

AREA
9 **NORTHEAST COUNTY**

Overview: Area 9 stretches from the Chattanooga City limits north all the way to SR 60 and the Meigs County border. Chickamauga Lake to the west and the ridgeline bordering Bradley County to the east form natural limits at the edges of Area 9. The southernmost portion of Area 9 features direct connectivity to Downtown Chattanooga via Hwy 153 and Hwy 58/Bonny Oaks making it a popular residential area for its proximity to jobs, access to shopping, and natural setting. Suburban residential patterns gradually transition to countryside residential communities, farmland, and lake front estates. Residents enjoy a pastoral lifestyle setting and worry about becoming the next area to experience explosive residential and commercial development with associated impacts to schools, travel, and quality of life.



Community Profile

- *Easy access to jobs, and shopping and interconnected to neighboring communities.*
- *Above average schools for the region.*
- *Easy access to recreation opportunities with marinas and boat ramp access to Chickamauga Lake, Booker T. Washington Park and Harrison Bay State Parks which are critical assets.*
- *Primary north and south roadways in good condition with available capacity.*
- *Above average infrastructure for the region.*

Primary Constraints

Community Vision: In the portions of Area 9 north of Mahan Gap Road the community has expressed a desire to maintain a more rural development pattern with lower residential densities, larger setbacks from primary roadways, and continued agricultural activities amidst Chattanooga’s period of booming development.



Topography: Harrison Bay, Savannah Bay, the Wolftever, Varnell Creek, and Savannah Creek drainages, and the ridgeline forming the border with Bradley County all combine to shape the land; they define the areas suitable for growth and reasonable costs for infrastructure enhancements.



- The topography of the eastern portion of Area 9 also makes road safety a significant concern. Design solutions to create gentler grades or improved curve designs for primary roadways would be cost prohibitive in some cases.

Infrastructure: The north half of Area 9 also has limited access to centralized sewer infrastructure and fire/emergency services have longer travel distances resulting in slower response times. These constraints dictate that residential and commercial densities should remain relatively low at least until the community can catch up on infrastructure investment and services in existing growth areas in advance of more dense development.



- The portion of Area 9 east of SR 58 and south of Greenwood Road have experienced significant residential growth over the last decade. However, while Mahan Gap, Snow Hill, and Hunter Roads

are critical connections between Harrison, Ooltewah, and Collegedale these areas are not well suited to higher density development.

Roadways: Mahan Gap, Snow Hill, and Hunter Roads and other areas in Ooltewah feature topography, high traffic volumes and limited connectors that make it difficult and expensive for the County to accommodate medium or high-density developments.



- Corridor and access management strategies should be employed to maintain the capacity and efficiency of the transportation network.

Regional Facilities & Assets

Parks: There are high value recreational assets serving a regional audience. They warrant protection and enhancement strategies to capitalize on the value they provide for recreation, resiliency, and economic development.



- Lake Chickamauga
- Booker T. Washington State Park
- Harrison Bay State Park
- Enterprise South Nature Park – includes a regionally significant jobs center and serves as a recreation destination at the boundary of Areas 9 and 12. Its influence on growth patterns in both Areas 9 & 12 warrants consideration.

See planhamilton.org - Existing Conditions Maps