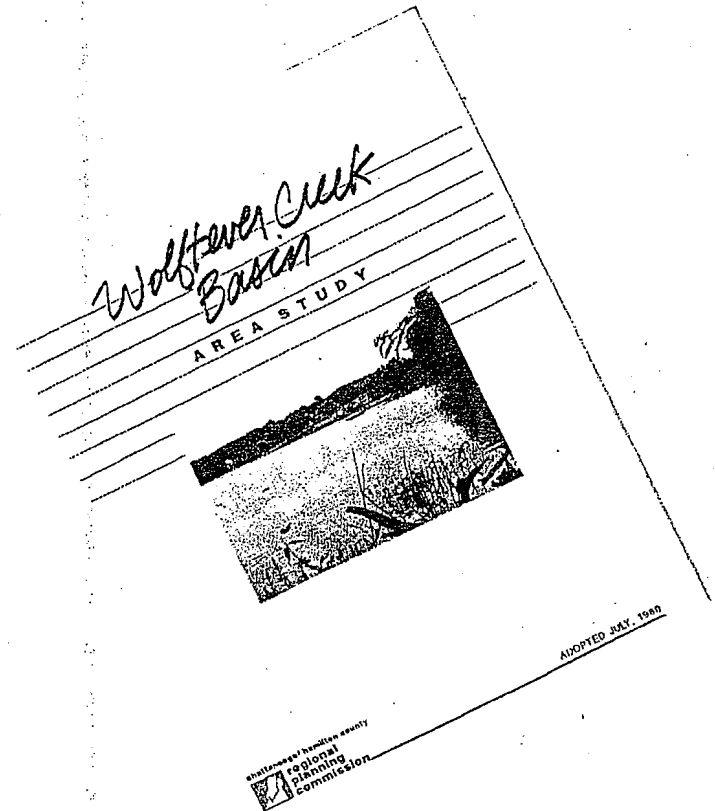
An area plan differs from zoning in that a plan is an advisory document which includes a set of strategies for achieving specific community goals. These goals often relate to land use, transportation, natural resource protection and community facilities.

Zoning is a tool used to implement an area plan. Zoning is a legal and enforceable part of city or county code and is used to regulate the use of land and the type, scale and intensity of development on that land.

1.5 How does this plan relate to other plans?

Data and recommendations from several Chattanooga / Hamilton County plans and studies were consulted and incorporated into the Wolftever Creek Area Plan. Those plans include the following:

- Comprehensive Plan 2030



PLANNING TIMELINE:

June 2006	1st public meeting
July 2006	2nd meeting
March 2007	Draft presentation
May 2007	Planning Commission
June 2007	Hamilton County Commission

- Long Range Transportation Plan 2030
- Chattanooga Urban Area Bicycle Facilities Master Plan (2002)
- Wolftever Creek Area Plan (1989)
- Hamilton County North Georgia Congestion Management System (2004)

1.6 How does the planning process work?

Strong citizen participation is key to the success of the planning process. When stakeholders are directly involved in the planning process, they are more likely to take ownership of the plan and then play an important role in its implementation.

The Wolftever Creek Area Plan represents a collaborative planning effort by the residents, business owners, Regional Planning Agency staff, elected officials and other community stakeholders within the study area. Beginning in June 2006, the Regional Planning Agency held the first of two community meetings at Ooltewah High School. Public attendance was exceptionally strong as approximately 215 citizens attended the first meeting. Over 100 citizens attended the second meeting held a month later. A draft presentation was held in March 2007 with about 65 citizens in attendance.

After adoption, the plan will provide community residents, business owners and policy makers with information on the conditions that exist in this rapidly growing section of the county. In addition, the plan will provide a framework for guiding future growth in the area.



Public input session

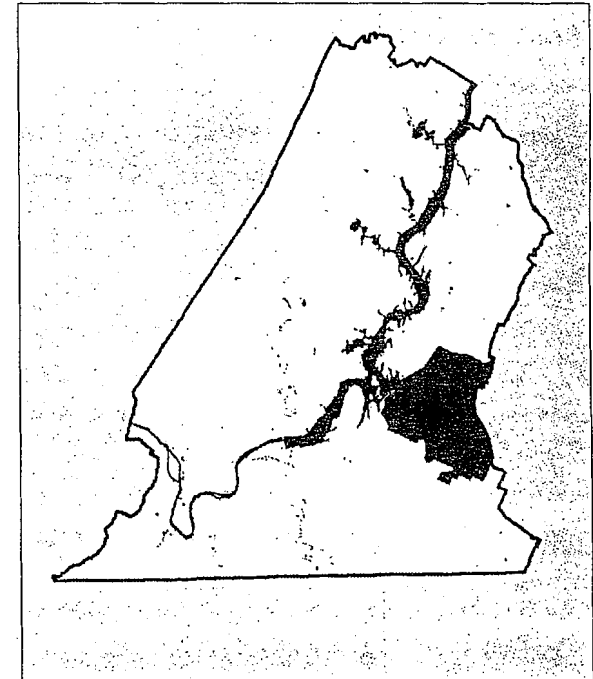
2.1 Background

Although Hamilton County's population growth rate was a relatively modest 8% during the last fifteen years, the area in and near the vicinity of Wolftever Creek experienced growth rates far greater than the county as a whole. Between 1990 and 2000, the area's population increased by nearly 50%. Continued growth in residential lot creation and building permit issuances indicates this trend remains intact through 2006. A range of factors in the last fifteen years allowed the Wolftever area to experience a surge in residential growth.

The region's location just north and east of the burgeoning Hamilton Place area and access to other employment centers in downtown Chattanooga and elsewhere via Highway 58 and Interstate 75 make it attractive for new residential development. In addition, the proximity of Lake Chickamauga and its embayments provide desirable locations for waterfront residential development and recreation.

The preceding *Wolftever Creek Basin Area Study* was produced by the Chattanooga-Hamilton County Regional Planning Agency in 1989. Though not identical, the current plan's study boundary closely approximates the older plan. While the earlier plan projected the residential growth along the Hunter Road corridor, it did not anticipate the expansion of sewer service and its accompanying growth along the Snow Hill and Ooltewah-Georgetown Road corridors.

Since the original plan's adoption, numerous land subdivisions and zoning change requests have accompanied the rapid residential growth that has occurred in the area. Typically, during periods of rapid growth and land use changeover, localized conflicts between established uses such as agriculture and



more recent uses such as residential subdivisions occur. The Wolftever Creek area is no exception.

Residential uses have replaced most farming, grazing and dairying in the past forty years. Although some agricultural activities remain, they are now reduced in scale and scope. Currently, residential growth continues to replace the remaining agricultural operations. Despite rapid growth in the past twenty years, a considerable number of undeveloped parcels remain. Combined with continued development pressures, this area still has an extremely high potential for continued change in the coming years.

To help mitigate these conflicts while providing a framework for fiscally efficient growth, Regional Planning Agency (RPA) staff worked at the request of Hamilton County Commissioner Bill Hullander to craft an updated land use plan for the fast-growing area.

2.2 Public Input

At the initial meeting in June 2006, several citizens volunteered to serve on a stakeholder's advisory committee to provide additional planning input. This group met on several occasions through the summer and fall to discuss the plan vision and recommendations. Also, a series of informal meetings and discussions were held with elected officials, utility company representatives and chambers of commerce to garner additional plan input. Information gained from all of these meetings was then used to formulate the goals and policies of the plan.

Once finalized and adopted, the plan will provide community residents, business owners and policy makers with information on the conditions that exist in this rapidly growing section of the county.

2.3 Area Overview

The plan area is characterized by rolling valleys interspersed with minor southwest-northeast oriented ridges. White Oak Mountain rises roughly 700 feet from the valley floor and marks the eastern boundary of the study area. The plan area encompasses most of the Wolftever Creek drainage basin north of the City of Collegedale.

Streams generally drain north-northeast to Chickamauga Lake (Tennessee River). The Chickamauga Dam pool creates an extensive embayment from Harrison Bay and upstream from the Wolftever Creek outlet into Savannah Bay where Savannah Creek terminates.

Common soils in the valleys include the Capshaw, Colbert, Talbott and Collegedale series. Due to extremely slow percolation rates, these soils are not well-suited for septic drainage fields. However, the expansion of sanitary sewer service into the region has eliminated the need for private septic systems in most new development.

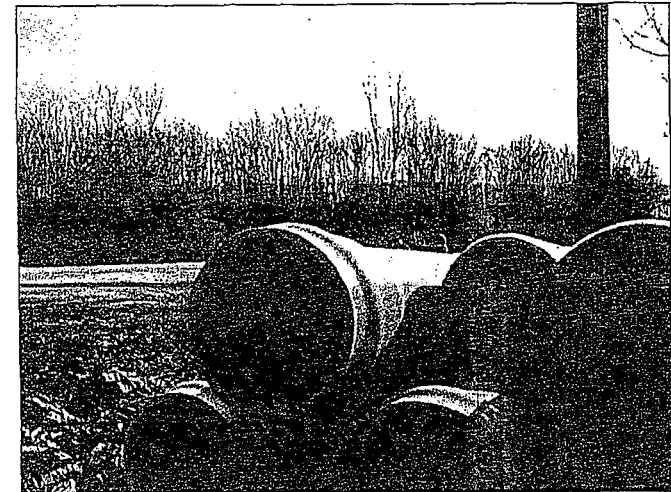
2.4 Sewer Expansion

Since its creation in 1993, the Hamilton County Water and Wastewater Treatment Authority (WWTA) has utilized sewer line expansion as a tool to facilitate economic development in Hamilton County. Sanitary sewer service allows greatly increased housing densities on sites previously unsuitable for extensive development due to poor soil percolation rates.

In the Wolftever area, sewer service opened large tracts of vacant land for residential development. Between 1990 and 2005, over three thousand new residential lots were created. The newly-created lots with sewer service are generally much smaller than older lots, thus allowing development at higher



Pasture in White Oak Valley



New sewer pipe to be installed on Roy Lane

densities. As these lots are built out, the continued gains in households and population will require a greater level of services and infrastructure improvements beyond sewer expansion alone.



Residences in Greystone Valley

2.5 Current Residential Land Uses

Single family development accounts for approximately 45% of land in the study area. Housing development in the area was traditionally developed on large lots of several acres or within subdivisions at densities of around one dwelling unit per acre. Most recent residential development is concentrated along Snow Hill Road, Ooltewah-Georgetown Road and Hunter Road at densities of around three units per acre in some of the newer subdivisions. Although this type of development is still generally considered *low density*, it is relatively dense in comparison to historical development trends in the area.

Residents indicate that many residents moved to the area because of the natural scenery of the pastoral landscape. As a result, in the last fifteen years a number of residential subdivisions have been developed as the number of agricultural uses has declined. As pastures are replaced by houses, many longtime residents feel that the character that led them to the area is disappearing.

2.6 Current Nonresidential Land Uses

Nonresidential land uses make up about 38% of the of the study area and include agriculture, open space, institutional, utility, commercial, office and industrial uses.

Agricultural land uses include farms, pastures and forestry. In total, these uses make up about 24% of the study area.

Open space accounts for about 9% of the land. Open space consists of privately-held recreational property, such as community lots and other facilities such as golf courses. Approximately 52% of open space in the study

area is privately held. Undeveloped public open space is primarily held by the Tennessee Valley Authority for flood control along Chickamauga Lake. The State of Tennessee maintains about 267 acres of public use open space along the lower Wolftever Creek at Harrison Bay.

Institutional uses comprise 2% of the area and include schools, religious institutions and public facilities such as fire and rescue stations.

Commercial uses are limited to about 1% of the study area, although additional retail establishments are located just outside of the study boundary in the City of Collegedale. Commercial uses are currently concentrated on Lee Highway near the Exit 11 interchange with Interstate 75. A smaller concentration occurs at the Mahan Gap Road / Ooltewah-Georgetown Road intersection.

Utilities include land devoted to basic infrastructure delivery such as electrical substations and pumping stations for natural gas and water.

Industrial uses include manufacturing and warehousing activities and comprise about 1% of the area. These uses are generally concentrated in the Mountain View Industrial Park located on Mountain View Road off of Interstate 75. The park consists of 31 acres and is now fully occupied.

2.7 Plan Purpose

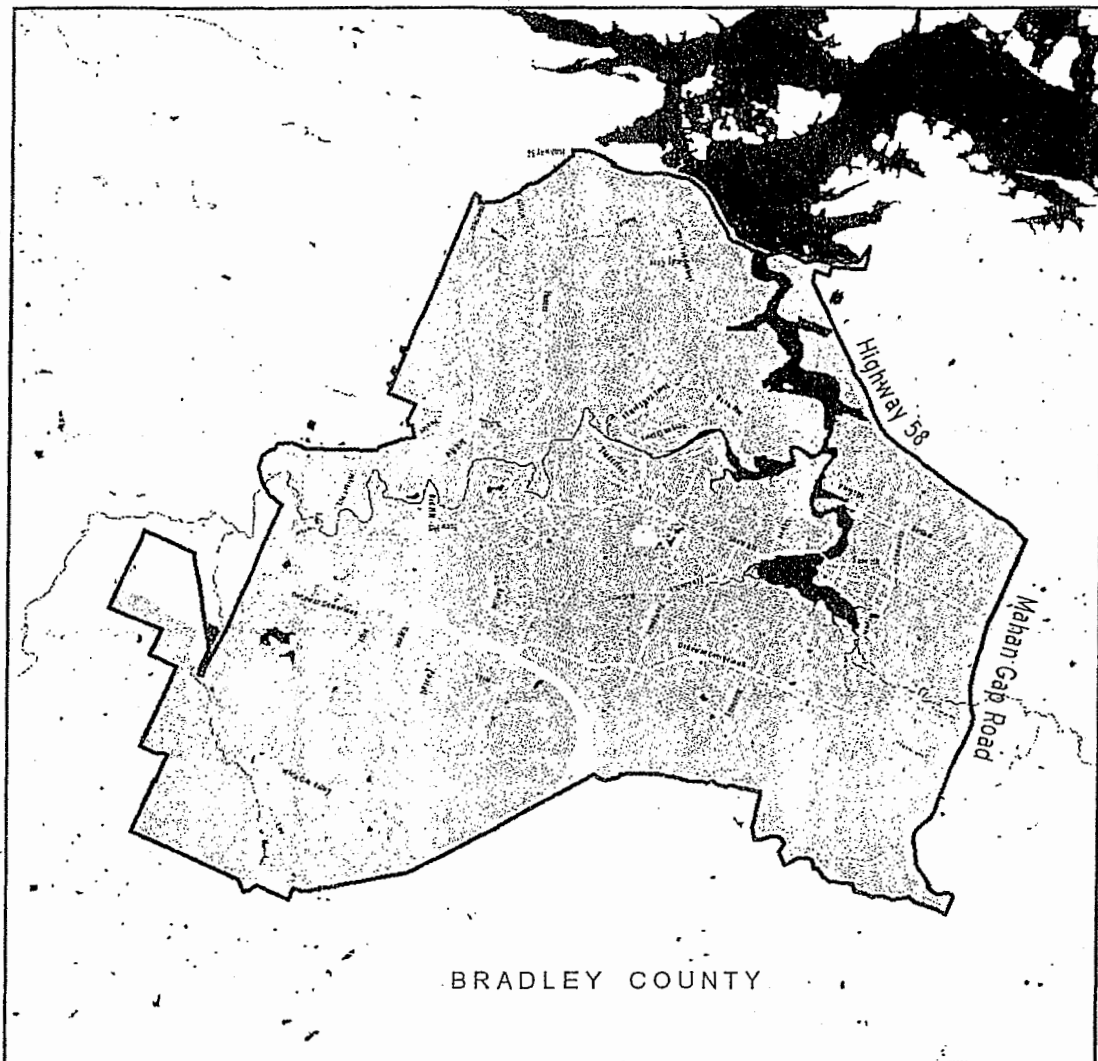
The purpose of the Wolftever Creek Area Plan is to guide future development while protecting and enhancing existing uses by utilizing a range of planning concepts and tools.

Responsible land use planning must consider the concept of land capability in order to direct development to locations best suited for residential, commercial, recreational and industrial uses. The Wolftever Area Plan utilizes the tenets of responsible planning to recommend an approach to future development that balances the needs of the competing land uses found



Future Memorial Health Care Site

in the study area. The plan will serve as a framework for helping stakeholders and elected officials achieve balanced and fiscally-responsible growth.



2.8 Detailed Study Area

AREA FACTS
21,280 Acres
33 square miles
5,600 housing units

2.9 Area Data

2.9.1 Population

1990.....	10,114	
2000.....	15,783	(+56%)
2010 (est.).....	23,881	(+51%)

Age 18 or younger (2000).....	25%
Age 65 or older (2000).....	10%

Density (persons per acre).....	1.23
Overall Density	521 persons per square mile

FACT:
Hamilton County
Population Change

1980-1990 (-0.8%)
 1990-2000 (+8.0%)
 2000-2010* (+5.0%)
 *Estimate

2.9.2 Existing Zoning

Total Parcel Area.....	19,388 acres
Agricultural.....	70%
Commercial.....	2%
Industrial.....	4%
Residential.....	24%

WOLFTEVER FACT:

Agricultural zoning accounts for 70% of the study area even though only 24% of the land is used for agricultural production of any kind.

2.9.3 Existing Land Use (January 2007)

Total Parcel Area.....	19,388 acres
Agriculture/Forest.....	24%
Residential.....	45%
Commercial.....	< 1%

WOLFTEVER FACT:

Commercial land uses within the study boundary are uncommon.

Industrial.....	<1%
Institutional.....	2%
Recreation/Open.....	9%
Utilities/Other.....	<1%
Vacant.....	17%

WOLFTEVER FACT:

Large vacant lots indicate the potential for additional subdivision development

2.9.4 Large Lots

Number of Large Lots (5ac+).....	558
Percent of Study Area.....	73%
Number of Vacant Large Lots.....	96
Percent of Total vacant Property.....	14%

2.9.5 Zoning Trends (2000-2006)

Number of Zoning Cases*.....	87	
Number of Commercial Requests.....	10	(9 approved)
Number of R-1 Requests.....	32	(32 approved)
Number of Special Exceptions Permits (PUD).....	10	(10 approved)
Number of Industrial Requests.....	2	(1 approved)
Number of Duplex Requests.....	1	(1 approved)
Number of Townhouse Requests.....	2	(2 approved)
Number of Mobile Home Permits.....	9	(5 approved)
Number of Multi-family Requests.....	2	(1 approved)

*Includes Road Closures and Mandatory Referrals

WOLFTEVER FACT:

Over one-third of zoning requests since 2000 have been for R-1 (single-family residential)

2.9.6 Subdivision Trends (1980-2006)

Number of new subdivisions.....	106
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1980-1989.....	29
Number of Acres Subdivided.....	634
Number of Lots Created.....	690
Average Lot Size.....	.91 acre
1990-1999.....	30
Number of Acres Subdivided.....	1,056
Number of Lots Created.....	1,051
Average Lot Size.....	1.0 acre
2000-2006.....	47
Number of Acres Subdivided.....	1,210
Number of Lots Created.....	2,313
Average Lot Size.....	.52 acre

WOLFTEVER FACT:
 The pace of subdivision activity has increased since the 1990's. Average lot sizes are decreasing.

2.9.7 Housing Trends

Housing Units (2006 est.).....	5,600
Housing Density (per acre gross).....	.26
Housing Density (per acre net).....	.28
Avg. Tax Appraisal Value**	\$159,155
Avg. Assessed Value.....	\$40,414
Average Single-family Lot Size.....	1.6 acres

*Excludes land devoted to utilities or roadways.
 **Includes vacant property.

PLANNING FACT:
 Low-density suburban development typically has 1-5 units per acre.

2.9.8 Transportation

Average Daily Traffic Counts

Source: JDOT

Count Station	Road	1995	2005	% Change
24	Mahan Gap at Hwy 58	2217	4170	88
26	Ooltewah-Georgetown at Mahan Gap	3639	4351	20
27	Mahan Gap	1500	2213	48
28	Hwy 58	12465	14898	20
29	Harrison Bay	2948	3218	9
43	Hunter	2338	3226	38
77	Lee Hwy	9287	10623	14
202	Hwy 58 @ Wolftever Bridge	16248	19365	19
203	Mahan Gap @ Firetower Rd	2225	2609	17
205	Ooltewah-Georgetown at Providence	3986	4709	18
251	Snow Hill @ Amos	3485	4938	42
301	Edgemond @ Lee Hwy	3420	4675	37
337	Short Tail Springs	1417	2058	45
515	Harrison-Ooltewah	3320	4650	40

WOLFTEVER FACT:

There are over 130 miles of public roadways in the study area.

Functional Classification (mileage)

160 total miles of roadways

<u>Class</u>	<u>Mileage</u>	<u>Example</u>
Interstate.....	4.17	I-75
Principal Arterial.....	6.07	Highway 58
Minor Arterial.....	22.55	Mahan Gap Road, Hunter Road
Collector.....	14.81	Snow Hill
Local Road.....	83.16	Sylar Road, subdivision streets

2.9.9 Natural Systems

Slopes

Slopes 25% or greater (USGS).....3,264 acres
 Percent of Study Area.....15%

Flood Areas

100-Year Flood Plain Area.....1,437
 Percent of Study Area.....7%

Long Savannah Watershed.....46 acres
 Tennessee River Watershed.....351 acres
 Wolftever Creek Watershed.....1,040 acres

Water Resources

"Blue Line" Streams.....61 miles
 2006 303(d) Listed Stream (Escheria coli)
 Wolftever Creek.....11 miles

PLANNING FACT:
 A blue line stream is a stream that is normally expected to flow throughout the year.

PLANNING FACT:
 The federal Clean Water Act requires states to publish, every two years, an updated list of streams and lakes that are not meeting their designated uses because of excess pollutants. The list, known as the 303(d) list, is based on violations of water quality standards and is organized by river basin.

2.9.10 Public Safety

Fire Service

Station 1.....5402 Highway 58
Station 2.....9018 Career Lane

Tri Community Volunteer Fire Department

Station 4.....9515 Lee Highway

Medical Services

Hamilton County Emergency Services

Medic 1.....9022 Career Lane
Medic 3.....5406 Highway 58
Medic 5.....5070 Ooltewah-Ringgold
Road

Police

Hamilton County Sheriff

East Sector Squad.....North Hickory Valley Road

City of Chattanooga Police Department

Sector 3, Zone 7.....

2.9.11 Education

Ooltewah Elementary.....
Snow Hill Elementary.....
Wallace A. Smith Elementary.....

Brown Middle.....
Hunter Middle.....
Ooltewah Middle.....

Central High.....
Ooltewah High.....

2.9.12 Political Leadership

County Commission Representative.....District 9- Bill Hullander
City Council Representative.....District 4- Jack Benson

DRAFT

3.1 Philosophy

Incorporating extensive public input and elements from the *Comprehensive Plan 2030* as a guide, the goals and recommendations found in the Wolftever Creek Area Plan seek to establish land use patterns that preserve and enhance the area's existing character and natural landscape while acknowledging that market forces favor continued growth and development

3.2 Land Use Goals and Recommendations

The Wolftever Creek Area Plan identifies a series of goals and potential recommendations to address public concerns about land use, environmental, transportation and other concerns in the study area. Specific transportation goals are located in Chapter 5.0.

3.2.1 Environmental Goals

GOAL 1.0

Mitigate deleterious development effects on the Wolftever Creek watershed.

Recommendation 1.0

Through educational outreach and coordination with TDEC, support best management practices on development sites.

Recommendation 1.1

Coordinate with TDEC to begin the analysis of Wolftever Creek to clearly define "no wake" zones as needed.

Recommendation 1.3

Work with TDEC, the Hamilton County Health Department and WWTA to formulate strategies that will correct failing septic systems contributing to excessive levels of Escheria coli in Wolftever Creek and its tributaries.

Recommendation 1.4

Retain and expand riparian buffers along Wolftever Creek and its main tributaries.

Recommendation 1.5

Encourage retention of existing tree canopy cover buffering creeks and streams.

Recommendation 1.6

Investigate the feasibility of watershed planning.

Recommendation 1.7

Continue to fully fund the Hamilton County Stormwater Pollution Control Program.

GOAL 2.0

Wisely manage sloping topography

Recommendation 2.1

Encourage sensitive low-impact development and, where appropriate, protection of steep slopes.

Recommendation 2.2

Maintain a current inventory of steep slope development activity.

Recommendation 2.3

Identify areas appropriate for low-density and/or compact cluster developments adjacent to steep slopes.

Recommendation 2.4

Create a minimum standard for retaining existing tree cover on steep slopes.

GOAL 3.0

Preserve natural open space in the Wolftever Creek area.

Recommendation 3.1

Preserve a variety of habitat types including forests, wetlands, fields, floodplains and slopes.

Recommendation 3.2

Coordinate with individual landowners to support efforts to extend the Wolftever Creek greenway from Collegedale to Harrison Bay through the acquisition of easements.

Recommendation 3.3

Request that the Hamilton County Parks Department and the Hamilton County Commission include provisions for additional public open space/passive parks within the study area.

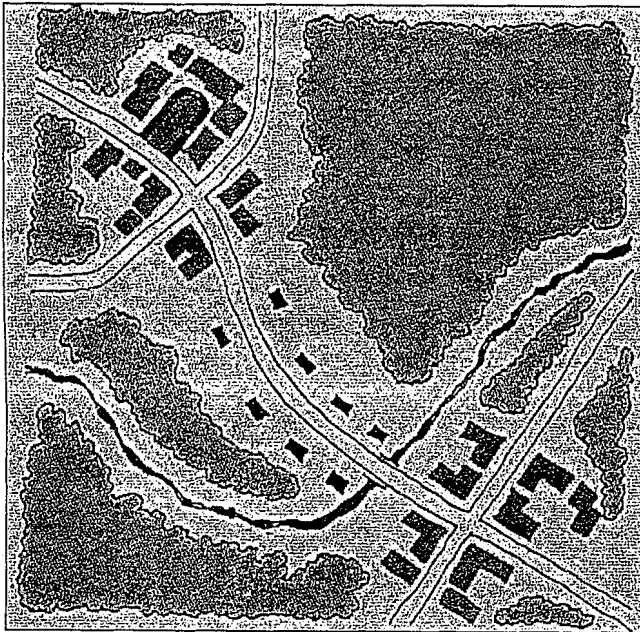
Recommendation 3.4

Through community education, promote methods of open space preservation through methods such as conservation easements and the transfer of development rights.

PLANNING IDEA:

Cluster Development

A subdivision process that allows for the grouping of residential structures by reducing lot area and yard requirements and incorporating the remaining area as open space.



Nodal development concentrates more intense uses in specific areas. Usually, these are located at a crossroads.

3.2.2 Non-Residential Land Use Goals

GOAL 1.0

Increase the range of available commercial and office sites at appropriate locations.

Recommendation 1.1

Identify areas that are appropriate for "nodal" development due to the presence of adequate infrastructure, access and potential compatibility with surrounding uses.

Recommendation 1.2

Identify appropriate locations for low intensity commercial uses in lesser-developed areas.

Recommendation 1.3

Prevent excessive "strip" commercial development along Snow Hill, Ooltewah-Georgetown and Mahan Gap Roads.

GOAL 2.0

Prevent commercial and office uses from having an adverse impact on adjacent residential properties.

Recommendation 2.1

Explore the feasibility of implementing a Hamilton County landscape ordinance to help provide a buffer between residential uses and other more intense land uses.

Recommendation 2.2

Encourage the Hamilton County Commission to consider drafting a signage ordinance.

Recommendation 2.3

Discourage "spot" non-residential zoning outside of recommended commercial nodes and corridors.

Recommendation 2.4

Encourage the vigorous enforcement of Hamilton County and City of Chattanooga zoning ordinances.

GOAL 3.0

Improve the visual appearance of non-residential properties.

Recommendation 3.1

Consider implementing a sign and landscape ordinance in Hamilton County

Recommendation 3.2

Ensure that zoning violations and complaints are addressed by the proper City and County personnel.

GOAL 4.0

Ensure that industrial uses do not adversely impact residential districts.

Recommendation 4.1

Discourage the expansion of manufacturing zones unless included in a cohesive industrial development that does not adversely affect surrounding properties in terms of noise, vibration, objectionable odors, etc.

Recommendation 4.2

Ensure that industrially-generated truck traffic is routed away from residential areas.

PLANNING DEFINITION:

Spot Zoning

The granting to a particular parcel of land a classification concerning its use that differs from the classification of other land in the immediate area.

3.2.3 Residential Land Use Goals

GOAL 1.0

Provide a range of housing choices within the Wolftever Creek study area.

Recommendation 1.1

Allow increases in residential densities in areas with complementary and/or compatible uses and supporting infrastructure to avoid "leapfrog" development.

Recommendation 1.2

Recognize the importance of and foster the preservation of the urban form found in the old town of Ooltewah by encouraging infill development that is compatible in use, scale, intensity and design.

Recommendation 1.3

Update the zoning ordinance and Planned Unit Development (PUD) ordinance to provide density incentives for cluster type subdivision developments that preserve substantial amounts of open space.

Recommendation 1.4

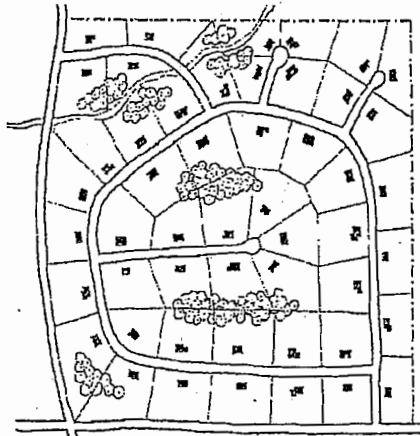
Identify locations outside of PUD subdivisions that are appropriate for non-single family detached dwellings.

GOAL 2.0

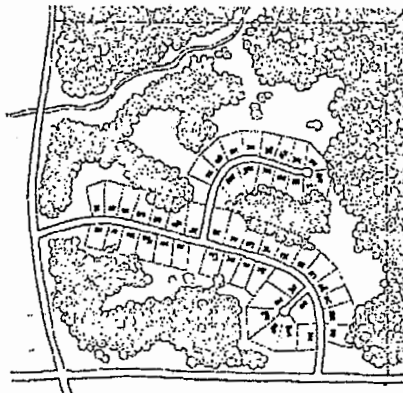
Protect the prevailing low-density single-family residential form.

Recommendation 2.1

Revise the Planned Unit Development regulations to more clearly define open space requirements and the type and number of dwellings allowed in an R-1 PUD.



Conventional Subdivision



Cluster Subdivision

Recommendation 2.2

Maintain a separation of residential and non-residential uses unless included as a part of a planned mixed-use community.

Recommendation 2.3

Direct non-single family residential development to the designated higher intensity nodes.

3.2.4 Other Plan Goals

GOAL 1.0

Ensure that the Wolftever Creek Area Plan is monitored, maintained and updated.

Recommendation 1.1

Create an area-wide committee that will monitor community needs in the study area.

Recommendation 1.2

Track and compare zoning cases with Plan recommendations.

Recommendation 1.3

Perform a Plan update in the event of a large gain in employment at Enterprise South Industrial Park, or in a significant increase in the capacity of the local transportation infrastructure.

Recommendation 1.4

Review the Plan in a minimum of three years after adoption to track progress in the implementation of goals and recommendations.

GOAL 2.0

Increase awareness and use of more fiscally efficient development models by Hamilton County and City of Chattanooga elected officials and staff members.

Recommendation 2.1

Encourage the WWTA to produce a comprehensive sewer master plan that outlines areas of likely expansion based on projected demand.

Recommendation 2.2

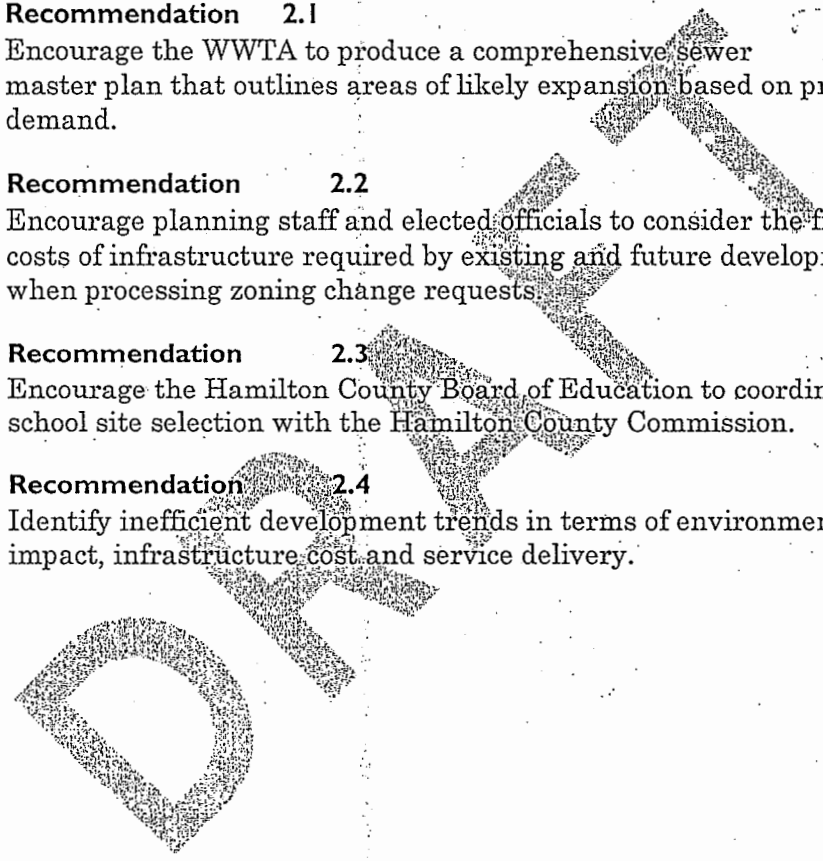
Encourage planning staff and elected officials to consider the fiscal costs of infrastructure required by existing and future development when processing zoning change requests.

Recommendation 2.3

Encourage the Hamilton County Board of Education to coordinate school site selection with the Hamilton County Commission.

Recommendation 2.4

Identify inefficient development trends in terms of environmental impact, infrastructure cost and service delivery.



4.1 Future Land Use and the Comprehensive Plan 2030

Finalized in 2005, the Comprehensive Plan 2030 serves as the overall guide for “good growth” and development in Hamilton County. Departing from previous long-range plans, the “Comp Plan” does not specify what type of zoning or specific land use should take place on a parcel-by-parcel basis. Instead, the Comp Plan is based on the idea that different types of communities require different approaches to development.

The Comp Plan identifies a range of **Development Sectors**, each differing in the amount and type of development, infrastructure, and other factors. Highlighting certain **Opportunity Areas** which have future development potential, the Comp Plan then recommends an array of development models with different intensities and scale that are most appropriate for the particular Development Sector(s).

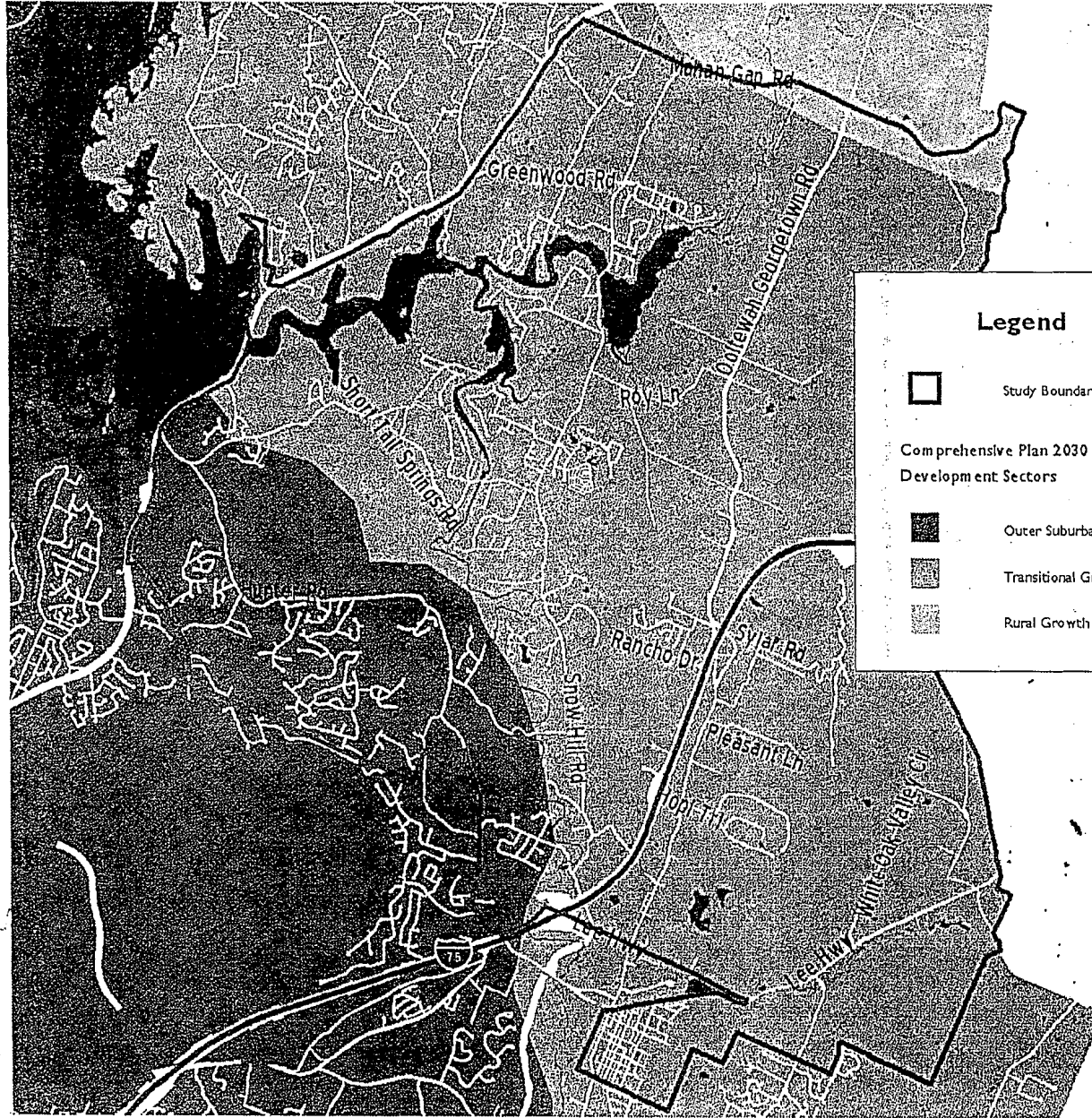
The Wolftever Creek Area Plan supports the Comp Plan by providing a range of recommended uses based on the prevailing development form and character found in different sections of the plan study area. Based on the Comp Plan development concepts, the smaller scale of the Wolftever Creek Area Plan allows for more detailed land use recommendations through a range of recommended development types and intensities.

4.2 Comprehensive Plan Development Sectors

The Comp Plan identifies eight different Development Sectors ranging from highly urbanized to undeveloped. Each Development Sector requires a different approach to how key community components such as housing, business, environment, parks, transportation and civic services relate and interact.

PLANNING FACT:

The Comprehensive Plan 2030 was adopted by the Hamilton County Commission in 2006.



4.3 Opportunity Areas

The Comp Plan also identifies Opportunity Areas for each sector. Many of these locations have the potential for mixed-use or multi-use development in the short or long-term. Any future development must address environmental concerns such as flooding and topography. While no timeframe is given for projects to occur in the Opportunity Areas, development may need to either occur in phases or be delayed until sufficient infrastructure is in place.

Characteristics of opportunity areas:

- Strong current or future development potential
- Revitalization and redevelopment potential
- Residential growth potential
- Commercial and industrial/manufacturing economic growth potential
- Open space protection potential
- Historic protection potential
- New roadway potential

The Comp Plan 2030 identified three opportunity areas in the Wolftever plan boundary:

- I-75 at Hunter Road/Snow Hill/Lee Highway
- Old Town Ooltewah
- Mahan Gap and Ooltewah-Georgetown Road Intersection

4.4 Development Models

The Comp Plan defined a range of development models that are most appropriate for implementation within the different development sectors. Models appropriate for the Wolftever Creek area include:

- Open Space (cluster) Development (*Rural Growth, Transitional Growth, Outer Suburban Growth*)
- Crossroads Development (*Rural Growth & Transitional Growth Sectors*)
- Traditional Neighborhood Development (*all sectors*)

COMP PLAN CONCEPT:

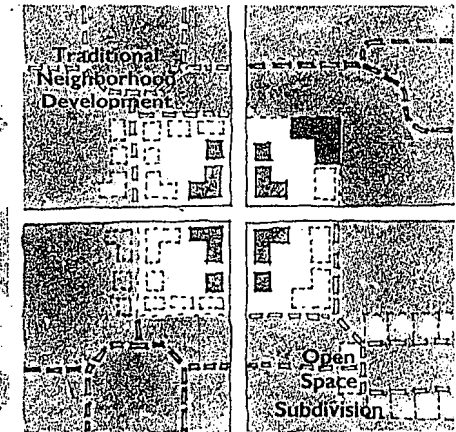
Rural Growth areas consist of lands in open or cultivated state or sparsely settled. It includes woodlands and agricultural lands. It is assigned to areas that have the least amount of streets per square mile and are not currently, but may be planned to be served by sewers in the future.

These areas are suitable for farm land trust protection and forest conservation efforts. The Rural Growth category is provided to encourage the development of neighborhoods that set aside significant natural vistas and landscape features for permanent conservation.

- Suburban Development (*Outer Suburban Growth*)

Detailed descriptions are given below:

4.4.1 Crossroads Development



Activity Centers

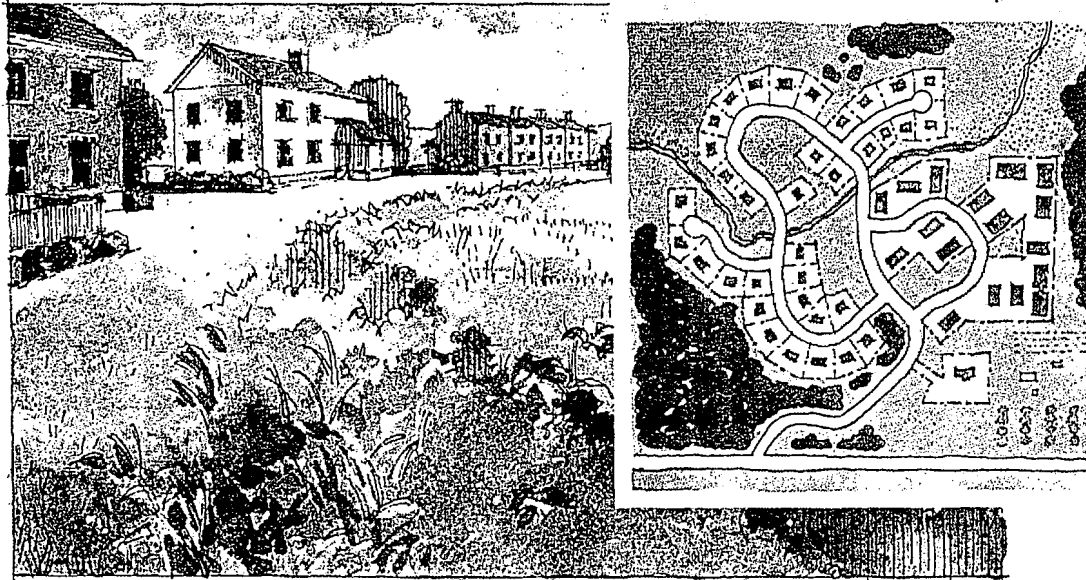
- Emerging center that may grow to become neighborhood, community, or regional in scale.
- Focused at intersections of major travel routes.

Typical Features

- Contains both Mixed-Use and Multi-Use developments.
- Commercial development is small-scale and neighborhood oriented such as personal service and eating establishments.
- Often develops at the intersection of arterial and/or collector streets.
- Develops in an emerging growth area.
- Includes pedestrian connections to the surrounding development.

4.4.2 Open Space Subdivision Development

Also known as a cluster or conservation subdivision.



Activity Centers

- Usually located *away from* development.

Typical Features

- Used to maintain the rural character of an area.
- Solely residential.
- Houses sited on smaller parcels of land in exchange for preserving large portions of open space.
- Overall density on a given acreage does not necessarily increase over that allowed in a conventional subdivision.
- Townhouses and other attached dwellings should generally be located in or near business areas or medium to high-density residential areas.
- Townhouses and other attached dwellings may also be considered in areas consisting primarily of low-density, single-family dwellings if they are part of a unified development, sited to the interior of that development,

COMP PLAN CONCEPT:

Transitional Growth areas serve as a bridge between rural zones and more urbanized or suburban development. Because of potential land use conflicts, development in this area should be carefully examined for adverse impacts on surrounding properties.

Thoughtful planning and community input will help mitigate negative impacts while providing opportunities for growth. Low-density residential development is encouraged in these areas.

Neighborhoods and open space subdivisions and clusters that set aside significant natural vistas and landscape features in exchange for higher densities as well as traditional neighborhood development are preferred over conventional subdivisions. Permitted densities may rise with increased open space preservation.

and either served by sewers or pre-approved by the Hamilton County Health Department.

- From 30% to 80% of the project should be in open space.
- Reduces the impacts of development on watersheds.
- Infrastructure costs can be lower due to less extensive construction of roads and water/sewer infrastructure.
- Open space areas protected by conservation easements. A land trust or a public agency should maintain permanent control over this land.
- Homeowners' association is usually responsible for protecting and maintaining the open space.
- Open space can provide community members with larger recreation areas and create a sense of openness that many people desire.

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4.4.3 Suburban Development

Typical development form found in the post- War II parts of the city.

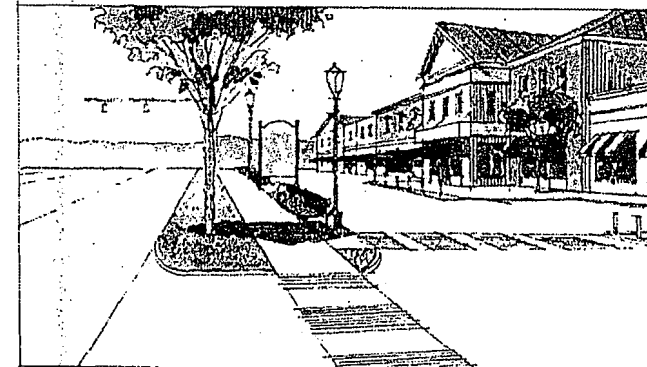
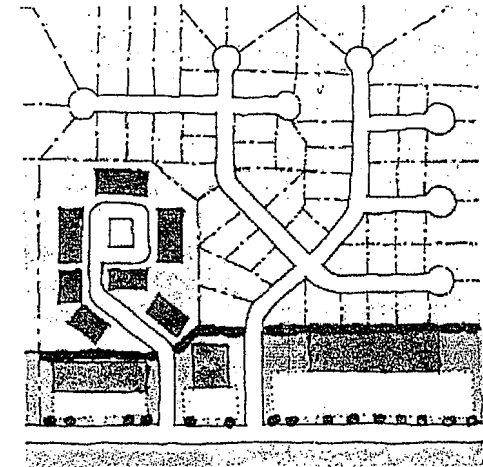
Conventional Suburban Development:

Activity Centers

- Less defined and dispersed throughout community or neighborhood.
- Multi-use instead of mixed use.

Typical Features

- Separation of single uses such as shopping centers, office parks, and subdivisions.
- Uses are generally inaccessible from each other except by car.
- Housing is segregated in large clusters containing units of similar type and costs.
- High proportion of cul-de-sacs and looping streets that limit through traffic.
- Streets are wide and dedicated to automobile uses.
- Parking lots are dominant in non-residential uses.
- All traffic is channeled to a single collector or arterial street.
- Traffic can be measured and predicted accurately.
- Single-story retail strip centers and malls are common.
- Low pedestrian activity
- Larger lots correspond with low density.
- More open space, less civic space
- Uses developed over time by different developers.
- More private green space.
- Alleys are rare or non-existent.



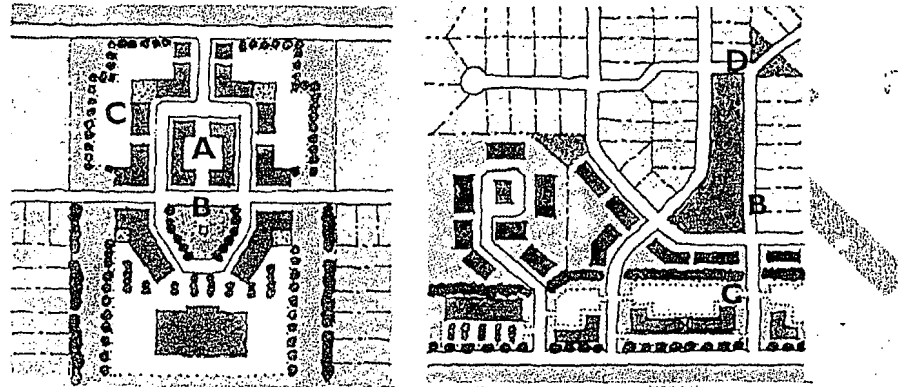
Recommended Improvements

The Suburban Development pattern will most likely continue to be the most common development form in the County. However, this Plan recommends revisions to certain components of the existing form. The potential for an improved suburban commercial strip is demonstrated in the sketch below. Future development and/or redevelopment of the Suburban Development pattern should include the recommended improvements found below.

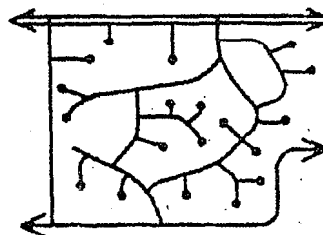
COMP PLAN CONCEPT:

Outer Suburban Growth areas provide both infill and outward growth opportunities for conventional low-density development. These areas are appropriate for the separation of residential and non-residential uses. However, in addition to using conventional suburban development methods, the Suburban Infill areas support Traditional Neighborhood Development and both mixed and multi-use developments.

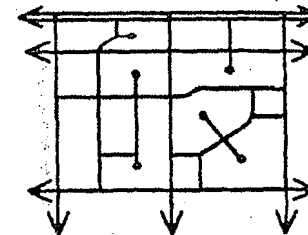
4.4.3.1 Recommended Improvements for Suburban Development:



- A. Greater integration of uses either through Mixed-Use and/or Multi-Use development.
- B. More public green space.
- C. Parking lots that do not dominate the site.
- D. Greater street connectivity to provide a variety of routes for daily trips. Improved street connectivity can reduce traffic on arterial streets, provide for continuous and more direct routes, provide greater emergency vehicle access and improve the quality of utility connections.
- E. Better pedestrian access.
- F. More attention to architectural details and landscaping.



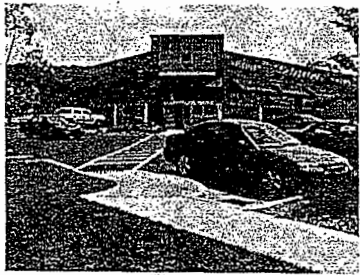
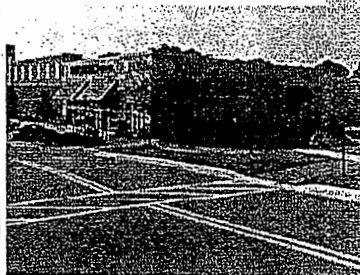
Conventional street pattern:
If more connections are desired.



Alternative street pattern:
If fewer connections are desired.

Appropriate Development Sectors for Suburban Development:

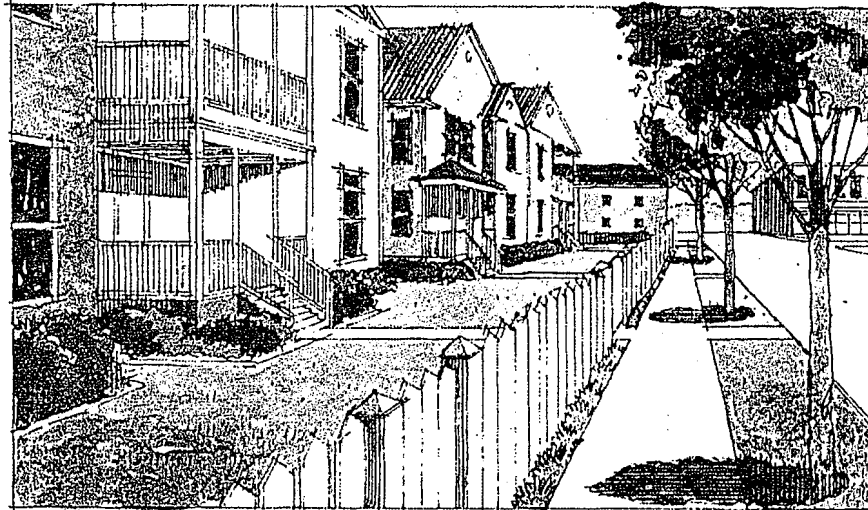
- Transitional Growth
- Outer Suburban Growth
- Inner Suburban Infill



Examples of good pedestrian access.

4.4.4 Traditional Neighborhood Development

Typical development form found in the pre-World War II parts of the city.



PLANNING FACT:

Old Town Ooltewah is a form of Traditional Neighborhood Development.

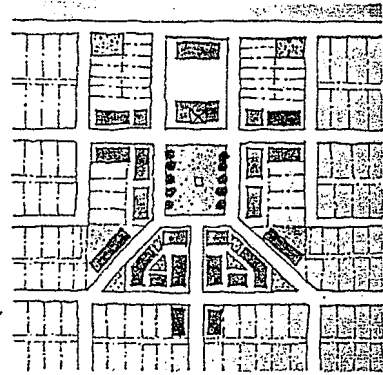
Activity Centers

- Well-defined and centrally located as neighborhood or town centers.
- Concentrated mix of non-residential and residential uses.

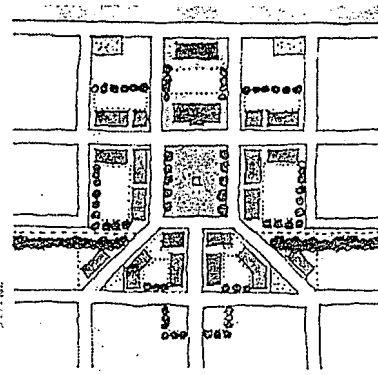
Typical Features

- Well-defined neighborhood edges.
- Used for building new neighborhoods or redeveloping old ones.
- Primarily residential with a mixture of uses.
- Compact development patterns for both residential and non-residential uses correspond with smaller lots.
- Prominence of public spaces, pocket parks, plazas and squares.
- Wide range and mix of housing styles, types and sizes to accommodate households of all ages, sizes and incomes.
- Moderate to high relative residential densities.
- Public available in more urban locations

- Interconnected street grid or network of streets, sidewalks, alleys, and paths that facilitate walking, bicycling and driving.
- Streets and rights-of-way are shared between vehicles, bicycles and pedestrians.
- On-street parking.
- Surface parking placed behind or to the side of buildings.



Traditional Neighborhood Development Model



Updated TND model reflects need for parking

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4.5 Wolftever Land Use Intensity Spectrum

Generally, intensity refers to the degree of impact a use has on the underlying land, nearby properties, the transportation network and other community services. A small business such as a florist will generally impact the surrounding community to a lesser degree than a drive-through restaurant. Particular uses may be more intense due to one or more characteristics such as traffic generated, amount of stormwater runoff created from impervious surface coverage, size of structures, density or other factors such as noise and light.

To define a more desirable development pattern, the Wolftever Creek Area Plan utilizes a range of classifications based on relative land use intensity to help encourage ordered growth of lasting value. The Plan arranges these classifications along an "Intensity Spectrum" from lightly used to heavily used. Intensity is most often objectively measured through criteria such as traffic generation, site utilization (floor area ratio, surface parking, etc) and scale. When referring to residential uses, *density*, or number of dwelling units per acre is used as a measure of intensity.

COMP PLAN CONCEPT:
Intensity-
 The Comp Plan 2030 recognizes that different parts of the county require different approaches to development. A critical element of the plan is "Intensity."

Land Use Categories














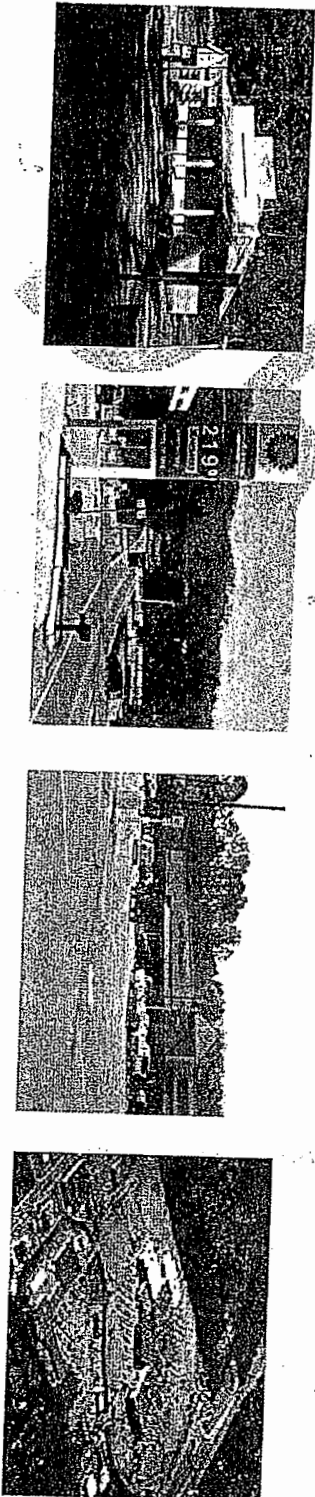
-  Study Boundary
-  Natural / Conservation Reserve
-  Reserve
-  Commercial
-  Institutional / Government
-  Industrial
-  Low Intensity Commercial
-  Office / Institutional
-  Very Low Intensity Residential
-  Slope Residential
-  Low Intensity Residential
-  Traditional Neighborhood Development
-  Special Focus Area

Figure 4.1 - Intensity Spectrum
 Land Use Intensity

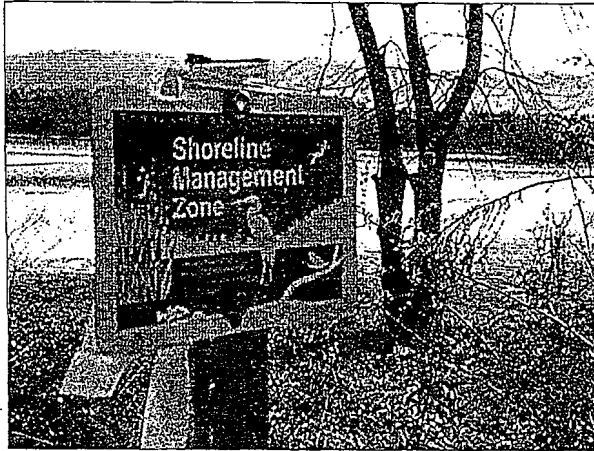


Figure 4.2 Intensity and Scale of Commercial Development
 Commercial development might look like this...

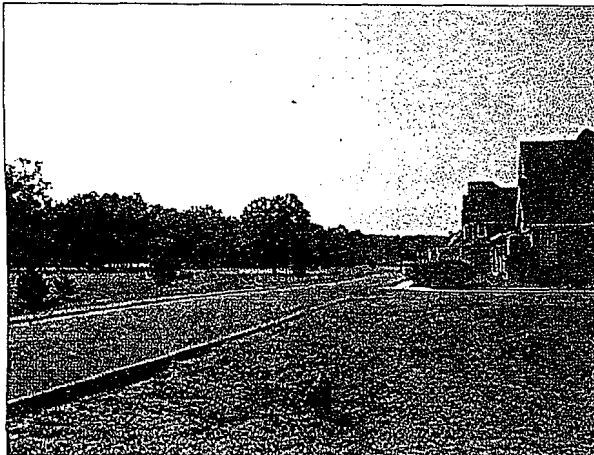


This...

Or even this...



TVA Shoreline Management Zone



Homes overlooking the open space provided by the Hampton Creek Golf Course

To assure consistency while incorporating a measure of flexibility, the Plan includes twelve different recommended land use classifications of increasing intensity to describe the maximum intensity a particular location should support. Therefore, a recommendation of Office / Institutional for a particular location indicates the preferred land use for the site. However, other less intense uses may be accommodated as long as they do not exceed the recommended maximum intensity. Ideally, these developments will strive to fulfill the goals and concepts found in the Plan by taking necessary steps to integrate with existing uses.

WOLFTEVER LAND USE CLASSIFICATIONS

4.6 Natural/Open Space Districts

These areas are necessary for wildlife habitat, flood control, slope protection and passive recreation.

4.6.1 Natural Conservation (NC)

Natural Conservation areas include open space that is currently protected from development. This class includes areas under environmental protection by law, as well as land acquired for conservation through purchase or by easement. Examples of Natural Conservation areas include:

- Surface water bodies
- Protected wetlands
- Purchased open space
- Conservation easements

4.6.2 Reserve (R)

100-year floodplains, steep slopes, open space, corridors intended for acquisition and required buffers should be included in this category.

These areas may include public or privately owned land such as golf courses, parks, community lots owned by neighborhood associations or other developed sites used for recreational activities. Although they are expected to remain relatively undeveloped, Reserve lands still have the potential for eventual use at a higher intensity. In this case, the lands should be developed at an intensity compatible with surrounding uses. Ideally, many Reserve lands will eventually gain the protected status enjoyed by Natural Conservation lands.

4.7 Residential Classes

Public meeting participants indicated a strong preference for maintaining single-family housing types. However, increased growth in the employment sector could make multi-family housing types such as condominiums and apartments more attractive in some areas.

4.7.1 Slope Residential District (SLR)

There are several ways of developing hillsides. Some development demonstrates what might be called *avoidance*; with minimal grading, preservation of existing vegetation and where possible, effort to follow the prevailing contours. Other development demonstrates larger-scale *engineering*, with significant grading to reshape hillsides, the removal of large amounts of existing vegetation, and the placement of structures that require the reshaping of the land to accommodate their built forms. Development may also demonstrate a combination of these factors, as well as having notable effects on aesthetics (via visibility from other locations), infrastructure, open space (development may be low-density or clustered to protect open space) and drainage and erosion.

Excessively steep regions should be developed lightly if at all. To minimize negative impacts of slope development in terms of viewshed destruction,



Road cut on White Oak Mountain

water runoff and hillside slumping, residential densities should be limited to one dwelling unit per two acres.

Generally, the slopes of White Oak Mountain above the 980 foot contour Mean Sea Level (MSL) should not be disturbed. Residential development on top of White Oak Mountain should take particular care not to weaken the thin soils and shales due to the removal of excessive vegetation. Non-residential development is not appropriate.

4.7.2 Very Low Intensity Residential (VLIR)

Located primarily along the southern portion of Snow Hill Road and in White Oak Valley, this category is intended to protect those areas with larger lot residential developments either separate from or as a part of a Planned Unit Development. Limiting residential density in this category is recommended due to several factors:

- The prevalence of rolling topography and extended vistas, are attractive and desirable amenities for residents and visitors to Hamilton County.
- The prevailing development form of larger lots is already well-established.
- The limited capacity of Snow Hill Road coupled with traffic generated by Ooltewah High School and increasing residential development create traffic congestion along Snow Hill Road. Residents in this area have few options other than utilizing Snow Hill Road to access Lee Highway and I-75. Limiting residential densities to two (2) units per acre or less will help reduce the number of vehicle trips generated by new development.



Large Lot Residential Development

- To help preserve the scenic beauty of this area, residential development should be limited to single-family detached housing unless the development is included in a PUD. In this case, townhouses and other attached housing are acceptable as long as the PUD consists primarily of single-family detached housing with an overall density of 2.0 units per acre or less. Densities in excess of 2.0 units per acre should only be considered if the development will preserve substantial areas of open space.

In addition, PUDs within this classification should retain a substantial buffer between the centerline of Snow Hill Road and interior dwelling units. Attached housing units within the PUD should be sited to the interior of the development site.

4.7.3 Low Intensity Residential (LIR)

A substantial portion of the land area within the study boundary is appropriate for Low Intensity Residential utilization. Although conventional R-1 zoning with a PUD may allow up to 5.0 units per acre, this density is not appropriate for the Transitional Growth sector. A threshold of 3.0 units per acre has found general acceptance from local residents as well as from the Hamilton County Commission. In this sector the following is recommended:

- Single-family detached housing is recommended for this class.
- Townhouses and other attached housing types are acceptable within a Planned Unit Development (PUD) as long as the PUD consists primarily of single-family detached housing with an overall density of 3.0 units per acre or less.

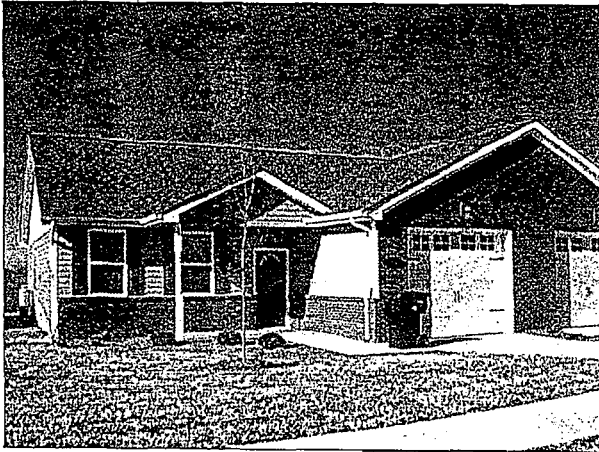


Single Family Dwelling

PLANNING IDEA:

Leaving a natural buffer in place at a subdivision entrance helps transition smoothly from public streets to residential spaces





Townhouse development in Ooltewah

PLANNING FACT:

Townhomes generally generate fewer vehicle trips than detached single-family dwellings produce.

- Densities in excess of 3.0 units per acre should only be considered if the development will preserve substantial areas of usable open space. Townhouses are not appropriate unless included as a part of PUDs as outlined above.
- Developers of this type of use are strongly encouraged to retain a natural vegetative buffer separating the perimeter of the site from adjacent exterior roadways.
- In the Outer Suburban Growth Sector, slightly higher densities of single-family dwellings are acceptable with provisions for usable open space.

4.7.4 Medium Intensity Residential (MIR)

This classification is primarily used to specify locations identified as appropriate for residential densities exceeding those found in lower intensity residential districts. Though not widely utilized in the Plan, this class represents densities greater than 4 units per acre, but less than 10 units per acre gross. Townhouses when developed outside of cohesive PUD subdivisions are included in this class as well as patio homes, attached condominium units and smaller-scale apartment developments. This classification is most often recommended for use as a "step-down" use between intense commercial development and less intense residential dwellings. This class is primarily depicted in the "Focus Area" studies at the end of this chapter.

4.8 Lower Intensity Public/Institutional

Although these properties often impact surrounding properties to a lesser extent than some single-family residential developments, the periodically intense use they do generate has the potential to disrupt nearby residences.

4.8.1 Institutional / Government (IG)

This classification is primarily used to identify religious facilities, smaller-scale government properties within the land use mosaic. Typical uses in this class might include churches, fire/rescue stations, libraries and other small government offices. Heavy use of these facilities is often intermittent, but worth considering due to periodic episodes of added noise, traffic and other impacts.

4.9 Higher Intensity Public/Institutional Uses

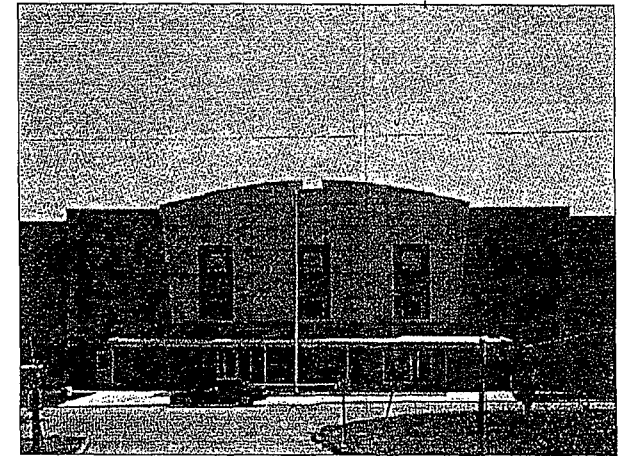
These uses are expected to create substantially more impact on surrounding properties due to their larger scale and/or rate of vehicular trip generation potential.

4.9.1 Office / Institutional (OI)

This category is intended to provide suitable locations for more intensive institutional uses such as school campuses, large churches and office buildings, including office parks. Retail and other commercial uses that include drive-through window services, fuel stations, repair shops and similar uses are not appropriate as these uses regularly exceed the usual intensity level of this classification.

4.10 Commercial Uses

A range of commercial uses is important for a community's vitality. By nature, these uses often generate large numbers of vehicular trips and utilize large portions of their sites. Not all commercial uses impact surrounding to the same degree, therefore the Plan specifies two classes of commercial activity.



Ooltewah High School-a high-impact office/institutional use



Small-scale commercial use on Snow Hill Road



Commercial center on Lee Highway

4.10.1 Low Intensity Commercial (LIC)

To provide for small-scale commercial development, this classification identifies key locations for neighborhood services such as personal services, small markets, and limited retail. Commercial structures with a gross floor area exceeding five thousand (5,000) square feet in area are not appropriate. In addition, operations such as drive-through services, automotive repair shops and retail fuel sales are not appropriate for this lower-intensity commercial class. Most closely corresponding to the existing C-5 zoning, these uses are often the precursors to the Crossroads Development model. This class is important in that it provides for smaller-scale commercial establishments that serve the nearby community. Having these types of uses nearby can help reduce the number of trips made to larger-scale commercial centers.

4.10.2 General Commercial (C)

Higher intensity commercial uses are recommended for areas identified under this classification. All uses typically associated with general C-2 zoning such as retail, food service and convenience uses are appropriate. Because these uses generate large numbers of trips from a larger area than those in the Low Intensity Commercial class, this category should be judiciously applied. Even when placed in recommended locations, these uses may still impact nearby residential areas.

- When used in the Rural and Transitional Growth areas, the Crossroads Development model should be followed so as to create a defined node of commercial activity with appropriate transitions to less intense uses.
- To mitigate undesirable impacts, developers, area residents, planners and elected officials should work

together to include adequate landscaping, buffering and attractive signage.

- Developers of larger sites should perform traffic flow studies if warranted by the jurisdictional public works department.

4.11 Industrial/Manufacturing Uses

Industry is a valuable component of the community due to employment opportunities it creates and contribution to the local tax base. Due to the potential for localized land use conflicts with nearby residential properties, these uses should be carefully sited.

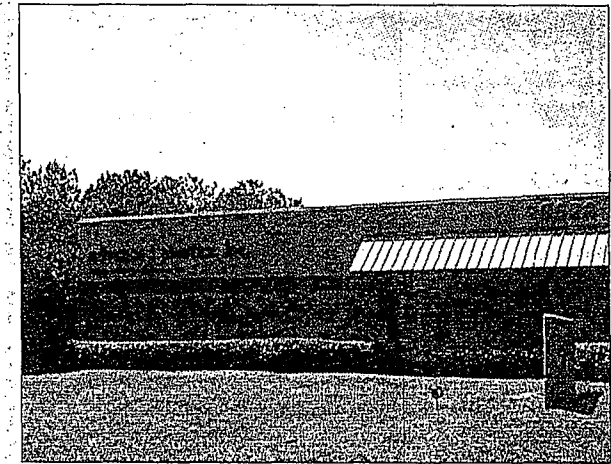
4.11.1 Industrial/Warehouse/Manufacturing (IND)

Industrial and manufacturing uses are appropriate in select areas identified under this classification. Care should be taken to prevent objectionable uses from negatively impacting surrounding residential areas through use of extensive buffering. Truck traffic should be routed away from residences.

4.12 Mixed Uses

In the early 20th Century, development scale was limited since builders didn't need to include extensive provisions for automobile traffic. Residences and retail shops existed in close proximity in a scale appropriate for pedestrian travel. Later zoning laws sought to segregate uses from objectionable (usually industrial) uses.

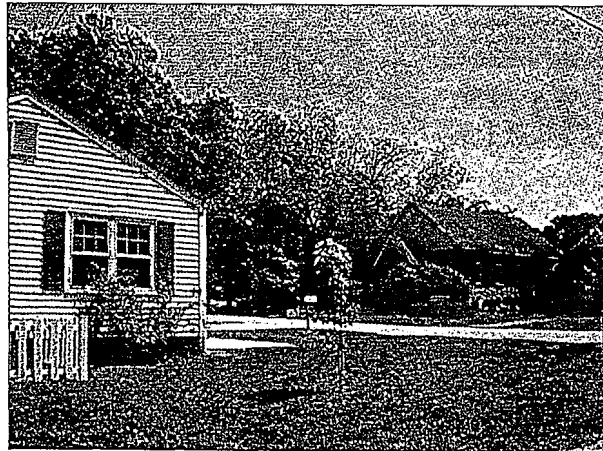
Now, the attractiveness of the smaller scale and the inherent efficiency of compact development make it a worthwhile development form even if current zoning laws have not been amended to allow for its full implementation.



Manufacturing firm at Mountain View Industrial Park



Commercial building in Old Town Ooltewah



Residence and church in Old Town Ooltewah

4.12.1 Traditional Neighborhood Development (TND)

The old town of Ooltewah remains intact throughout much of its original extent near the Norfolk Southern railroad crossing and the old James County courthouse. The prevailing development represents its historic function as a center for commerce, government, and residence.

Excepting sidewalks, the town features typically urban features such as an integration of uses, a grid pattern of streets, and relatively small residential lots. Future development should fit the historic pattern established within the Old Town District.

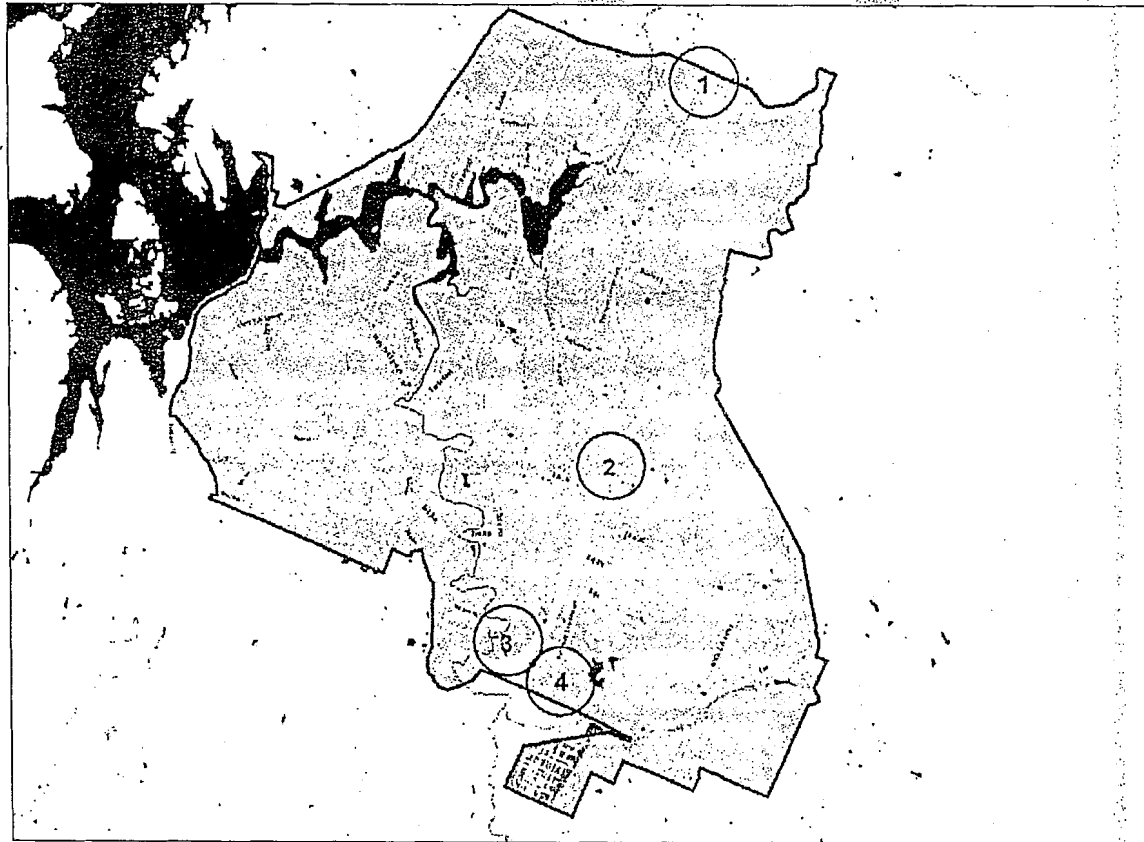
Traditional Neighborhood Development (TND) emulates early 20th Century traditional town development forms by featuring:

- Well-defined neighborhood edges
- A concentrated mix of non-residential and residential uses of a compatible scale.
- Compact development patterns for both residential and non-residential uses.
- An interconnected street grid or network of streets, sidewalks, alleys and paths that facilitate walking, cycling and driving
- Residential uses at higher densities than in the surrounding area.
- Surface parking placed behind or to the side of structures.

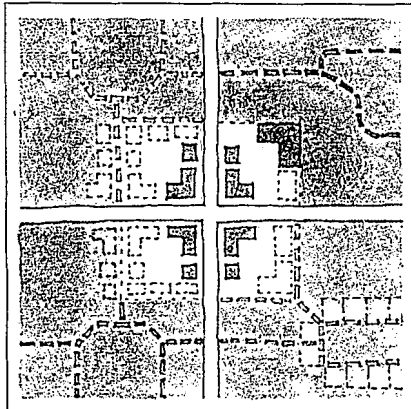
Although a mix of uses is recommended, industrial operations are not appropriate due to objectionable effects on surrounding properties.

4.13 Plan Focus Areas

Select areas within the planning boundary feature complex or unique land use situations that require an additional level of analysis. The Wolftever Creek Area Plan identifies four focus areas within the study area and makes more specific recommendations for future growth and economic development within those areas.



- FOCUS AREAS:**
- 1) Mahan Gap Road intersection with Ooltewah-Georgetown Road
 - 2) Ooltewah-Georgetown Road crossover at I-75.
 - 3) Lee Highway/Hunter Road/Mountain View Road/Snow Hill Road junction.
 - 4) Lee Highway intersection with Ooltewah-Georgetown Road



COMP PLAN CONCEPT:

Crossroads Development Model

COMP PLAN CONCEPT:

The Comp Plan Identified this intersection as an "Opportunity Area"

**4.13.1 Focus Area I
Mahan Gap Road & Ooltewah-Georgetown
Road Intersection**

Corresponding to the *Crossroads Development Model* depicted in the Comprehensive Plan 2030, this intersection already features some limited commercial development. Additional development of more intense uses at this location is encouraged if growth is confined to a discrete node.

To maintain a discrete node, planners and elected officials should strive to define and maintain the extent of more intense development. "More intense" development is defined for this location as being locally-serving commercial uses such as retail, restaurants or financial services. More intense development may also include offices and moderate-density residential development such as townhouses or patio homes. Industrial development such as warehousing or manufacturing is not desired at this location.

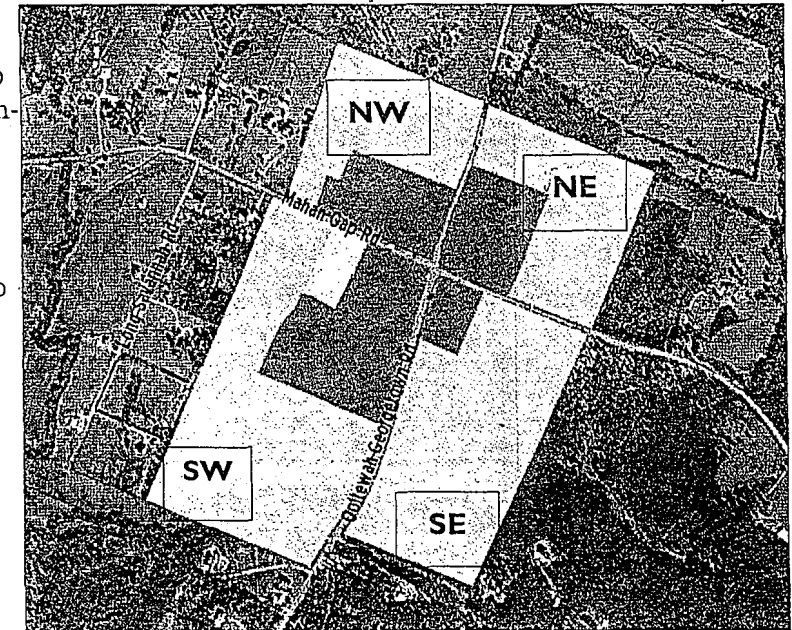
The Wolftever Creek Plan considers public input, current land use, zoning and public infrastructure into consideration to define the desired parameters of future commercial development. Amorphous strip commercial development is not desirable and should be avoided. Provisions for deceleration lanes and other traffic control tools should be incorporated into larger-scale developments such as grocery stores, banks or other uses likely to generate large numbers of trips.

In the **Northwest Quadrant**, commercial development (in red) should extend approximately 1,100 feet west along the northern edge of Mahan Gap Road. Commercial development should also be allowed north along Ooltewah-Georgetown Road for approximately 650 feet. More intense development beyond these guidelines will unduly impact existing residences.

In the **Southwest Quadrant**, commercial development should extend no more than 900 feet west on the southern side of Mahan Gap Road in order to maintain the integrity of large-lot residences located on Long Savannah Road. In addition, a lengthy, but narrow strip of commercial zoning already stretches south for nearly 1,300 feet along the western edge of Ooltewah-Georgetown Road. Future commercial development should be allowed down to the southerly extent of the existing zone. A large portion of this quadrant is undeveloped, however, commercial should be allowed within the generalized bounds depicted below.

In the **Southeast Quadrant**, there is a larger concentration of established residences. Accordingly, any future expansion of commercial development should be scaled back on this side of the intersection. Commercial uses on the southern edge of Mahan Gap Road should adhere to the existing commercial zoning at the intersection.

Commercial development in the **Northeast Quadrant** of the intersection should extend east along Mahan Gap Road approximately 600 feet. Any further expansion would adversely impact area residences on the southern edge of Mahan Gap Road. More intense development should be allowed north along Ooltewah-Georgetown Road to the edge of existing commercial zoning immediately south of Crossroads Baptist Church.



Intersection Detail

Compatibility

New types of land uses often cause conflict when placed next to long-standing uses. Mitigation of negative impacts on adjacent property owners is particularly important in developing transitional areas such as the Mahan Gap/Ooltewah-Georgetown intersection. Ample landscaping and buffering between dissimilar uses is vital for maintaining a balance of growth and development while protecting the integrity of nearby residential uses.

More intense development should cluster immediately adjacent to the crossroads, as less intense development types locates to the periphery of the crossroads node. When this scenario is not possible, developers should provide adequate buffers and landscaping to protect nearby lower-intensity development-whether protecting residences from commercial encroachment or separating more intense residential development from lower density residences. Preservation of existing vegetation is encouraged.

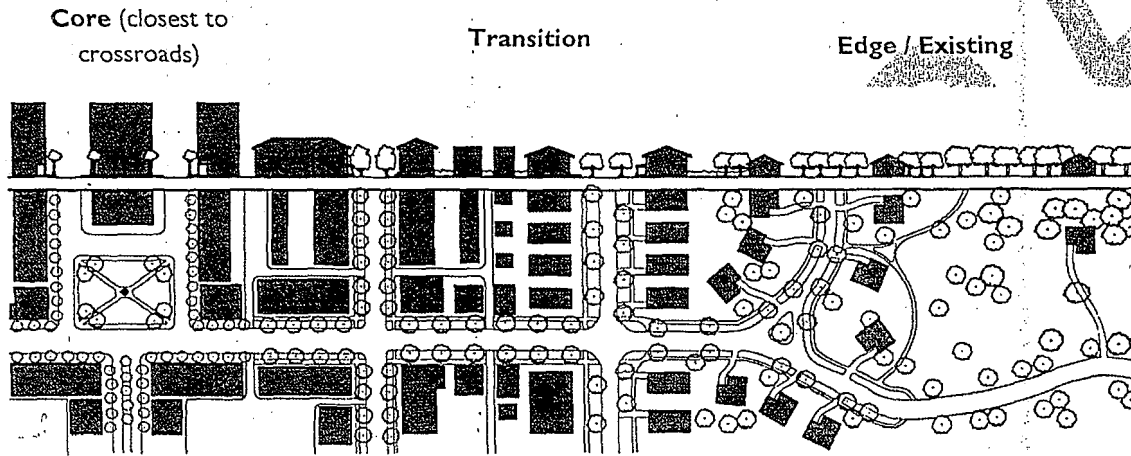


Diagram by
Duany Plater-
Zyberk & Co.

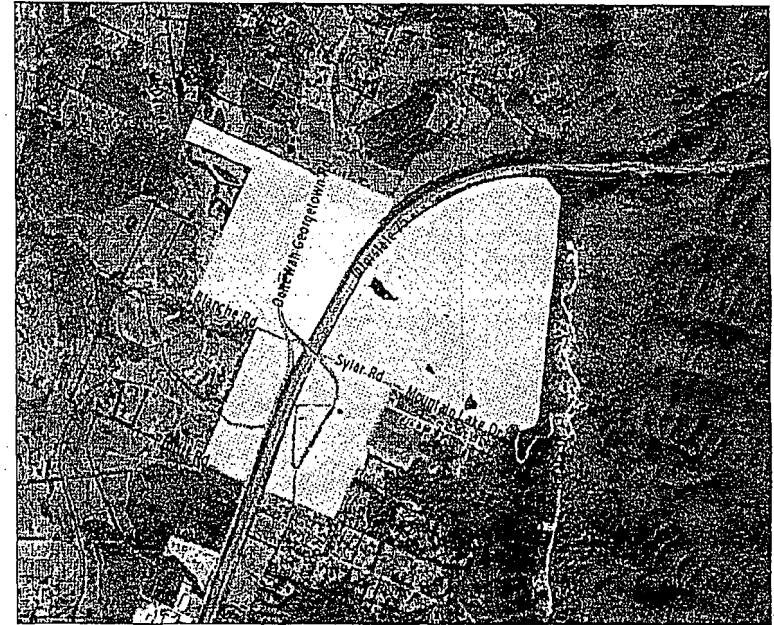
4.13.2 Ooltewah-Georgetown Road Overpass at Interstate 75

Input from the two public meetings overwhelmingly favors the construction of a new interchange with Interstate 75 north of the current Lee Highway exit.

Currently, the area north of Lee Highway is considered outside the "Urbanized Area" by the Census Bureau. Generally, Federal Highway Administration (FHWA) guidelines recommend exit spacing of no more than one per three miles in such cases. The 2010 census may show an increase in population density where the area is reclassified 'urban' where exit spacing of at least one mile is recommended.

Although TDOT has not committed to the concept of a new interchange, land use in the area should be examined carefully in case an interchange is eventually constructed. Current land uses range from industrial/warehousing near the TDOT rest stop between the southbound lanes of I-75 and Mountain View Drive to low density residential development near the Ooltewah-Georgetown overpass. Given the uncertainty of a future interchange, two future land use alternatives are given based on whether or not an interchange is constructed.

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Focus Area 2 detail: Ooltewah-Georgetown Rd at I-75

Scenario A (no interchange)

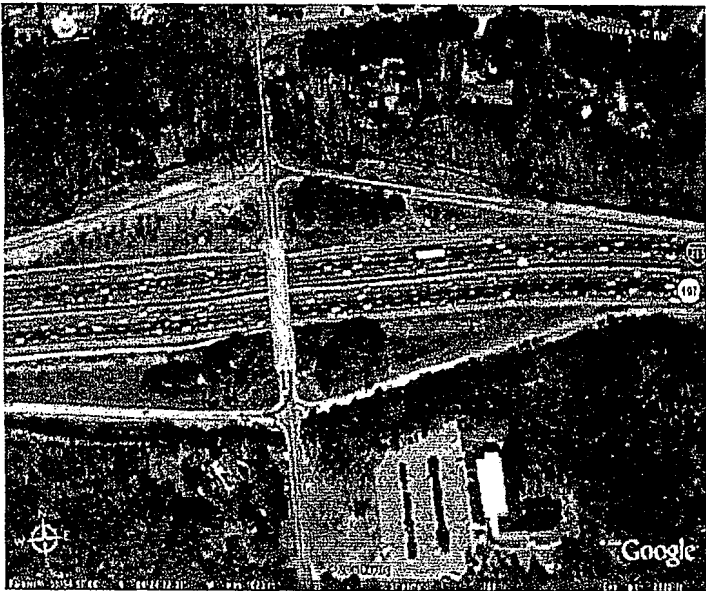
Maintain the prevailing land use recommendations for this area which includes continued use as low-density residential. Industrial development should continue to locate near the existing Mountain View Industrial Park south of Profitt Road.

Scenario B (new interchange)

Despite the potential benefits of a new interchange to the entire study area, it will have a disruptive influence on the properties immediately adjacent to it. In this case, limited instances of more intense uses may be preferable.

Generally, land uses of higher intensity should be limited to offices or moderate intensity residential development on select sites west of Interstate 75. To maximize the usefulness of an additional interchange, new commercial development should not take place at this location because of the additional trips those uses generate. In other more densely populated areas, this policy serves to protect low intensity residential areas from the excessive impact created by commercial expansion.

The figure to the left shows a similar land use policy at an interchange along I-285 near Dunwoody in Atlanta. Upscale residential uses abound and thrive even in the vicinity of a major interstate exit. Traffic-generating commercial uses are not allowed at all on the northern (upper) side of this interchange.



Riverside Drive at I-285 in Atlanta, GA. Note the preponderance of residential uses and the lack of commercial uses at this interchange. Image: Google Earth

4.13.3 Hunter Road – Lee Highway – Snow Hill Road Intersection

Long regarded as a congested area, TDOT will reconfigure the confluence of three well-traveled routes to Interstate 75. The updated configuration will provide additional access to properties near the existing commercial strip where Hunter Road intersects Lee Highway.

Despite the congestion, this node is one of the few locations within the study area that has the public infrastructure either in place (or planned) to readily accommodate substantial levels of higher intensity uses. Given additional traffic capacity created by the intersection improvements, this location is appropriate for additional commercial development if sited carefully. The Comp Plan 2030 identified this area as an Activity Center.

Recommended future land uses correspond closely to current zoning found at this location. Consequently, commercial development is appropriate along Hunter Road from the I-75 bridge across Wolftever Creek to Snow Hill Road. The scale of commercial development will be limited by the presence of a substantial floodway and 100-year floodplain along Wolftever Creek. Since the creek’s floodway is so extensive, the feasibility of establishing a Wolftever Creek Greenway should be investigated.

Higher intensity development should extend north along Mountain View Road past the Ooltewah High School campus and the Christway Community Church across Amos Road to the location of the proposed Memorial Health Site. To avoid undue impact on residences, high intensity development should remain south of Amos and Snow Hill Roads.

The Mill Run Homeowners Association holds a substantial amount of property at the subdivision entrance and along Wolftever Creek. In addition to serving as a valuable streamside buffer, the property also shields Mill Run residents from higher intensity development. Ideally, this property will maintain its “Reserve” classification.



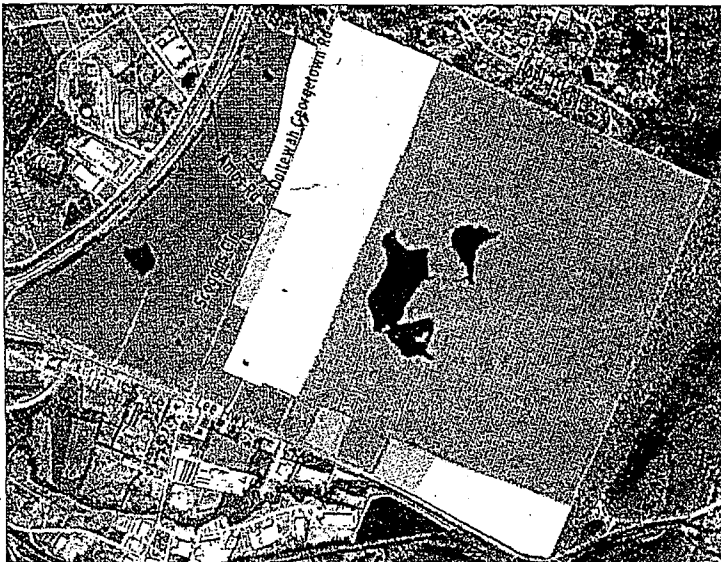
Several routes converge at one point, making this a very active center.

COMP PLAN CONCEPT:
The Comp Plan Identified this intersection as an “Opportunity Area”

Compatibility

Although a substantial level of high intensity development is already in place, the new roadway configuration shifts new development closer to established residences. As in other situations, planners and elected officials should take care to protect nearby residences through the use of meaningful buffers and landscaping. Preserving natural vegetation is often preferable to extensive areas of new plantings. Lighting should be directed away from homes.

Since the upper Wolftever Creek flows through a large portion of this node, special care should be taken not to disturb the natural stream bank, floodplain and course of the waterway. Property owners and developers should consider reserving a conservation easement along the creek to help protect the stream. In addition, a conservation easement could be used for a pedestrian walkway to serve as an asset for both stream and community.



This intersection is experiencing growth in commercial uses.

4.13.4 Ooltewah-Georgetown Road at Lee Highway

Although the Honors Golf Course occupies a large segment of this node, a considerable amount of high intensity commercial uses are located along Lee Highway and north along Ooltewah-Georgetown Road to a lesser extent. Other notable uses include two large churches, a relocation/storage facility and a large vacant parcel formerly used as a horse show ground and as a drop lot for TVA trucks and trailers. A number of single-family homes on relatively small lots utilizing A-1 zoning line Ooltewah-Georgetown Road north of the Chattanooga city limit.

Access to a large portion of the property lying behind the residential lots along the west side Ooltewah-Georgetown Road remains difficult due to the lack of adequate public rights of way connecting with Lee Highway or Ooltewah-Georgetown Road. Although commercial development is already

extant in this location, future higher intensity uses will require improved access. Preferably, consolidation of smaller lots along Ooltewah-Georgetown Road will occur to allow improved access.

The current Long Range Transportation Plan (LRTP) includes widening of Ooltewah-Georgetown Road as a Tier 3 project. This classification should be reviewed in light of recent commercial growth in the area. Reclassification to a higher tier will also allow for advance sub-area transportation studies if added to the Unified Planning Work Program (UPWP)-administered by the Transportation Planning Organization (TPO).

After significant public input supporting improvements in this corridor, the TPO should make steps to perform more detailed transportation studies in the area to determine the feasibility of improving traffic flow, safety and access.

Though there are no current plans, any future widening would undoubtedly change the character of the remaining residences in the area. Right of way acquisitions could leave many homes with very shallow setbacks. As a result, the desirability of single-family residential land uses may decline.

This intersection is not an emerging crossroads node. The form is already established to a large extent. The Wolftever Creek Area Plan seeks to define desirable parameters of continued growth and development. Commercial uses are appropriate for the area just west of Ooltewah-Georgetown Road approximately up to the northern extent of Scoggins Circle. However, these properties should only transition to commercial zoning and uses as a part of a cohesive development. Piecemeal commercial re-zoning should not be allowed.

Compatibility

As the intersection continues to grow either with or without widening Ooltewah-Georgetown Road, development pressures may extend to the properties extending northward toward Hiawatha Estates. Strip commercial development would not be beneficial here. Lower-intensity uses such as small professional offices (ideally using existing structures) should predominate. This step-down in intensity serves to protect existing residences from the impact of new commercial development. As in all cases of higher intensity uses situated next to residences, extensive buffering using natural and planted vegetation should be utilized.

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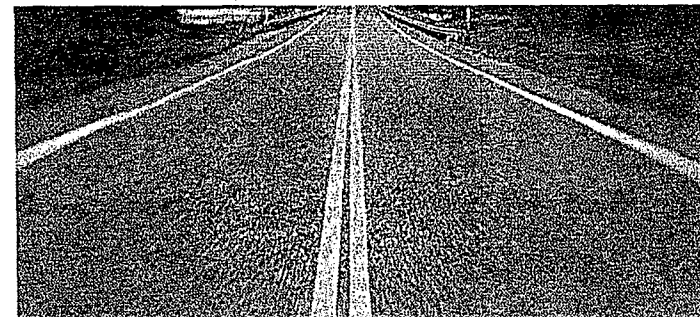
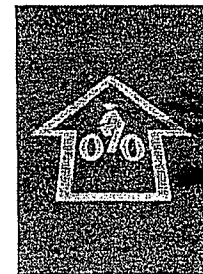
5.1 Introduction

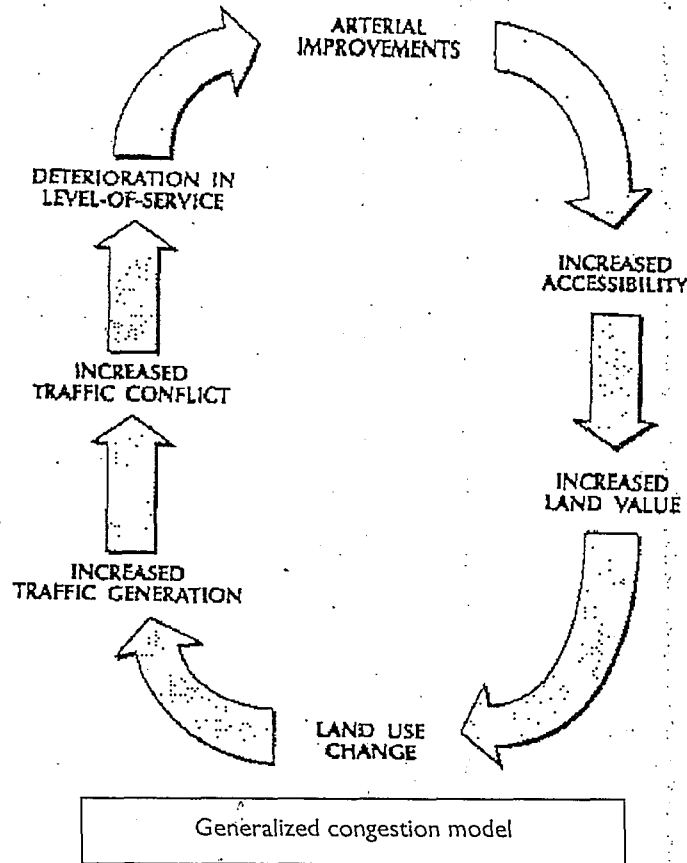
During the public input process, many participants cited transportation issues as a top concern. The legacy road network that served the area for years has not been extensively updated to accommodate the recent growth in residential population. Residents frequently discussed mounting traffic congestion during peak travel times as an important concern. As use of the existing transportation infrastructure has increased, shortcomings in capacity, efficiency and safety have been revealed.

The southwest-northeast oriented ridges in the area historically limited the feasibility of constructing major east-west roadways except at natural gaps in the topography. Excepting these locations, there are very few direct routes linking the eastern and western sections of the study area. Consequently, several major north-south routes converge within several hundred yards of each other at the Exit 11 interchange with Interstate 75. Since this interchange serves as the only access point to I-75 within the study area, this location experiences the greatest levels of congestion during peak travel periods.

TDOT has completed right-of-way acquisition to reconfigure Exit 11 to more efficiently convey through traffic around the interchange. However, due to funding constraints and air quality modeling requirements, the project's bid let date has been rescheduled from spring 2007 to fall 2007. The project start date is remains uncertain.

The study area contains more than 160 miles of roadways ranging from a heavily-traveled four-mile stretch of Interstate 75 to over 83 miles of local roads. Average Daily Traffic volumes have consistently increased over the last 10 years at most traffic count stations:





5.3 Making the Transportation – Land Use Connection

Transportation and land use are separate but interrelated entities because each has the ability to influence the form and function of the other. Historically, improvements in transportation infrastructure served as the catalyst for (sometimes) sudden and dramatic changes in surrounding land use. In earlier eras, the railroad and street car allowed residents to live farther from the city center while still maintaining convenient access. In the 20th century, the effect the automobile had on land use cannot be understated. Vast tracts of vacant or agricultural land far from the city center previously overlooked for residential and commercial use became desirable residential districts as new roadways were built. At the same time, the design and scale of commercial development expanded to accommodate the automobile's parking requirements.

Transportation improvements require a considerable amount of planning and investment. Vital local and regional projects compete for a finite amount of funding. In the meantime, as the population continues to spread into more rural areas, land uses may begin to change and intensify from primarily agricultural to residential and commercial prior to significant improvements in transportation connectivity. In this scenario, the changing land use itself drives the need for additional transportation infrastructure to accommodate the surging population. Transportation infrastructure improvements and land use change rarely coincide since smaller project scopes and costs allow private sector land developers to work more quickly than transportation planners, engineers and road builders.

Land use is an important determinant of the function of an area's roads. As land use changes because of development, especially at the urban fringe, road functions also change. It is not uncommon for roads that once served as rural local access routes to farmland to now serve suburban residential subdivisions and commercial land uses, and to be reclassified as urban collectors or arterials depending on the intensity of development and the type of traffic generated. In the Wolftever area, residents indicated a preference

for improved access while maintaining the more "rural" character of the region. Design standards for new or upgraded roads should attempt to preserve this character by retaining a natural vegetative buffer along the right-of-way when possible.

5.4 Classification of Roadways

The classification of area roadways by function is a fundamental concept in transportation planning. It is a process by which streets and highways are grouped into similar classes according to the character of service they are intended to provide.

5.4.1 Generalized Roadway Classifications:

(federal and state agencies further divide these classes into 'rural' and 'urban')

Freeways/Interstates usually feature controlled access to allow for the free-flow of traffic.

Arterials include those classes of highways emphasizing a high level of mobility for the through movement of traffic. Land access is subordinate to this primary function. Generally, travel speeds and distances are greater on these facilities compared to the other classes.

Collector Roads move traffic from the lower capacity facilities and distribute it to the higher capacity roadways. Collectors provide both mobility and land access. Generally, trip lengths, speeds, and volumes are moderate.

Local Roads primarily function to provide land access. Travel speeds, distances, and volumes are generally low, and through traffic is usually discouraged.

The classification influences the type of roadway expansion projects to be proposed on the roadway and the potential intensity of adjacent land use. Basic to this process is the recognition that individual roads and streets do not serve travel independently. Most travel involves movement through a network of roads with different functions.

PLANNING FACT:
Highway 58 is classified as a principal arterial route.

PLANNING FACT:
Snow Hill Road is classified as a collector road. Collector roads are experiencing the greatest increases in traffic volume.

PLANNING FACT:

The Chattanooga-Hamilton County North Georgia (CHCNGA) Transportation Planning Organization (TPO) is the federally-designated agency responsible for conducting transportation planning activities in the region.

PLANNING FACT:

The current Congestion Management System Plan was adopted by the TPO in 2004.

5.5 Level of Service

Federal regulations define congestion as the level at which transportation system performance is no longer acceptable due to traffic interference. The level of system performance deemed acceptable varies by type of transportation facility, geographic location, time of day and other characteristics.

The Chattanooga-Hamilton County North Georgia Transportation Planning Organization (CHCNGA TPO) 2004 Congestion Management System used a Level-of-Service (LOS) standard to measure congestion. The LOS is a qualitative measure of operating conditions at a location and the perception of those conditions by motorists and/or passengers.

LOS definitions qualify traffic conditions in terms of such factors as speed, travel time, freedom to maneuver, traffic interruptions, safety and others. They are given a letter designation, with LOS A representing the best operating conditions. Following the LOS guidelines in the 1994 Highway Capacity Manual, the criteria are:

LOS A, B and C indicate conditions where traffic can move relatively freely.

LOS D—Vehicle speed begins to decline slightly with increasing flows. Speed and freedom of movement are severely restricted.

LOS E—Describes conditions where traffic volumes are at or close to capacity, resulting in serious delays.

LOS F—Breakdown in vehicular flow. Condition exists when the flow rate exceeds roadway capacity.

LOS F is used to describe conditions at bottleneck or breakdown as well as the condition of traffic downstream from that point. It is important to note, however, that the LOS can widely vary for a facility and can be affected by factors such as time of day and time of year.

For the 2004 CMS, a LOS E-F was determined to define congestion within the MPO urbanized area. In non-urban areas, service level D will be the threshold for congestion.

5.6 Volume To Capacity Ratio (V/C)

The V/C ratio is a common indicator of congestion. The volume of a facility is the amount of traffic that the facility has been designed to carry in a given time period at free-flow speed (most often at or slightly above the speed limit of the facility) while maintaining safe traveling distance between vehicles.

V/C ratios can be used to illustrate a facility's LOS. The units for LOS reflect the percentage of the roadway's capacity that is used by vehicles; the higher the ratio, the closer the roadway's capacity is to being filled. (A V/C ratio of 0.6, for example, indicates that a traffic facility is operating at 60 percent of its capacity.)

The units are as follows:

- V/C < 0.60= LOS A
- 0.61 < V/C < 0.70= LOS B
- 0.71 < V/C < 0.80= LOS C
- 0.81 < V/C < 0.90= LOS D
- 0.91 < V/C < 1.0= LOS E
- V/C > 1.1= LOS F

The intersection of Ooltewah-Georgetown Road at Lee Highway was included in the 2004 study and indicated a LOS of E. This indicates an at-capacity condition at peak travel times. Continued commercial growth in the area may highlight the need for eventual capacity

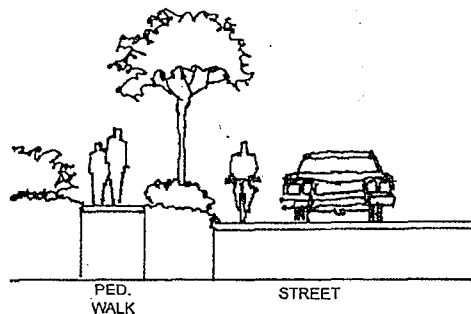


Peak congestion on Apison Pike in nearby Collegedale

PLANNING DEFINITION:**Sub-area study**

A specialized examination used to refine strategy and project recommendations on a limited geographic basis.

A corridor or sub-area is a context for evaluating how specific transportation conditions, problems, and needs should be addressed within the defined geographic area. A wide range of multimodal strategies are considered as candidate solutions for those problems.



Bicycle and pedestrian facilities should be included in a balanced transportation system.

upgrades. Further in-depth review as a part of a sub-area study will identify other roadways and intersections that operate at or above design capacity.

In the Wolftever Creek area, the land use development forms as described in the Comprehensive Plan 2030 include Outer Suburban, Transitional Growth and Rural Growth. The Transitional Growth area is now experiencing the most dramatic change in land use as it evolves from light intensity use to more intense uses. Given the large degree of change in just the last five years, the necessity of additional transportation study is apparent.

The Transportation Planning Organization should perform a sub-area transportation study for the area to identify current and expected future deficiencies. Potential projects identified through this process can then be added to the Transportation Improvement Program (TIP) if they meet certain criteria outlined by state and federal guidelines. Once a part of the TIP, the projects become eligible for funding.

5.7 Transportation Goals

Based on suggestions through the planning process and meetings with local officials.

GOAL 1.0

Provide a range of safe and efficient transportation options through a variety of modes.

Recommendation 1.1

Request that the Transportation Planning Organization perform a sub-area study to more accurately reflect the increased demand placed on the legacy transportation network.

Recommendation 1.2

Expand community outreach efforts to promote the awareness and implementation of the Chattanooga Urban Area Bicycle Facilities Master Plan.

Recommendation 1.3

Coordinate with property developers to include turn lanes, deceleration lanes or signalization as deemed appropriate and necessary by Hamilton County Engineering and/or the City of Chattanooga traffic engineer.

Recommendation 1.4

Evaluate the safety of the current alignment of Snow Hill Road in terms of its vertical and horizontal curvature.

Recommendation 1.5

Provide adequate pedestrian facilities such as crosswalks and designated crossings at locations likely to generate pedestrian traffic such as schools and crossroads development nodes.

Recommendation 1.6

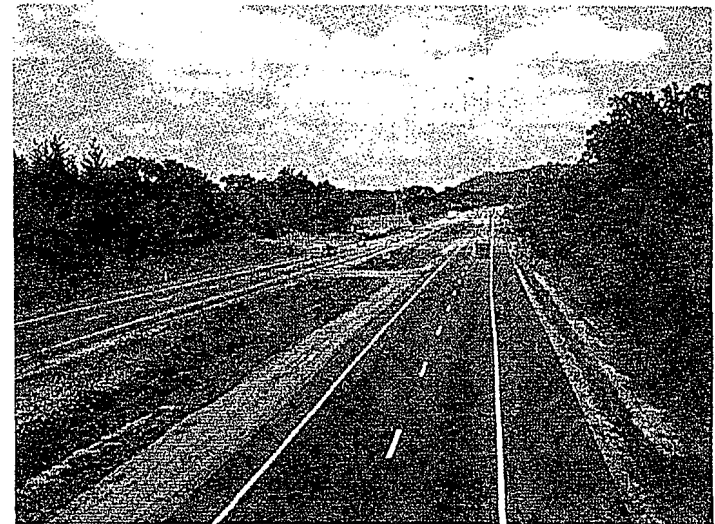
Encourage TDOT to begin preliminary feasibility studies for placing an additional interchange on I-75 at or near Ooltewah-Georgetown Road.

Recommendation 1.7

Continue dialogue between local officials and TDOT on possible interim entrance-only interstate access at the current rest area on I-75.

Recommendation 1.8

Through a sub-area transportation study, identify specific smaller-scale improvements that will deliver the greatest benefit to the transportation network.



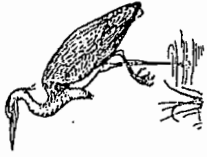
Ooltewah-Georgetown Road at Interstate 75

Recommendation 1.9

Improve traffic control efficiency at heavily-used intersections:

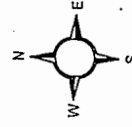
- Snow Hill Road at Mountain View Road
- Mountain View at Lee Highway / Hunter Road
- Ooltewah-Georgetown Road at Lee Highway
- Blanche Road at Ooltewah-Georgetown Road

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Land Use Categories

- Study Boundary
- NC Natural / Conservation Reserve
- Slope Residential
- VLIR Very Low Intensity Residential
- LIR Low Intensity Residential
- MIR Medium Intensity Residential (focus areas only)
- Institutional / Government
- Low Intensity Commercial
- Office / Institutional
- Commercial
- Industrial
- Traditional Neighborhood Development
- Special Focus Area



This diagram is a graphic representation of policies and is to be used and interpreted only in conjunction with text and other figures contained in the plan document.

DRAFT Future Land Use Concept