



PLAN HAMILTON

OUR COMMUNITIES. OUR GROWTH.



Planning Commission
1/13/2025

9

NORTHEAST COUNTY AREA PLAN

Birchwood
Georgetown
Harrison/Wolftever Creek
Snow Hill
Ooltewah

Plan draft version: 12/16/24



THIS PAGE IS INTENTIONALLY LEFT BLANK



Table of Contents

CHAPTER 1. AREA SUMMARY	4
1.1 AREA PLANNING SUMMARY	5
1.2 INTRODUCTION	6
1.3 NORTHEAST COUNTY STUDY AREA 9	7
1.4 HISTORY OF NORTHEAST COUNTY	9
1.5 PAST PLANS	11
CHAPTER 2. RESEARCH & ANALYSIS	12
2.1 COMMUNITY SUMMARY	13
2.2 COMMUNITY PROFILE	15
2.3 DEMOGRAPHICS & ECONOMIC TRENDS	16
2.4 COMMUNITY THEMES	18
2.5 PLAN ANALYSIS	19
CHAPTER 3. COMMUNITY VISION & GOALS	44
3.1 INTRODUCTION	45
3.2 COMMUNITY OUTREACH	46
3.3 AREA PLAN GOALS	50
3.4 VISION STATEMENT	51
CHAPTER 4. PLANS, POLICIES & RECOMMENDATIONS	52
4.1 PLANNING OVERVIEW	53
4.2 PLACE TYPES	60
4.3 POLICIES	73
CHAPTER 5. NEXT STEPS & IMPLEMENTATION	80
5.1 INTRODUCTION	81
5.2 IMPLEMENTATION MATRIX	84
CHAPTER 6. APPENDIX	96





CHAPTER 1

AREA SUMMARY

- 1.1 PLAN SUMMARY
- 1.2 INTRODUCTION
- 1.3 NORTHEAST COUNTY STUDY AREA
- 1.4 HISTORY OF THE NORTHEAST COUNTY
- 1.5 PAST PLANS



1.1 AREA PLANNING SUMMARY

The Hamilton County Area Plans represent a comprehensive approach to managing growth and change in our diverse communities, recognizing both the distinct identities of each Area and the interconnectedness of our County. With a focus on the specific challenges and opportunities within Hamilton County's unincorporated Areas, each plan addresses critical factors that shape community life—land use, infrastructure, environmental preservation, housing, and economic resilience. Throughout the planning process, we engaged with community members to create a vision that reflects local priorities and builds on the character and strengths of each Area.

From the rural expanse and scenic beauty of Sale Creek and Birchwood, to the residential communities of Georgetown and Apison, to the vibrant mountain villages and outdoor offerings of the Walden Plateau, or the waterfront community of Lakesite, all places where many families have multi-generation histories attached to the landscape, the plans recognize the local topographic, geologic, and infrastructure constraints found in these unique areas. This approach allows for tailored strategies that honor local heritage, rural qualities, and natural landscapes while accommodating sustainable growth.

The planning process began with in-depth research and analysis to understand the existing conditions, demographic trends, and economic drivers across Hamilton County. By examining land use, transportation networks, environmental features, and community facilities, we identified both opportunities and constraints in each area. This research also shed light on trends such as housing demands, population shifts, and economic patterns, allowing us to anticipate future needs and create a foundation for adaptable, forward-looking plans.

The visions articulated in these Plans emerged from collaborative dialogue with residents, local stakeholders, and County officials. Community workshops, surveys, and public meetings provided residents the opportunity to voice their aspirations, concerns, and ideas for the future of their neighborhoods. The resulting goals and policy recommendations emphasize maintaining rural character, supporting local businesses, enhancing

outdoor recreation, and fostering a sense of place in each community. Across the County, residents expressed a desire to balance growth with preservation—ensuring that any new development is thoughtfully integrated by accelerating infrastructure planning and delivery, improving development review and design criteria, and that it contributes positively to the character of their communities.

To bring these visions to life, the Area Plans detail policies and actions centered on Community Character and Land Use, Natural Resources, Economic Health and Community, and Funding Mechanisms. These categories have been refined to address the County's evolving needs and offer the most impactful steps forward. These plans use tools like a Conceptual Land Use map that is illustrative and Place Types maps that define development patterns and set policies for future growth.

The Chapter 5 implementation strategies focus on practical and ready to implement policy changes and development principles, as well as, collaborative actions. Partnerships with local and regional organizations, support for small businesses, and investments in community facilities are vital to advancing these initiatives. Monitoring and evaluation will be critical to ensure the plans stay flexible, allowing policies to adapt as new challenges and opportunities emerge. Each Area Plan is intended as a living document, responsive to ongoing community input and changing needs over time.

As we move from planning to action, the success of this Plan relies on commitment, collaboration, and community engagement. Hamilton County and the RPA is dedicated to working closely with residents, businesses, and local leaders to implement these policies in a way that fosters a resilient future based on resident priorities and objectives. By advancing these Plans with a shared sense of purpose, we can create communities that are not only livable and economically vibrant but also reflective of the unique character that residents value. Through strategic growth, environmental stewardship, and respect for community identity, the Comprehensive Plan will encourage each Area to thrive for generations to come.



1.2 INTRODUCTION

As Hamilton County’s population grows, thoughtful planning is crucial to managing the upcoming changes while efficiently using limited resources. The goal is to create resilient communities where neighborhoods, commercial centers, parks, and natural spaces flourish, striking a balance between development and conservation.

To guide this growth, we develop specific Plans that are later presented to local legislative bodies for adoption. These Plans become essential in shaping zoning, guiding private development, and influencing public infrastructure investments. They serve as a blueprint for determining where growth, redevelopment, and conservation should occur.

The Plans will equip Hamilton County leadership with the tools necessary to make strategic community investments in infrastructure, staff, and services, ensuring a livable community with sustained economic opportunities.

Community input is essential to shaping Hamilton County’s long-term planning efforts, ensuring that residents and business owners help define the County’s future. The 2016 Comprehensive Plan established a responsible land-use framework that prioritizes environmental preservation and community character. Complementing this, the Regional Transportation Plan (RTP) forecasts transportation needs and guides infrastructure investment.

Area Plans provide localized guidance on development, zoning, infrastructure, and conservation. These plans use tools like a Conceptual Land Use map that is illustrative and Place Types maps that define development patterns and set policies for future growth. They are shaped by prior planning, community feedback, and professional analysis. Key goals include creating vibrant, well-defined spaces and balancing growth while preserving each area’s character and meeting future demands.

Although Area Plans do not regulate development or change zoning directly, they guide policy and decisions related to infrastructure, housing diversity, and commercial centers. They emphasize efficient investment in public services, transportation, and natural resource preservation, especially in rural areas. Constraints like limited sewer capacity, emergency services, and infrastructure demands shape policies to ensure sustainable growth while maintaining residents’ quality of life.

The Northeast County / Area 9 Plan features five chapters which cover the following:



1.3 NORTHEAST COUNTY STUDY AREA 9

The Northeast County study Area in Hamilton County is a vibrant and diverse region characterized by a blend of suburban and rural landscapes. Located in the northeastern part of Hamilton County, with the Tennessee river completely encompassing the western border, this Area encompasses a variety of communities, each with its own unique charm and character. The region is known for its scenic beauty, with rolling hills, farmland, lush green spaces, and picturesque waterways that provide a serene backdrop for residents and visitors alike.

This study area is a dynamic part of Hamilton County, marked by a mix of residential, commercial, and recreational spaces. It is home to several growing communities, offering a range of housing options from large lot estate homes or farms homes to modern subdivision developments with excellent schools, making it a desirable place for families. In addition to its rural appeal, the Northeast County study area features a robust local economy supported by small businesses and professional services. The Area's strategic location provides convenient access to major transportation routes, with access to interstates and highways, along with nearby VW and Enterprise South, allowing easy commutes to nearby urban centers in the region.

With numerous parks, trails, and nature reserves that encourage an active lifestyle and an appreciation for the natural environment. The commitment to preserving its rural character ensures that residents can enjoy the beauty of the outdoors year-round.

As Hamilton County continues to grow and develop, the Northeast County Area has become a key focal point to target strategic planning efforts and sustainable development patterns and practices. With its blend of natural beauty, economic vitality, and community spirit, this region represents the best of what Hamilton County has to offer. This Area Plan aims to preserve and enhance the single-family residential character and expand opportunities for responsible growth while maintaining the Area's unique charm.

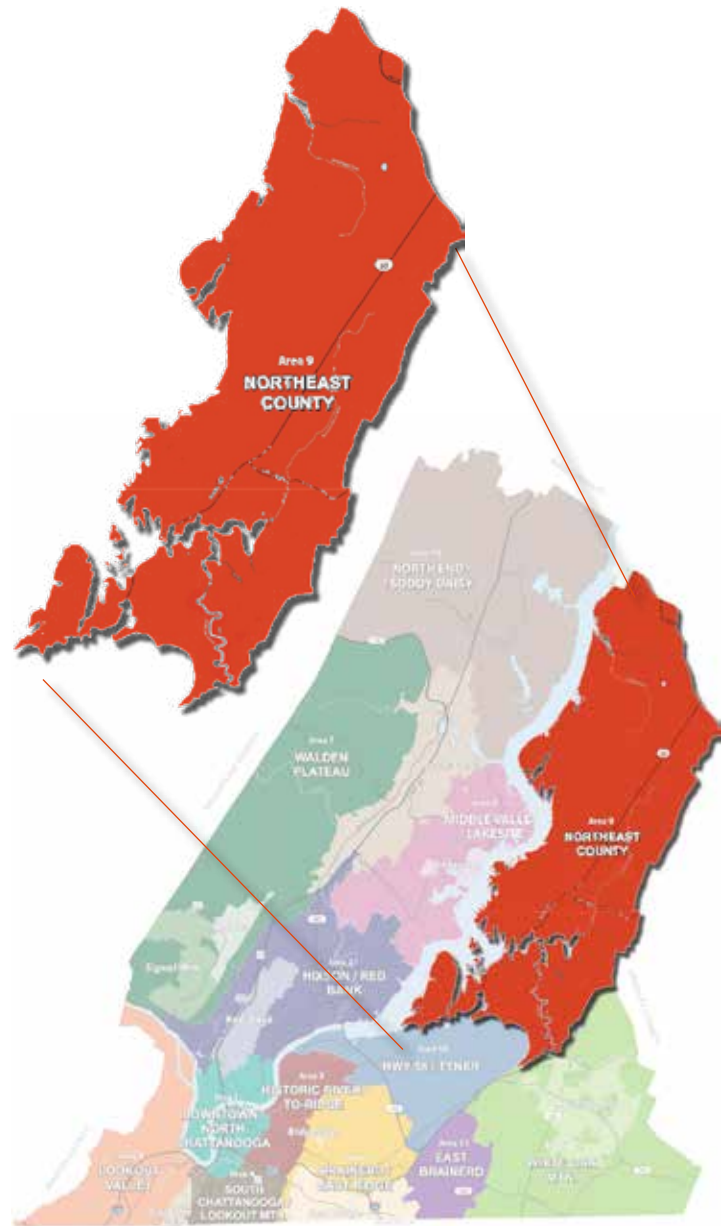


Figure 1.1 - Northeast County Area 9 Map as part of Hamilton County Study Area



Northeast County Area 9 Map

- Parcels
- Interstates, Highways and Expressways
- Major and Minor Arterials
- Major and Minor Collectors
- All Other Roads
- Water Bodies
- Streams and Creeks
- Parks, Recreation, Open Space
- Schools

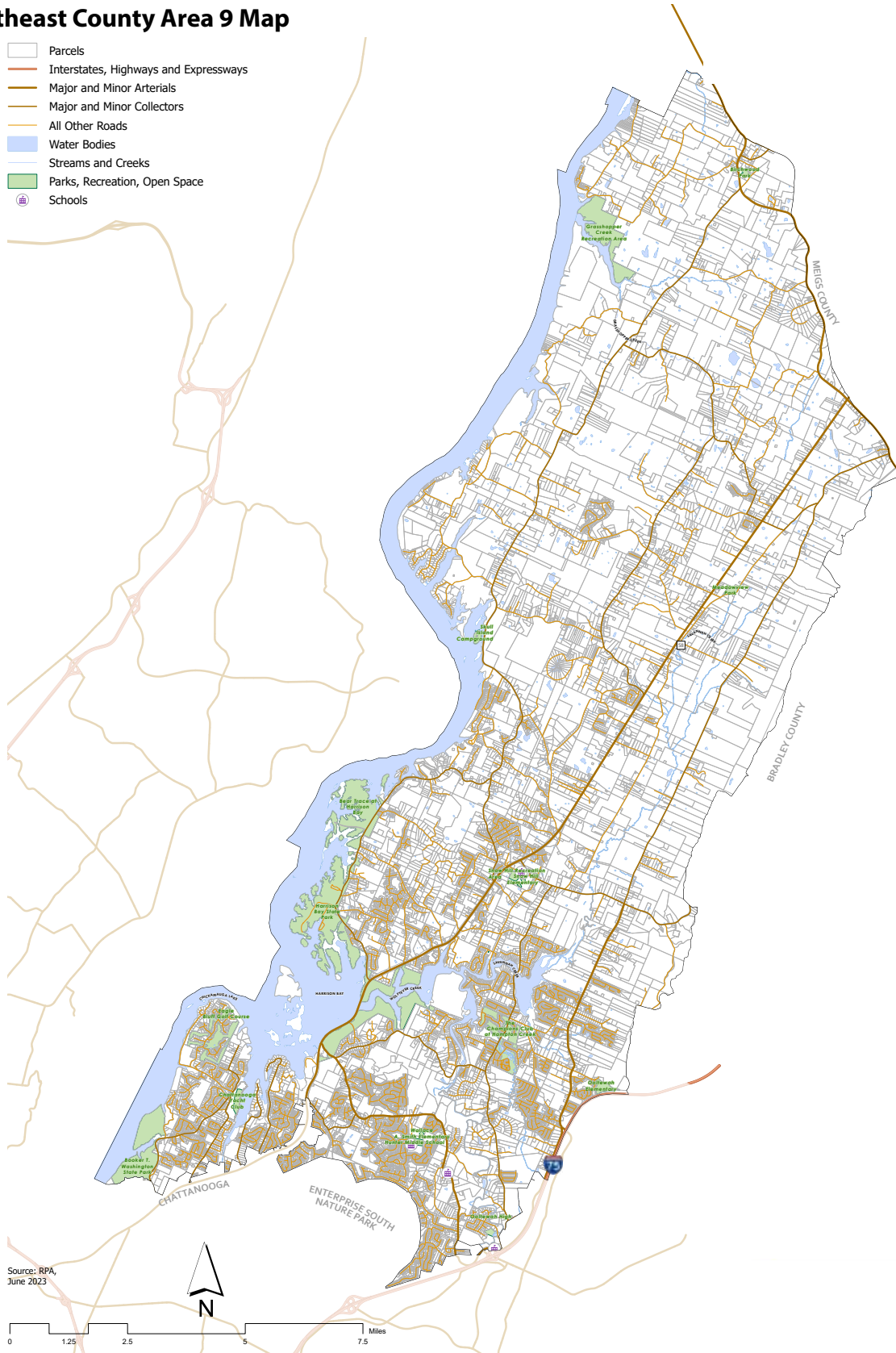


Figure 1.2 - Northeast County Area 9 Map



1.4 HISTORY OF NORTHEAST COUNTY

Northeast Hamilton County, Tennessee, is a region rich in history and cultural significance, with landmarks and stories that paint a picture of its past. Booker T. Washington State Park stands as a testament to the Area's commitment to preserving both natural beauty and African American heritage and offers a glimpse into the region's historical and cultural roots. Nearby lies the lost town of Old Harrison, a community that was submerged beneath the waters of Chickamauga Lake during the construction of the Chickamauga Dam in the 1930s and 1940s. This inundated town was once a thriving hub of agricultural activity, with fertile lands that supported a robust farming economy and a way of life deeply connected to the land. The broader region of Northeast Hamilton County has long been characterized by its agricultural heritage, with rolling farmlands and scenic landscapes shaping the lives of its residents.

BOOKER T. WASHINGTON STATE PARK

Booker T. Washington State Park spans 353 acres on Chickamauga Lake, part of the Tennessee River. Named after the renowned African American educator, the park was initially leased from the TVA in 1938. Its construction was largely carried out by New Deal-era agencies such as the TVA, the Works Progress Administration, and the Civilian Conservation Corps. This park was specifically created to provide the African American community access to the surrounding natural environment. In 1962, all Tennessee parks were desegregated, and Booker T. Washington Park became a space open to everyone.



Booker T. Washington State Park
Source: TN State Parks

HARRISON BAY / LOST TOWN OF OLD HARRISON

The town of Harrison was the seat of Hamilton County from 1840 to 1870. In March 1935, the TVA announced the construction of the Chickamauga Dam upstream from Chattanooga to control downstream flooding. For the dam to function properly, a 33,500-acre reservoir was created, submerging several communities, including Old Harrison. The rising waters required the Tennessee Valley Authority (TVA) to remove many remaining structures. Located in the middle western portion of Area 9 in Harrison Bay, some remnants of Old Harrison are still visible on John A. Patten Island. Visitors can take boating trips to see these remnants, which are often more visible during the fall and winter months. This lost town stands as a testament to sacrifices made for the greater community's protection.



Photo: The Lost Town of Old Harrison
Source: Local 3 News, John Martin





Golden Gallon Drive Thru, Chattanooga
 Source: You Know You're From Chattanooga if.... (OFFICIAL GROUP) (Facebook.com)

DAIRY FARMS

From the late 1800s to the mid-1900s, much of Northeast County was part of the renowned “Dairy Belt.” By the 1930s, the Tennessee Valley Authority began constructing fertilizer plants to support local farmers, who faced challenges from the area’s thin topsoil. In 1959, Ray Moss Jr. and Lyle Finley founded Golden Gallon, a drive-through milk service that quickly became a favored alternative to traditional home delivery in Chattanooga. Golden Gallon milk came straight from the Moss family’s dairy, adding to a rich legacy of family-owned dairies in the region. The Sturkeys, Smiths, and Brooks families also operated large dairy farms here, with Brooks Dairy, Inc. standing as the last dairy farm in operation in Northeast County.

BIRCHWOOD

Birchwood straddles Hamilton and Meigs counties and holds deep historical roots. Originally home to Native American tribes, the area saw significant change in the mid-1830s following their forced removal. In 1835, Joseph Roark established the Salem Baptist Church, which would later serve as a hospital during the Civil War.

In 1915, Birchwood School was founded, graduating its first class of eight students. After the original school building burned down in 1929, a new facility opened at its current location in 1930. The school expanded to include kindergarten in 1973 and shifted to an elementary-only format in 1995, eventually closing in 2014. Today, the building operates as a community center.

With a population just over 2,000, Birchwood is marked by notable landmarks such as Grasshopper Creek Park, the Birchwood Landfill, and the Cherokee Removal Memorial, preserving its rich heritage and community spirit.



Birchwood School
 Source: Chattanooga Times Free Press



1.5 PAST PLANS

WOLFTEVER CREEK AREA PLAN (2007)

Led by the RPA, the Wolftever Creek Area Plan represented a collaborative effort among local elected officials of Hamilton County, business owners, and residents to address growth and other related issues that faced the Wolftever Creek Area. The plan was created to establish a vision for the community's future growth and development by providing guidance for the better integration of changing land uses and transportation needs and protecting the areas resources. The plan was separated into five (5) sections to guide this planning effort:

1. Introduction:

Overview of land use plans and the process used to create the Wolftever Creek Area Plan.

2. Site and Context:

Demographics, land use, zoning and the natural environment.

3. Plan Goals:

Goals and recommendations adapted from the public input process including environmental, non-residential, residential, and other monitoring goals. Some of the goal highlights included mitigating negative impacts and managing the natural resources, preserving open space, increasing availability of commercial and office in appropriate areas, ensure industrial sites do not adversely impact residents, providing a range of housing options, and protect the single-family development pattern.

4. Land Use Plan:

Recommended future uses through a range of land use categories of varying type and intensity.

5. Transportation:

The relationship between land use and transportation planning.

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. "



Original Wolftever Creek Area Plan
Source: RPA





CHAPTER 2

RESEARCH & ANALYSIS

- 2.1 COMMUNITY SUMMARY
- 2.2 COMMUNITY PROFILE
- 2.3 DEMOGRAPHICS & ECONOMIC TRENDS
- 2.4 COMMUNITY THEMES
- 2.5 PLAN ANALYSIS



2.1 COMMUNITY SUMMARY

Area 9 stretches from the Chattanooga City limits north all the way to SR60 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 via Hwy 153 and Hwy 58/Bonny Oaks it is a popular residential area with proximity to jobs, access to shopping, and natural setting, Suburban residential patterns gradually transition to countryside residential communities, farmland, and lake front estates Some areas feature agricultural uses which add to the rural character and setting.

COMMUNITY CHARACTER

- » Easy access to jobs and shopping, 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.

REGIONAL FACILITIES AND 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.

- » Booker T. Washington State Park
- » Harrison Bay State Park
- » Lake Chickamauga
- » Enterprise South Nature Park serves as a recreation destination at the boundary of Areas 9 and 12.



Lake Chickamauga

Source: Major League Fishing (MLF)



PRIMARY CONSTRAINTS

Rural Character:

For portions of Area 9 north of Mahan Gap Road, a more rural development pattern with lower residential densities with larger setbacks from primary roadways, and continued agricultural activities amidst development as a high growth suburban area is a challenge.

Topography:

Harrison Bay, Savannah Bay, the Wolftever, Varnell, 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 eastern portion of Area 9 makes road safety a significant concern. Design solutions to create gentler grades or improved roadways could be cost prohibitive.

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.



Harrison Bay
Source: RPA

- » 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 due to rural nature of roads.

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.

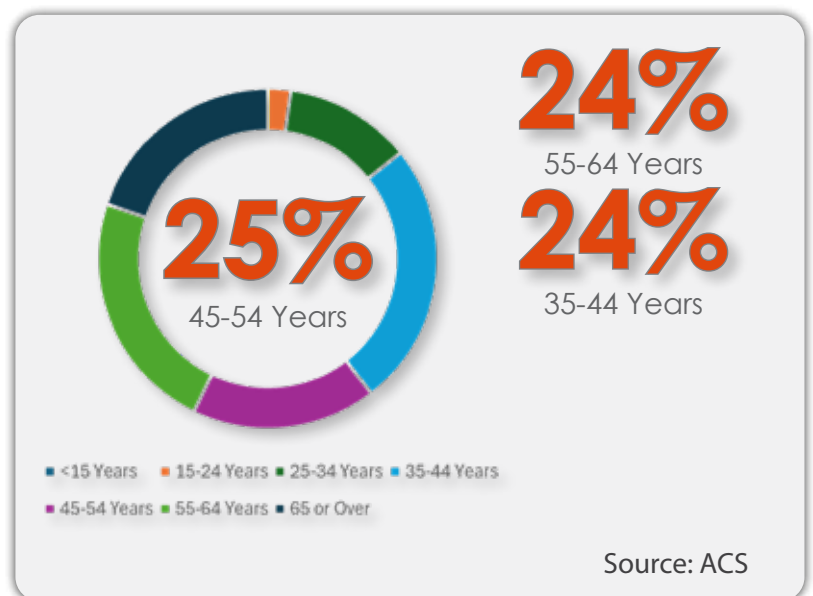
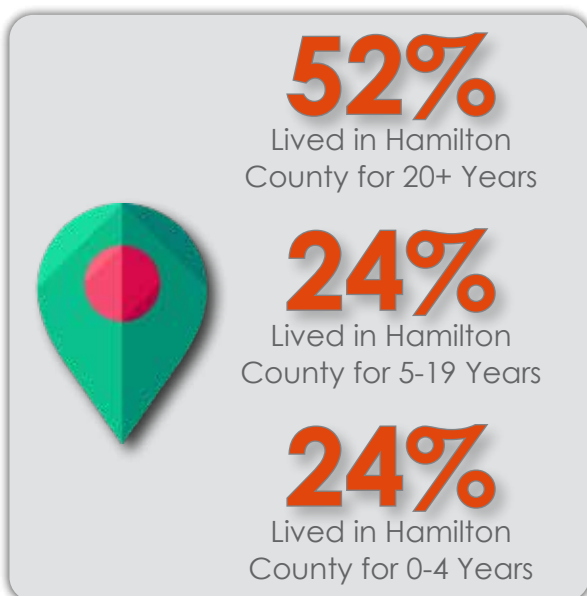
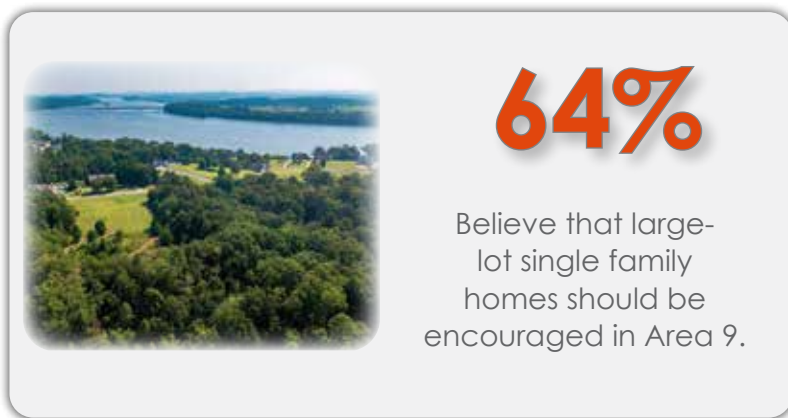
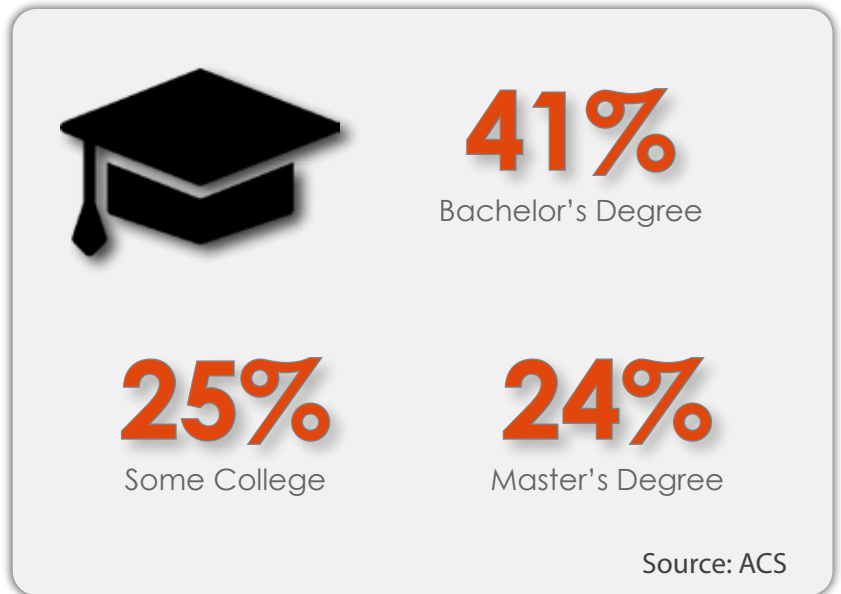
- » Corridor and access management strategies should be employed to maintain the capacity and efficiency of the transportation network.



Figure 2.1: Northeast County Area Context



2.2 COMMUNITY PROFILE



2.3 DEMOGRAPHICS & ECONOMIC TRENDS

DEMOGRAPHICS OVERVIEW

Hamilton County Census data reveals a balanced distribution across age groups, including young families (30-34 Years), working professionals (25-29 Years), and retirees (60-69 Years). The County upholds a high level of educational attainment and a skilled workforce, reflecting the Area’s commitment to quality education and lifelong learning. In comparison to the state of Tennessee as a whole, Hamilton County has a higher median income, advanced education background, higher employment rate, lower poverty rates, and lower commute times. These factors continue to contribute to growth in Hamilton County in both the incorporated and unincorporated Areas.

GROWTH TRENDS AND FUTURE PROSPECTS

Hamilton County has experienced steady population growth and economic development over the past decade, driven by strategic investments in infrastructure, education, and residential development. Future prospects remain positive, with planned developments emphasizing smart growth principles that enhance connectivity, sustainability, and quality of life for residents. By prioritizing the preservation of the region’s distinctive character and promoting responsible development, ongoing efforts aim to attract new businesses and support entrepreneurial ventures that align with the community’s vision, further diversifying the economic base and creating new growth opportunities. To anticipate these needs, the RPA engaged RCLCO to complete a detailed market analysis to assess market opportunities for housing needs over the next 20 years.

HAMILTON COUNTY CENSUS DATA

39
Median Age

63%
Employment Rate

\$76,219
Median Household Income

38.4%
Bachelor's Degree +

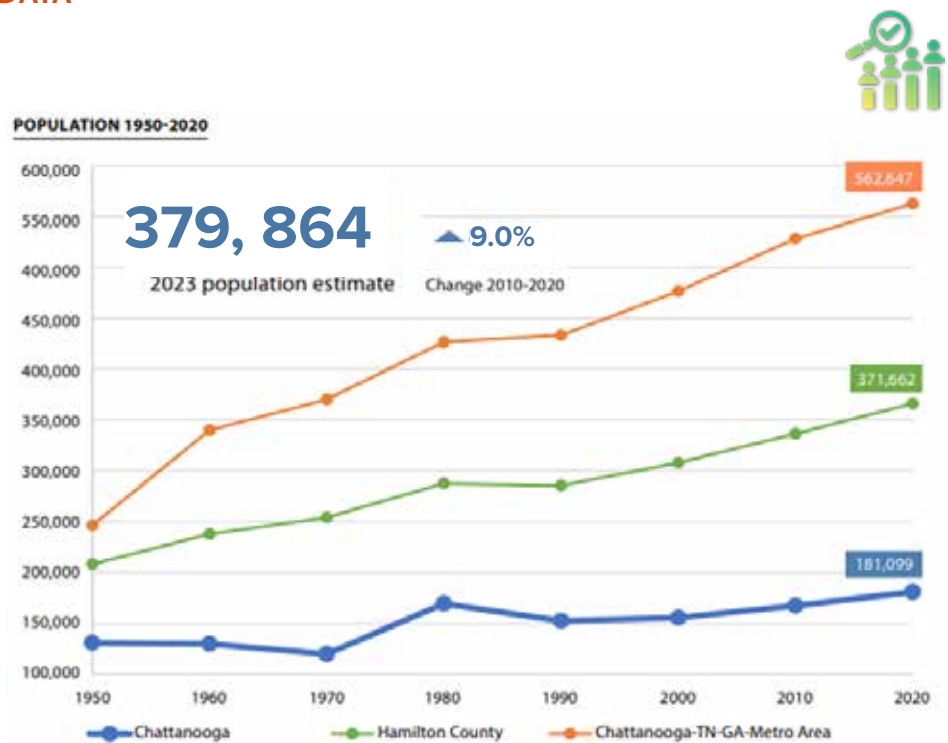


Figure 2.2: Hamilton County Census Data



ECONOMIC LANDSCAPE

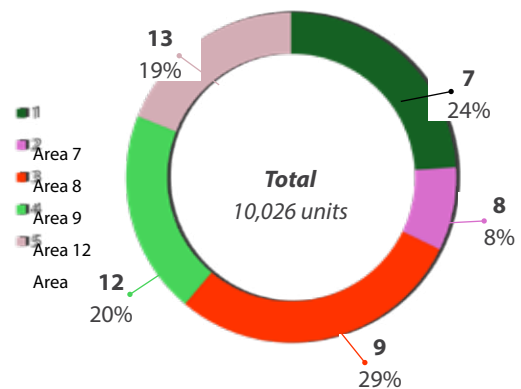
The economy of Northeast County is supported by a mix of traditional industries and emerging recreational sectors. Key economic drivers include agriculture, tourism, and manufacturing. Area 9 is fairly well developed at its southern end, particularly Harrison and in areas near Enterprise South industrial. Less developed are areas to the east along I-75 and north towards and beyond Snow Hill. The latter areas retain much of their rural agricultural character. Additionally, Cherokee removal still resonates in these areas and care must be taken to protect and memorialize this tragic history. As in the Middle Valley, the lakes/Harrison Bay plays an important role in providing amenity value for the Area, offering recreational opportunities for boating, fishing, and other water recreation as well as adjacent golf and state park use. Utilizing the findings in the RCLCO market analysis, a forward-looking demand was projected across residential and non-residential product types so that we can understand how these patterns will impact growth in unincorporated Hamilton County.

The following growth is anticipated in Area 9 over the next 20 years which is predominantly focused on residential growth and supporting commercial services. This Area is projected to have approximately 29% of the detached single-family growth in the unincorporated County.

Additional considerations:

- » Need for workforce housing, given its proximity to commuter routes and industrial jobs at Enterprise South as well as Cleveland.
- » The retail increase is driven by the increased need for single-family residences.

Chart 1: Single-Family (Detached) Projections



2.4 COMMUNITY THEMES

Plan analysis includes the study of impacts, alternatives, and potential outcomes to gauge the future growth patterns in unincorporated Hamilton County. The following sections were created based on four Community Themes and reviewing existing patterns of zoning, future land use, building permits, demographics, schools, transportation and natural resources provides an indicator of activity and how these patterns create opportunities and constraints for future growth. The research and analysis for Area plan 9 includes the following:

2.4.1 Land Use and Development Character

Zoning:

Examination of land use patterns, existing zoning district designations to ensure that development harmonizes with the Areas unique geological features.

Land Use:

Examination of existing land use patterns and street patterns in combination with existing zoning.

Building Permits

Evaluates the current state and number of permits being issued within the Area and its impact on the surrounding community.

Development in Northeast County:

Overall analysis of how development in general is impacting or influencing the community and how its changed its character.

2.4.2 Resiliency

Natural Resources:

Evaluation of natural assets including parks, recreation, open spaces, slopes, waterways, aiming to balance preservation with development.

Infrastructure:

Evaluation of the existing adequacy of public utilities, including sanitary sewer, water, and trash?

2.4.3 Transportation & Mobility

Transportation:

This section evaluates the existing transportation infrastructure, including roadways, public transit systems pedestrian and cycling paths, and freight routes. It also considers future development needs and the potential impacts of anticipated growth.

2.4.4 Community Facilities

Schools and Major Institutions:

Examination of the role of these institutions in fostering learning, innovation while assessing their current state and future needs in the context of regional growth and development.

City, County, State/Land or Property:

Examination of ownership patterns and its impact on land management and development potential.

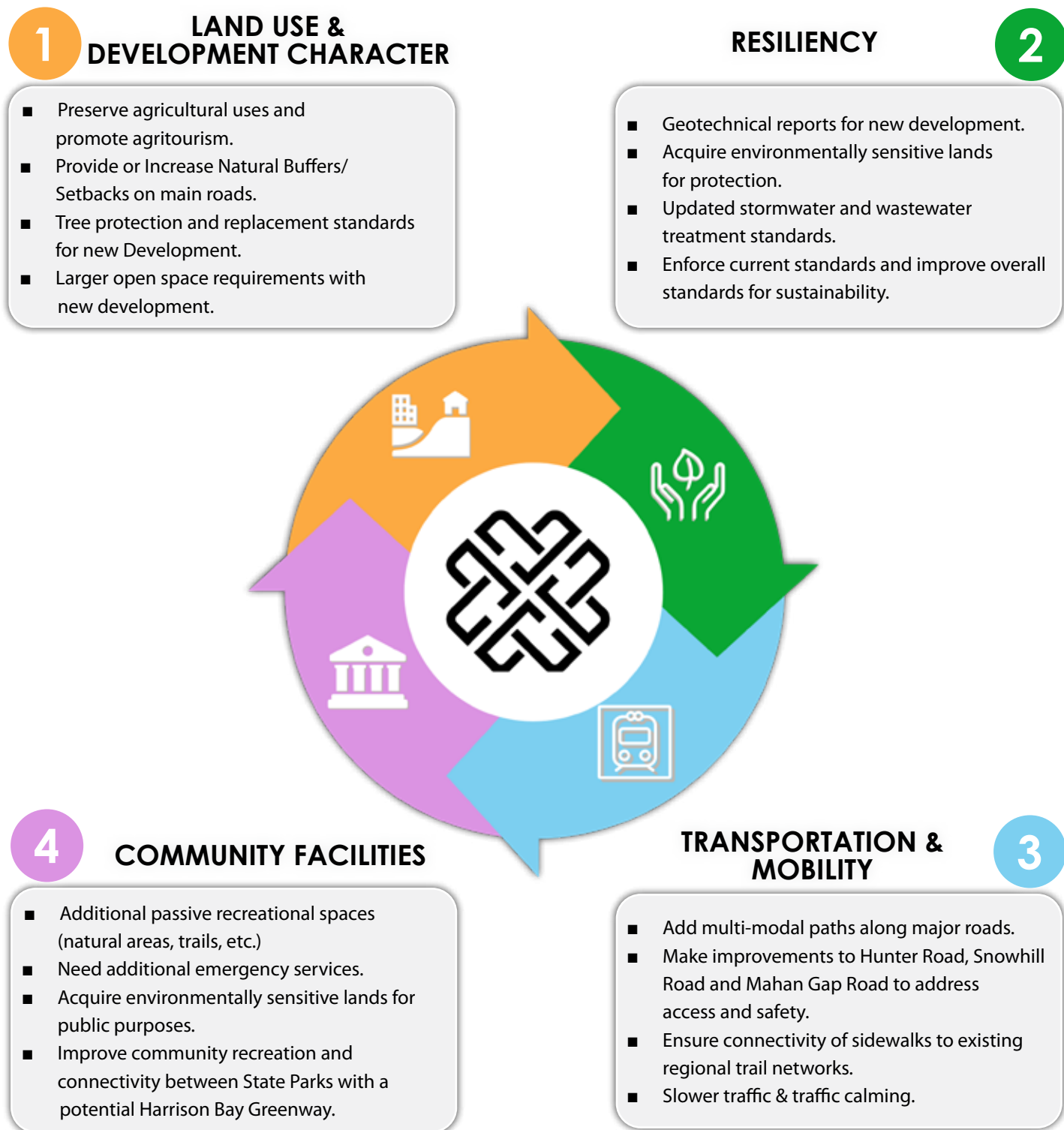
Emergency Services:

Examination of emergency response capabilities, encompassing fire, police, medical, and disaster response services.



2.5 PLAN ANALYSIS

In general, the community feedback phase was focused on identifying metrics for success based on critical outcomes. The desired outcomes have been organized into a framework of Community Themes or Drivers to provide structure to the plan analysis, recommendations, and implementation solutions. Identifying these themes and utilizing them as a framework for organizing the plan will provide community leaders with a set of filters for future strategic, policy, and project based decisions. The following graphic identifies the 4 Community Themes and the public consensus that framed the analysis, goals, and policies.



2.5.1 CURRENT LAND USE AND DEVELOPMENT CHARACTER

The land use and zoning of the Northeast County aim to balance nature preservation with development. Policies that emphasize conservation, forestry, and recreation, with designated areas for homes, farming, and limited businesses. are needed in order to help maintain the unique landscape and ecological value, ensuring that human activity coexists with nature.

LAND USE

Northeast County is predominantly residential, with over 61% of the land used for some type of residential use. This substantial portion highlights the community’s commitment to fostering a living environment that supports family life and neighborhood cohesion.

Land allocated for commercial or industrial purposes comprises less than 3% of the total Area, underscoring the County’s strategic approach to concentrating economic activities in specific zones that minimize disruption to residential areas.

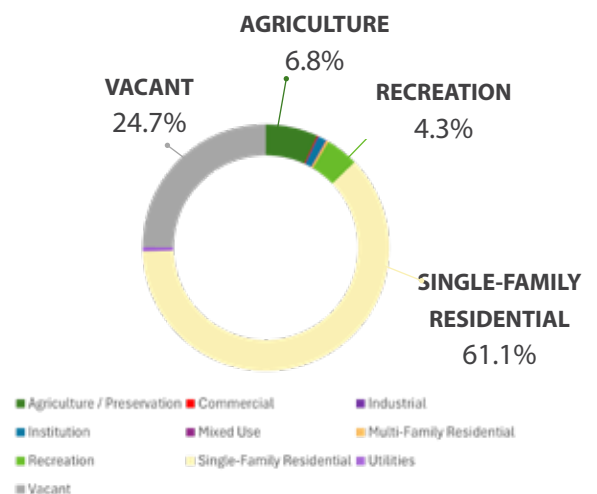
Institutional uses, such as schools and religious facilities, account for 2.47% of the land.

In the Northeast County, approximately 8,236 acres are classified as vacant. This represents a significant portion—about 26.28%—of the Area, offering potential for future development that can be thoughtfully planned to enhance the community without compromising its existing character. Additionally, around 1,919 acres are devoted to natural resource use, including agriculture, reflecting the County’s ongoing commitment to preserving its agricultural heritage and natural landscapes.



Rural Character example
Source: RPA

Chart 3: Percentages of Existing Land Use



Existing Land Use Map

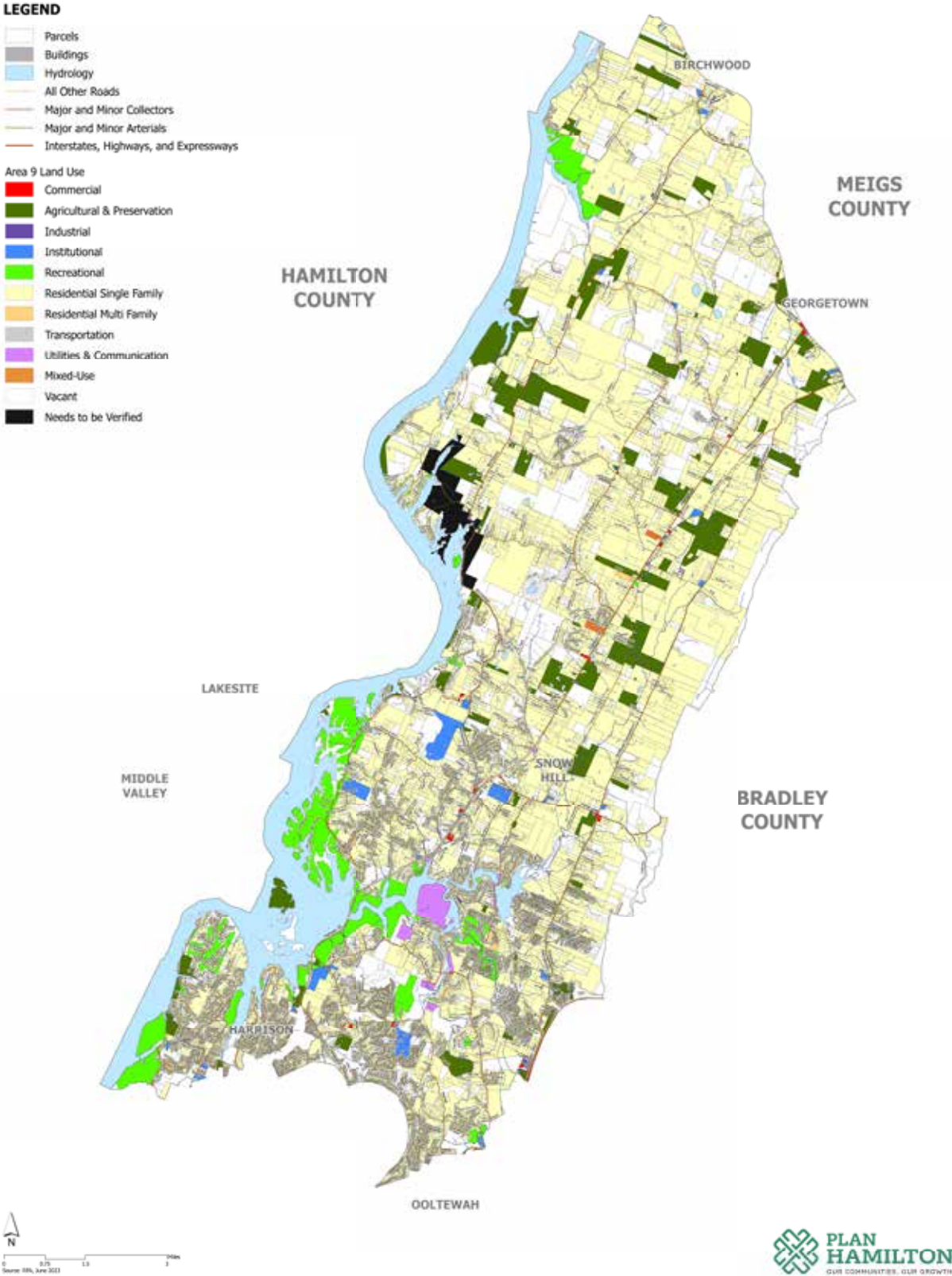


Figure 2.3: Existing Land Use Map (2023)



ZONING

Currently, the majority of Northeast County is zoned for residential purposes, making up 80.77% of the Area. This includes both Residential Zones and A-1 Agricultural Zones, the latter of which also permits residential development. This zoning reflects the community’s preference for maintaining a predominantly residential landscape that supports a peaceful, rural character while allowing for the growth of family homes and local agricultural activities.

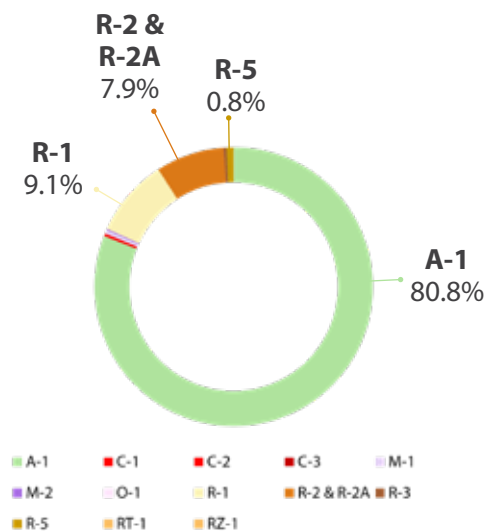
Commercially zoned Areas, on the other hand, are relatively scarce, comprising only 0.46% of the land. These commercial zones are strategically concentrated along two primary corridors: Lee Highway and Apison Pike. These areas serve as the commercial backbone of the region, providing essential services and retail opportunities without disrupting the overall residential and rural ambiance of the County.

This zoning landscape highlights Northeast County’s thoughtful planning approach, balancing growth and development with the preservation of its cherished rural character. By focusing on residential and agricultural zones while strategically placing commercial areas, the County maintains its unique identity and ensures a high quality of life for its residents.



Example of residential on A-1 property
Source: RPA

Chart 2: Percentages of Existing Zoning



Existing Zoning Map

LEGEND

- Parcels
 - Buildings
 - Hydrology
 - All Other Roads
 - Major and Minor Collectors
 - Major and Minor Arterials
 - Interstates, Highways, and Expressways
 - Rail
- Zoning Area 9
- A-1
 - C-1, TCM
 - C-2
 - C-3
 - C-5, NC
 - M-1
 - M-2
 - M-3
 - O-1, NO
 - R-1; R-1L; PRD; RD; SF-1
 - R-2; R-2A; SF-2; UR
 - R-3
 - R-3MD
 - R-5
 - RT-1; RT-Z, R-T/Z; R-T/Z



Figure 2.4: Existing Zoning Map (2023)



BUILDING PERMITS & DEVELOPMENT PATTERNS

Over the past decade, the Northeast County Area has witnessed fluctuations influenced by economic conditions, population growth, and shifting residential and commercial demands. As residential needs expand, the area has experienced increased activity in both new construction and renovation projects. Analyzing these trends offers valuable insights into the region's growth patterns, regulatory impacts, and future development prospects, highlighting the dynamic nature of Northeast County's built environment.

Figure 2.3 reveals that the majority of permits issued have been for single-family homes, which aligns with the existing and desired character of the community. The preference for single-family homes is anticipated to continue, as detailed in Chapter 2.3. This consistency ensures that the Area's charm and appeal are preserved even as it evolves.

Following single-family residential permits, the "Other" classification represents the second-highest category for permit issuance as defined in table 2. The total of commercial permits issued in the 10 year period consists of approximately 0.4% of the total permits issued in Area 9.

The analysis of building permit trends also highlights how economic and demographic shifts have shaped development. Population growth, driven by the Area's desirability and quality of life, has further fueled demand for housing and services, prompting the need for continued land use planning and understanding of infrastructure needs.

Looking ahead, the insights gained from building permit trends provide a roadmap for future development. Development in Area 9 is significantly shaped by its rural character and the community's preference for maintaining residential character. This will most likely continue as there is a market demand for continued residential growth.

The map on the following page (figure 2.3) identifies buildings permits that were approved over the last 10 years for a variety of uses from low-density residential to utilities and commercial uses.

Chart 4: Permits by Area in Unincorporated vs. Incorporated Hamilton County.

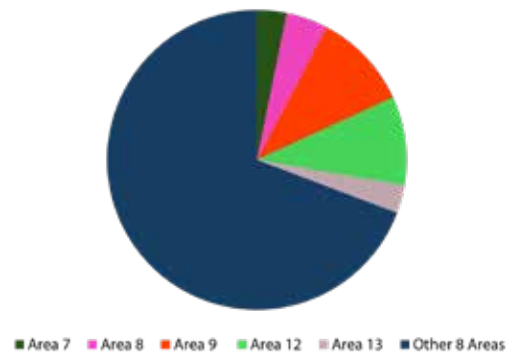


Table 2: Permit Classification Comparison

Permit Classification	Area 7	Area 8	Area 9	Area 12	Area 13
Commercial / Office	-	6	19	49	1
Commercial Solar	-	1	2	1	-
Hotel, Motel, Tourist Cabin	-	-	1	1	-
Industrial	-	1	-	3	1
Multi-Family/ Mixed Residential	-	10	-	29	3
Other Permits*	592	1,005	1,898	1,983	516
Public Works / Utilities	-	-	-	1	2
Single Family Residential	879	1,063	2,883	2,339	876
Total (Per Area)	1,471	2,086	4,803	4,406	1,399
Total (Unincorporated County)	14,165				

- The "Other" Permit Classification Category Includes: Demolition permits, Residential Additions & Alterations, Religious Institutions, Parking Garages, Hospitals, and Non-Residential Additions & Alterations.
- Permit Classifications shown are reflective of the anticipated growth pattern in Hamilton County and the categories selected in the Economic Analysis projections in the RCLCO study.



Building Permits Map (2013-2023)

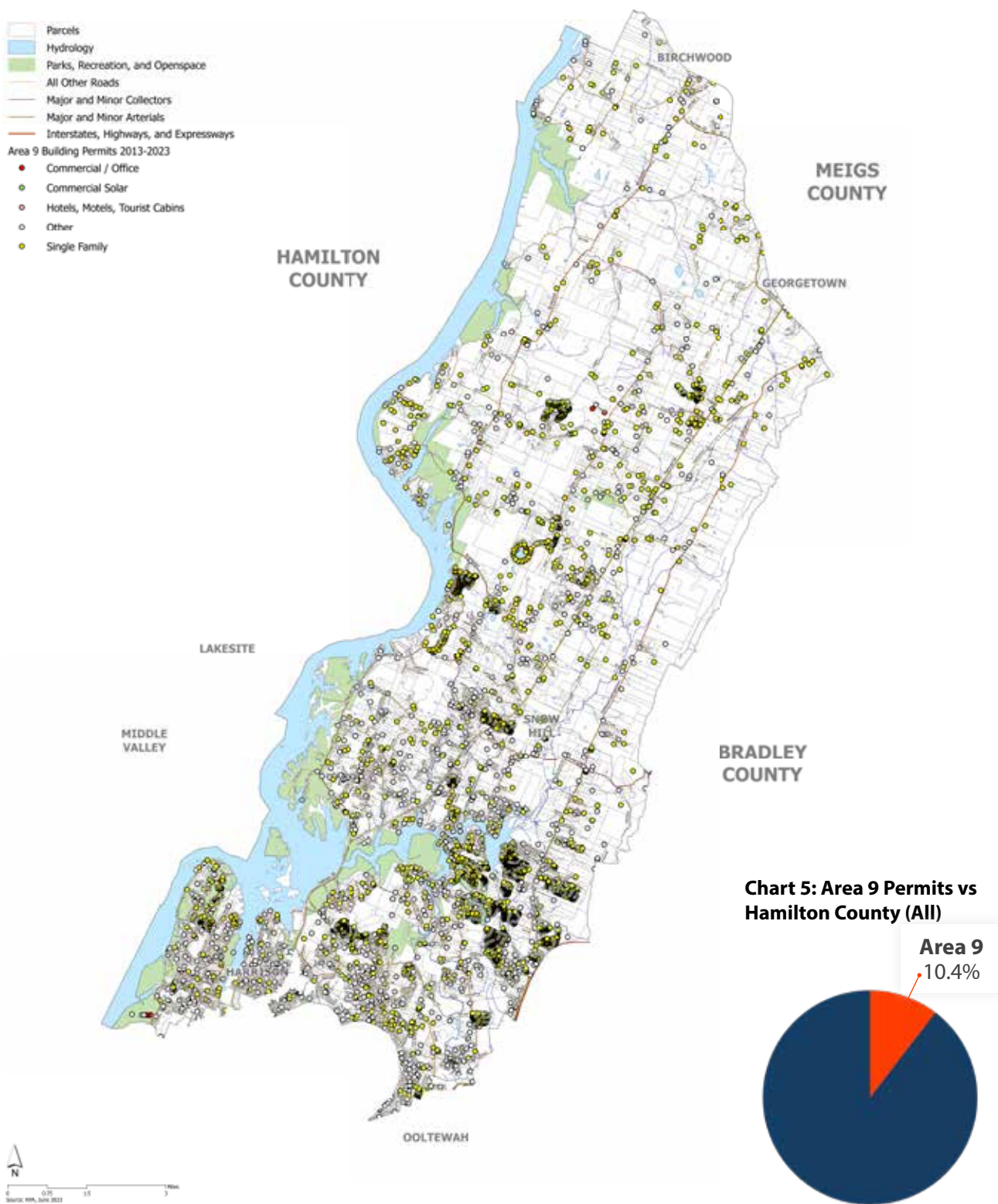


Figure 2.5: Building Permits Map (2013-2023)



2.5.2 RESILIENCY

The Resiliency Community Theme for the Northeast County reveals a strategic intersection underscoring the importance of harmonizing built environments with the natural landscape. A key focus is on developing resilient infrastructure while preserving and enhancing the Area’s rich natural resources. The analysis highlights water management systems, renewable energy solutions, conservation efforts, and sustainable land use practices. These elements are crucial in maintaining a balance between development and environmental stewardship, ensuring that the community not only thrives but also respects and protects the Northeast County’s natural heritage.

NATURAL RESOURCES

The Northeast County is rich in natural resources, featuring diverse water sources, parks, natural areas, and agricultural resources. These resources support local ecosystems and offer opportunities for recreation and sustainable development. Proper management of these natural assets is crucial for maintaining the region’s beauty and ecological health. The map (Figure 2.4) indicates points within the study area that feature natural resources deemed sensitive in terms of water function, steep slopes or habitat as identified in the adopted 2016 Comprehensive Plan for Hamilton County. In the Northeast County Area, 8% of the land is 25% or greater slope and 12.9% is in the 100-year floodplain. Waterways are shown to indicate the floodway and 100 year and 500-year floodplains along with Impaired Waterways (303D) which indicate water quality status based on monitoring of sediment, pollution (metals, pesticides/fertilizer run-off, etc.) and erosion or changes in flow/volumes. Development in the floodway is prohibited.



Booker T. Washington State Park
Source: TN State Parks



Chickamauga Dam
Source: Tennessee Valley Authority (TVA)



Natural Resources Map

- Buildings
- Parcels
- Rail
- Roads
- Water Bodies
- Streams and Creeks
- Parks, Recreation, Open Space
- 100 Year Flood
- 500 Year Flood
- Floodway
- Slopes 15% to 19.9%
- Slopes 20% to 24.9%
- Slopes 25% to 29.9%
- Slopes 30% to 34.9%
- Slopes greater than or equal to 35%

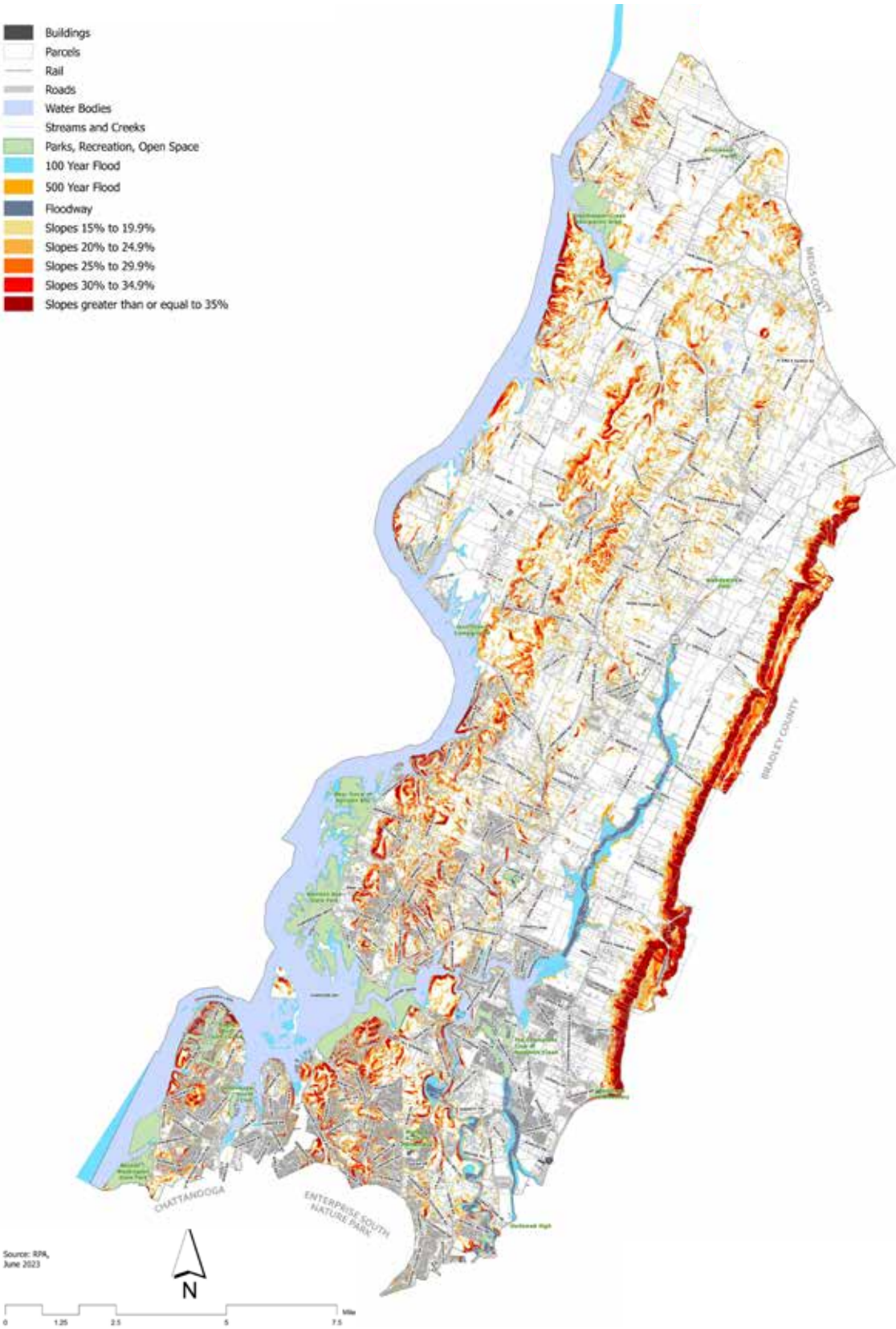


Figure 2.6: Natural Resources Map





Natural resources are often designated as public parks or open space that may become tourist destinations.

Source: RPA



PARKS, RECREATION & GREENWAYS

The Northeast County is a haven for outdoor enthusiasts, boasting an extensive network of parks, recreation areas, and water-based activities. Area 9 includes Grasshopper Creek Recreation Area, Harrison Bay State Park, Booker T. Washington State Park and many other campgrounds and boat launches. These spaces offer residents and visitors a variety of activities, from hiking and biking to picnicking, wildlife observation, boating, water sports, etc. The parks and greenways are designed to highlight the natural beauty of the Area, providing accessible and well-maintained areas for recreation and relaxation. These spaces not only enhance the quality of life but also play a crucial role in preserving the region's natural landscapes and promoting environmental stewardship.

These green spaces serve a purpose beyond recreation. They are critical for environmental preservation, offering habitats for diverse wildlife and contributing to the overall health of the region's ecosystems. This preservation nurtures a sense of environmental stewardship, as the community becomes more connected to the land they enjoy. There is a total of 3,669 acres of public recreation space and 568 acres of private recreation areas in the unincorporated portion of Area 9 alone, as noted in Tables 3 and 4. A separate analysis was conducted to measure the total approximate acreage for all aspects of parks, recreation, and open space which is approximately 7% of the total land area.

Prioritizing the protection of these landscapes to ensure the continued survival of Northeast County's biodiversity while also securing a legacy of natural beauty for future generations. importance of maintaining the delicate ecosystems that define Hamilton County's identity.

Chart 6: Percentage of Parks, Recreation & Open Space in Area 9

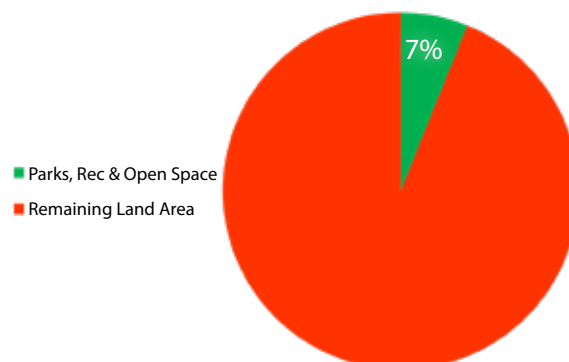
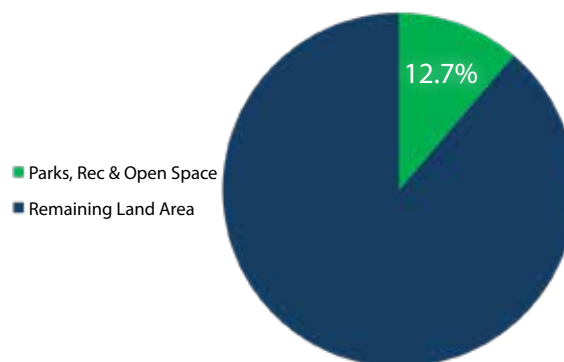


Chart 7: Percentage of Parks, Recreation & Open Space in all 5 Plan Hamilton Areas



Harrison Bay State Park Map
Source: TN State Parks



Table 3: Public Parks, Recreation, and Greenways

Name	Type of Recreation Area	Size (Acres)
Bear Trace at Harrison Bay	Public Golf Course	387
Birchwood Elementary School Recreation Area	School Recreation Area	10
Booker T. Washington State Park	State Park & Natural Area	495
Grasshopper Creek Recreation Area	Campground & Natural Area	459
Harrison Bay State Park	State Park & Natural Area	2,221
Hunter Middle School Athletic Fields	School Recreation Area	24
Meadowview Park	County Recreation Area	21
Ooltewah High School Athletic Complex	School Recreation Area	>1
Skull Island	Campground & Boat Access	14
Snow Hill Elementary School Playground	School Recreation Area	9
Snow Hill Recreation Area	Recreation Area	27
Total		3,669

Table 4: Private Parks, Recreation, and Greenways

Name	Type of Recreation Area	Size (Acres)
Chattanooga Yacht Club	Boat Club	37
Eagle Bluff Golf Course	Private Golf Course	234
Island Cove Marina & Resort	Marina & Resort	41
Mill Run Pool and Club House	Pool and Tennis Courts	20
The Ooltewah Club	Tennis Complex	236
Total		568



AGRICULTURE

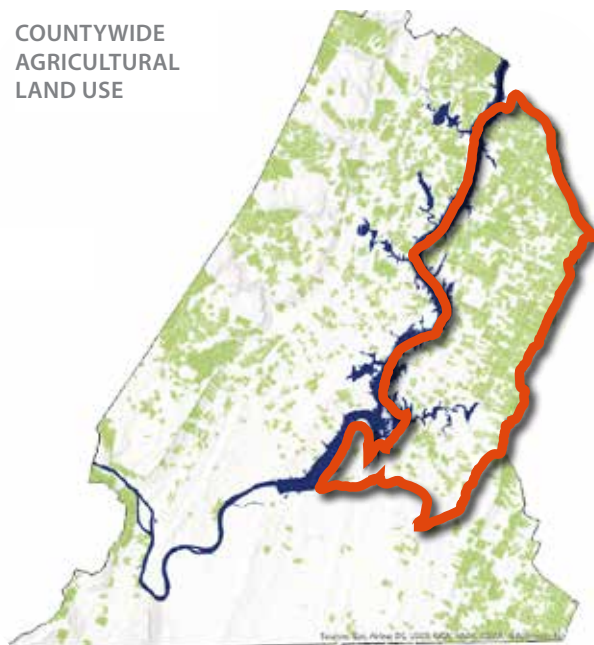
Hamilton County has a long history of agricultural activity in areas like Apison, Sale Creek, Flat Top Mountain, Georgetown and the Hwy 58/Birchwood area. A portion of Area 9 consists of agricultural uses related to the production of crops, livestock, forestry uses and agricultural service businesses and may also include open fields, woodlands, and streams or lakes. Usually zoned as a A-1 district, they often include single-family homes on large lots as well as accessory buildings such as barns and greenhouses. Properties given the “Greenbelt” status (15 acres or more) usually feature a farm or single-family home with surrounding open space, pastures or forests retained and with tax benefits available. Development centered around farming is typically on septic systems. Agricultural uses in Hamilton County range from commercial businesses or large production facilities, such as a dairy or orchards, to horse stables, to roadside vegetable stands or feed & seed stores.

Not only do these agricultural uses add to the rural character of the area, but they also provides many benefits to the local community such as healthy food sources, educational programs, agritourism opportunities and improved environmental function for clean air and water quality - when significant vegetated areas are preserved and low impact farming practices (limited pesticide use or organic farming) are put in place. Programs that promote local agriculture and conserve open space and natural resources are readily available. Conservation practices may also include the use of clustered residential homes with farm amenities or scenic views and open space set aside. Another tool used to help preserve agricultural places and provide income includes special event facilities such as barns or pavilions, guesthouses or wedding chapels for instance.

COUNTYWIDE
A-1 ZONING



COUNTYWIDE
AGRICULTURAL
LAND USE



AREA 9

- 80.8%** A-1 Zoning
- 61.1%** Single-Family Parcels
- 10.4%** of Permits issued in the County
- 20.8%** of Area in Steep Slopes & Floodway
- 7%** Of Area in Parks, Recreation & Open Space

HAMILTON COUNTY

- 56%** of the County in A-1 Zoning
- 30%** of the County has Agricultural Land Use





Water Quality BMP's (Best Management Practices) focus on the above goals of Protect, Reconnect, Restore and Sustain
Source: Stormwater runoff diagram tu.org



INFRASTRUCTURE

As the County grows, managing stormwater, sewer, septic systems and overseeing decentralized sewer systems, becomes crucial in preserving these resources. These infrastructure elements play a direct role in protecting water quality, minimizing erosion, and ensuring safe wastewater disposal, particularly in environmentally sensitive and rural areas where traditional sewer systems may not be feasible.

Stormwater

Stormwater runoff refers to rainwater or melted snow that flows over land surfaces instead of absorbing into the ground. As it travels across roads, rooftops, and other impervious surfaces, runoff can pick up pollutants, debris, and sediment, which may be carried into nearby rivers, lakes, or storm drains.

Stormwater runoff associated with new development poses a particular challenge, when new developments clear land, they often remove mature vegetation that naturally absorbs and slows down rainfall, a process critical for preventing excessive runoff. Without the trees, plants, and root systems to retain water, runoff from rain

or snowmelt flows more quickly across the landscape, increasing the risk of erosion and the transport of sediment into local waterways.

This change not only affects the immediate development site but can also impact adjacent properties. Stormwater that would have otherwise been absorbed or filtered on-site may instead flow off steep slopes, intensifying flooding risks in lower-lying neighborhoods. The increased sediment and pollutants carried by unmanaged runoff can degrade water quality in rivers and creeks, impacting aquatic habitats and nearby communities. Detention ponds, plantings and other state approved methods for managing run-off and potential flooding are designed to mitigate potential impacts.

Techniques such as maintaining natural vegetation buffers, utilizing permeable paving materials, and constructing rain gardens or detention ponds can help manage runoff and preserve the landscape's natural water absorption functions. These strategies not only protect neighboring properties, prevent sedimentation and protect downstream areas but also support a sustainable approach to growth in Hamilton County.



Detention ponds, bioswales and rain gardens can help manage run-off.

Source: SETD Green Infrastructure Handbook & RPA



Wastewater

Current capacity of the sewers is managed by the Hamilton County Water and Wastewater Treatment Authority (WWTA) with flows routed to the County’s only treatment facility on Moccasin Bend many miles away. Currently all sewage in Hamilton County (including the incorporated areas) eventually flows to Moccasin Bend for treatment. A major overhaul of the Moccasin Bend facility is anticipated to be complete by the end of 2028. The main goal of this expansion is to add a Green Energy Program that increases processing from the existing 140 million gallons per day to 210 million gallons per day (Chattanooga.com; March 23, 2024).

Sewer availability and capacity is an issue throughout Hamilton County and the WWTA must consider both connection as well as capacity issues for any new development being considered. Area 9 has very limited sewer access as shown in figure 2.5 on the following page. Steep slopes, rock or soil types may rule out sewers or make them prohibitively expensive. Sewer facilities and expanded lines are best justified in locations where high density housing is planned and in close proximity to existing lines. Other system technologies may be used in the more rural areas. Independent systems are available that include smaller scaled treatment facilities and, in some cases, pump stations.

Septic Systems

Due to sewer capacity and availability, septic is the most common wastewater treatment option in Unincorporated Hamilton County. Generally, the minimum lot size required for septic systems is 25,000 square feet. Residential development in rural areas without sewer service must therefore be built with these larger lots.

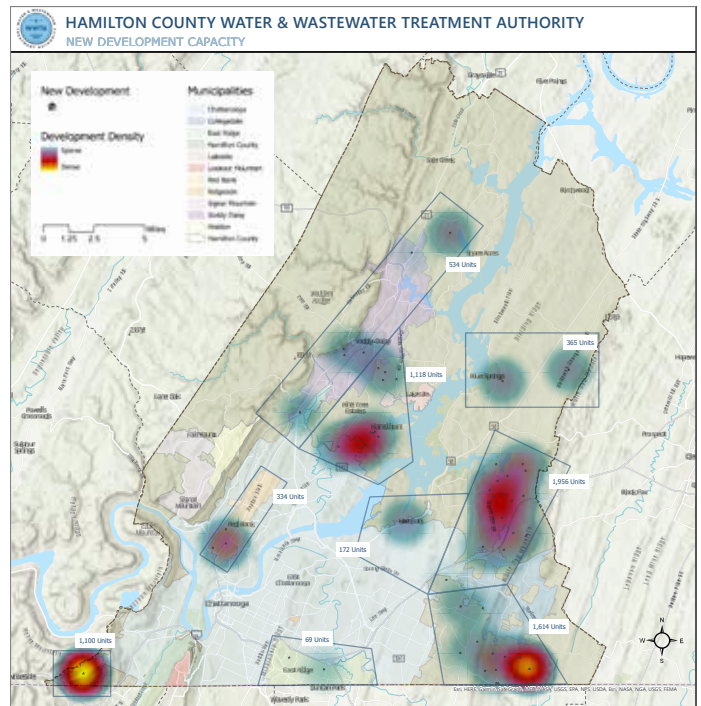
Information Highlight

Decentralized Wastewater Treatment Systems

A decentralized wastewater treatment system is like a combination of traditional septic and sewer. In a decentralized system, buildings or groups of buildings have a septic tank on-site as an initial treatment. Wastewater is then piped to a central location for additional treatment and disposal. Currently, Hamilton County only has a few examples of existing systems but anticipates them to become more common.

One key advantage in these systems is off-site disposal, which provides flexibility in housing types and helps preserve valuable open spaces. Additionally, centralizing the final stages of treatment and disposal reduces the risk of individual system failures, positively impacting the environment. WWTA provides oversight on these systems.

Note: If approved, these systems allow development to be approved at a density/intensity as if it were on sewer.



New Development Capacity (June 2023)
Source: WWTA

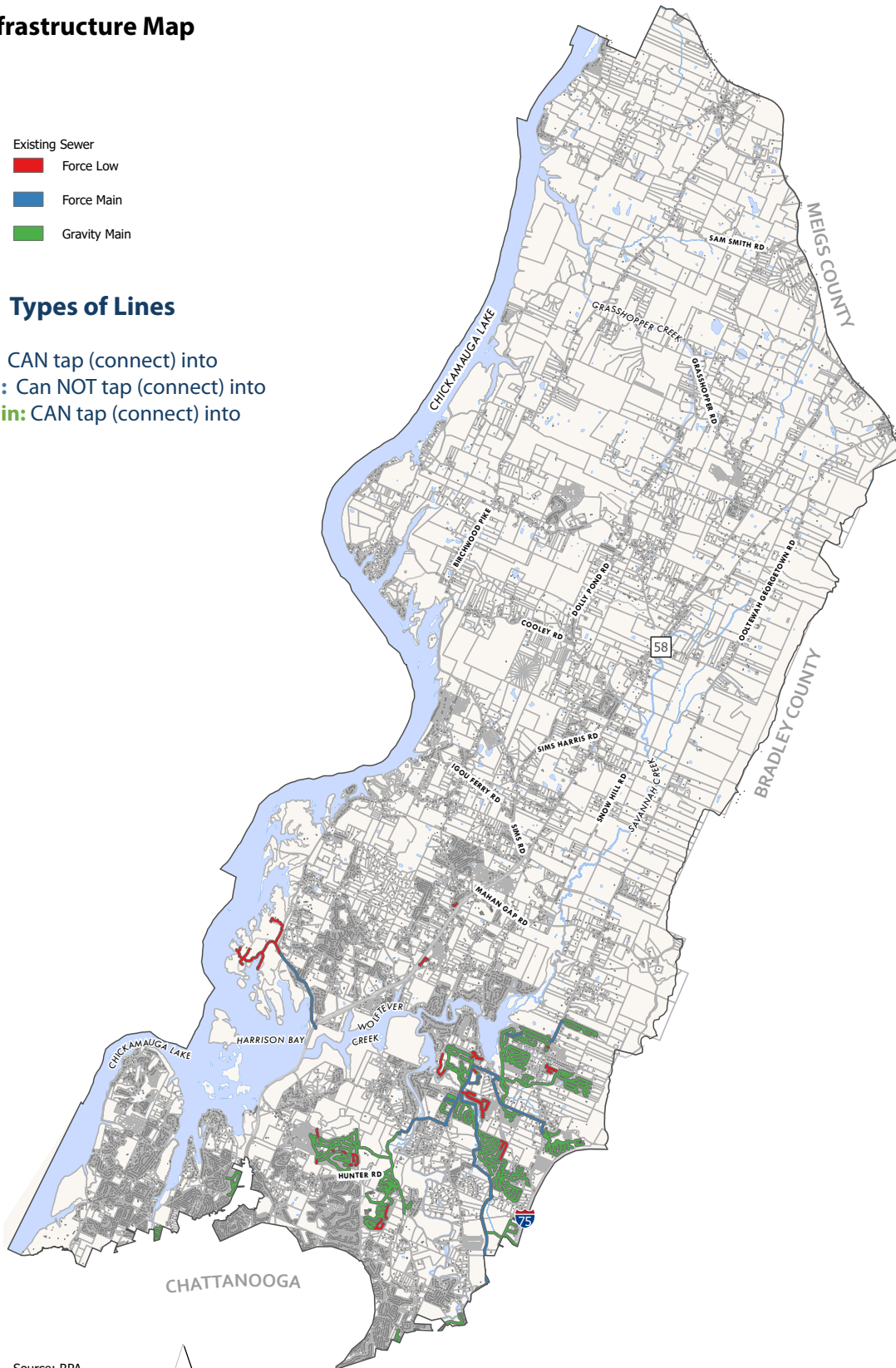


Sewer Infrastructure Map

- Existing Sewer
- █ Force Low
 - █ Force Main
 - █ Gravity Main

Types of Lines

- Force Low:** CAN tap (connect) into
- Force Main:** Can NOT tap (connect) into
- Gravity Main:** CAN tap (connect) into



Source: RPA,
June 2023

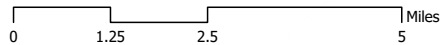


Figure 2.7: Sewer Infrastructure Map



2.5.3 MOBILITY & TRANSPORTATION

While the single-occupancy vehicle remains the predominant mode of transportation and will continue to be so in the foreseeable future, it is crucial not to overlook multi-modal transportation options. This analysis will focus on the network of pathways that underpin the Area’s mobility and accessibility. The Area’s road network forms the backbone of its transportation system, connecting neighborhoods, commercial centers, and outlying regions. The existing network of sidewalks, crosswalks, bike lanes, and trails is assessed for connectivity, safety, and accessibility. These modes are equally important in these Areas as they are in urban settings, serving purposes such as recreation, exercise, and social interaction.

The street functional system categorizes roadways based on their purpose and role within the overall transportation network. This system distinguishes between different types of roads, such as local, collector, arterial, and expressways, each serving specific functions related to traffic movement and access. Roadway improvements can be affected by functional classification either through funding or by the agency overseeing the project.

Area 9 is well connected to the surrounding communities with strong north/south connector roads such as Ooltewah-Georgetown Road, Hwy 58, and Birchwood Pike. Area 9 is bordered by Hwy 60 to the north and I-75 to the southeast serving as strong regional connection points.

Neighborhood connectivity is vital for several reasons. Connected developments allow for traffic dispersion, enabling streets to be designed narrower, which naturally calms traffic. Additionally, connectivity ensures that emergency services such as police, fire, and ambulance can quickly and easily reach residents in case of emergencies.

The transportation analysis provides a detailed and dynamic overview of the current and future state of the Area’s transportation network. By addressing the diverse needs of all users—drivers, transit riders, pedestrians, cyclists, and freight operators—the Area Plans aim to create a balanced, efficient, and forward-thinking transportation system that supports the region’s growth and enhances the quality of life for its residents.



Snow Hill Road
Image Source: News Channel 9



FUNCTIONAL CLASSIFICATIONS

The Federal Highway Administration (FHWA) uses functional classification to “define the role each element in the roadway network plays in serving travel needs.” Roads are categorized by location (urban or rural), capacity, and alignment with future development plans. This classification system also differentiates between locally-owned, state-owned, and federally-owned roads, which can influence the funding sources and oversight agencies involved in roadway improvements. For example, improvements to state routes are generally proposed by the Tennessee Department of Transportation (TDOT) and the FHWA, with additional input from the Chattanooga-Hamilton County/North Georgia Planning Organization (MPO). This coordinated approach ensures that infrastructure upgrades align with both state and local priorities.

The functional classification categories at the local level in Area 9 are as follows:

- » Arterial
 - Principal Arterial
 - Minor Arterial
- » Collector
 - Major Collector
 - Minor Collector
- » Local Roads

Arterials

Arterials are classified based on their high level of mobility. Arterial routes are typically the longest and have higher capacity compared to the other roads in the transportation network. They have few access points and only connect to other Arterials within the network. Most travel that occurs on an Arterial is over long distances, such as inter-state travel. Arterial

routes typically account for the highest traffic volumes within the transportation network, but less than 15% of the physical transportation network. For example, Interstates consist of 3% of the vehicle miles traveled and between 17% and 38% of the vehicle miles traveled in a transportation network. Arterials are further classified as principal or minor arterials. Examples of Principal Arterials include interstates, freeways, and expressways. Minor arterials serve trips of shorter lengths than principal arterials connect smaller geographic areas to the transportation network.

Collectors

Collectors connect local roads to the arterial routes within a transportation network. They are shorter routes than arterials and have lower speed limits with more access points. Collector routes are typically used for intra-county travel rather than statewide travel like the Arterial routes. Collector routes make up approximately a third of the transportation network. Collector routes are further classified into major and minor collectors. Major collectors usually allow for higher levels of mobility within an area and minor collectors often have more access points. The distinction between major and minor collectors is often determined by speed limits, driveway spacing, and annual average traffic volumes.

Local Roads

Typically local roads account for less than 25% of the vehicle miles traveled but make up between 62% and 74% of the transportation network. They are usually characterized as having a low number of lanes, low speed limits, and low traffic volumes. Local roads are classified after the arterials and collectors have been identified within the network.



Crash Data Map

The transportation analysis of Area 9 reviewed functional classifications, traffic operations, and safety. Potential improvements were identified by analyzing historic and projected traffic volumes, crash data, and delay levels, with roads ranked by priority. Review of historic crash data identified Hunter Road, Snow Hill Road, and Harrison Bay Road as exceeding the statewide average crash rate based on the frequency and severity of crashes over the past three years. The historic crash data is shown on Figure 2.6.

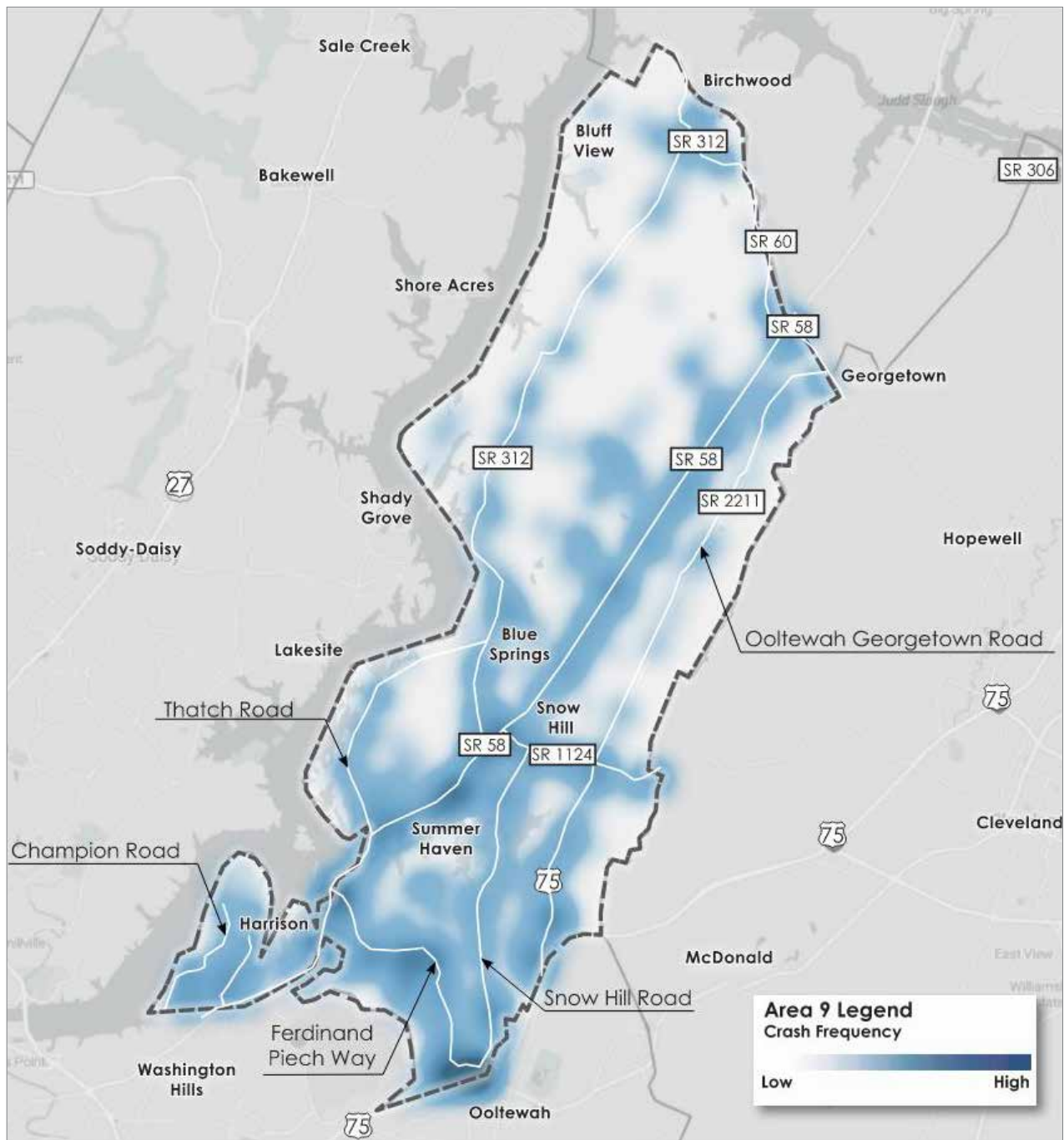


Figure 2.8: Area 9 Crash Data Map (08/24/2020-08/24/2023)



PROPOSED IMPROVEMENT CONSIDERATIONS

Roadway improvement considerations began with a thorough inventory and analysis of Hamilton County's existing roadway network. This initial assessment included a detailed review of traffic operations and crash patterns to identify potential safety enhancements. From this analysis, a list of roadway improvements was developed and organized by priority, focusing on areas that would benefit most from strategic upgrades.

To assess traffic operations, we used a combination of historical traffic count data collected annually, future traffic forecasts from the [RPA's 2050 Regional Transportation Plan](#), and general Level of Service (LOS) criteria. This approach allowed us to pinpoint current capacity constraints and anticipate areas likely to face similar issues as the County grows. Roadway segments already at or nearing capacity were flagged for inclusion in the improvement list to address these pressing needs.

The safety review analyzed three years of crash data across Hamilton County roadways to calculate crash rates on key segments. We then compared these rates to statewide averages to identify roads that might benefit from targeted safety studies or projects.

Table 5: Proposed Roadway Improvements (All Areas)

Priority Group	Roadway	Project Location	Area	Type of Improvement
Short-term	Hunter Road	at Lebron Sterchi Drive	9	Intersection
Short-term	Hunter Road	at curve near Crooked Creek Drive	9	Safety
Short-term	Hilltop Drive	between Hunter Road and Volkswagen Drive	9	Extension
Short-term	Hunter Road	from Hwy 58 to Lee Highway	9	Safety
Short-term	Standifer Gap Road	from Banks road to Camp Road	12	Safety
Short-term	Daisy Dallas Road	from Harrison Lane to Hixson Pike	8	Safety
Short-term	Middle Valley Road	from Hixson Pike to Daisy Dallas Road	8	Safety
Medium-term	Middle Valley Road	at Daisy Dallas Road	8	Intersection
Medium-term	Middle Valley Road	at Walnut Road	8	Intersection
Medium-term	Middle Valley Road	at Gann Road	8	Intersection
Medium-term	Hunter Road	at Garfield Road	9	Intersection
Medium-term	Roberts Mill Road	from Dayton Pike to Mountain Laurel Trail	7	Safety
Medium-term	Snow Hill Road	from Mountain View Drive to Mahan Gap Road	9	Safety
Medium-term	Snow Hill Road	from Mountain View Drive to Amos Road	9	Capacity
Medium-term	E Brainerd Road	at London Lane	12	Intersection
Long-term	Hunter Road	from Hwy 58 to Lee Highway	9	Capacity
Long-term	Standifer Gap Road	at Bill Reed Road	12	Intersection
Long-term	Armstrong Road	from Hixson Pike to Lee Pike	13	Safety
Long-term	Harrison Bay Road	from Hwy 58 to Birchwood Pike	9	Safety
Long-term	McCallie Ferry Road	from US 27 to Spradling Road	13	Safety
Long-term	Gann Road	from Middle Valley Road to Daisy Dallas Road	8	Safety
Long-term	Montlake Road	from Dayton Pike to Mowbray Pike	7	Safety
Long-term	W Road	from Mountain Creek Road to Anderson Pike	7	Safety



MPO Planned Transportation Projects Map

Average crash rates for the entire state of Tennessee were used for comparison to identify roads that might benefit from a safety study or project that would identify detailed crash patterns or implement improvements or strategies that could reduce the number or types of crashes. Three roads within Area 9 were identified as candidates for safety projects including Harrison Bay Road, Snow Hill Road, and Hunter Road. There was one fatality noted in the crash history of Hunter Road.

Projects

(Considerations for future investments)

- **Principal Arterials**
Georgetown Rd (SR-60)
- **Minor Arterials**
SR-58
Hunter Rd
Ooltewah-Georgetown Rd
Snow Hill Rd
- **Major Collectors**
Birchwood Pike from Georgetown Rd to Igou Ferry Rd.
Birchwood Pike from Igou Ferry Rod to SR-58
Harrison Bay Rd from Birchwood Pike to SR-58
Mahan Gap Rd
Dolly Pond Rd

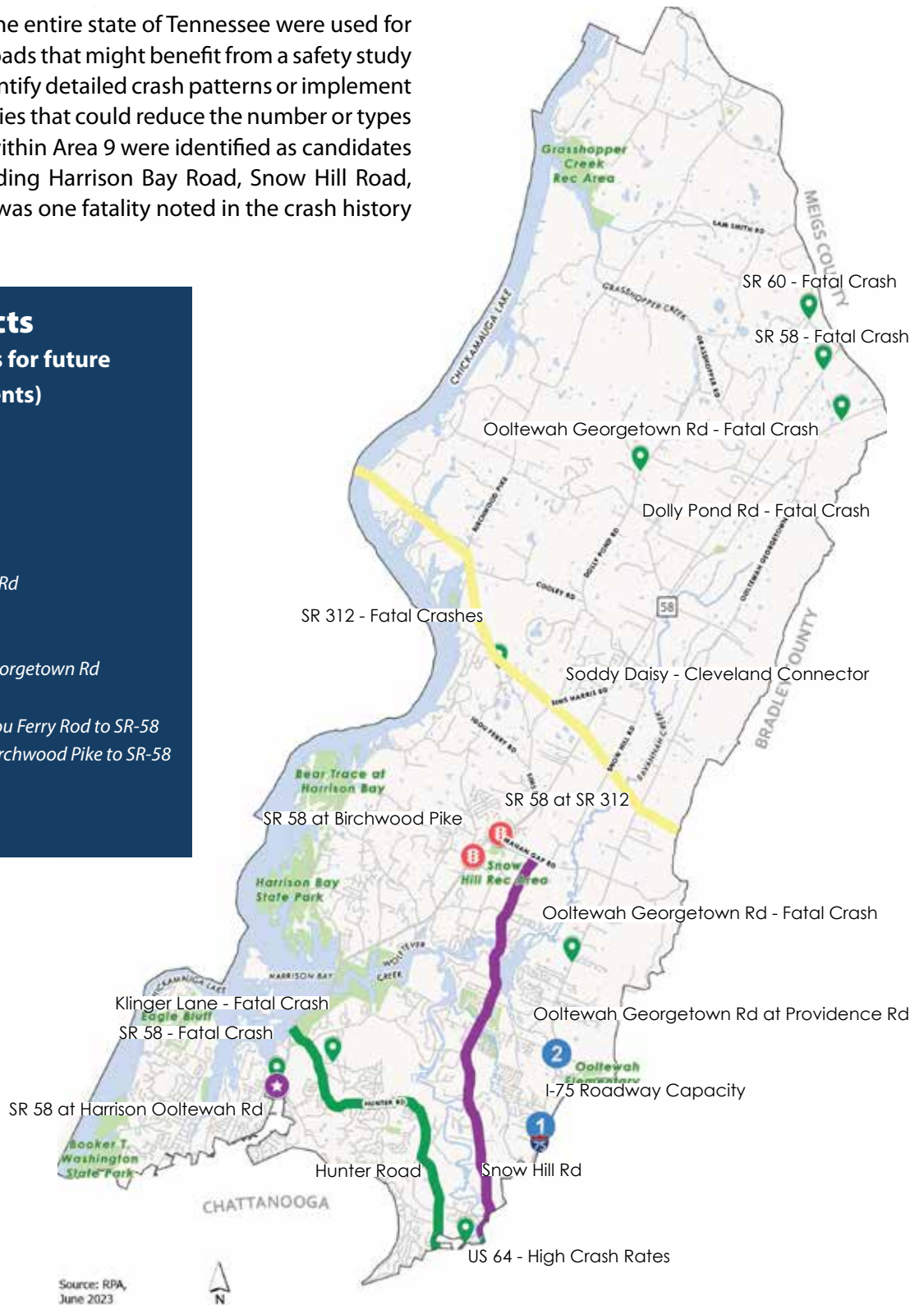


Figure 2.9: Area 9 TPO Planned Transportation Projects Map



2.5.4 COMMUNITY FACILITIES

The Northeast County offers a comprehensive array of community facilities designed to enhance the quality of life for its residents. These facilities include educational institutions, healthcare centers, libraries, and recreational amenities. Each facility is integrated into the community to ensure accessibility and to meet the diverse needs of the population.

SCHOOLS AND MAJOR INSTITUTIONS

It is imperative that Hamilton County Schools be part of the conversation when it comes to growth. New schools tend to attract new growth in the form of residential development. As the area continues to grow, schools may approach, or exceed, capacity due to increasing student enrollment. Factors such as transportation, access, and space needed for buildings, parking, and recreation must be considered as new schools are planned.

Hamilton County Opportunity 2030 Strategic Plan

Hamilton County Schools introduced a seven year Strategic Plan "[Opportunity 2030](#)" to engage stakeholders and align strategies to directly respond to the needs of the students, staff, and the community.

HCDE's mission is:

To equip students with the knowledge, skills, and supports to thrive in life.

HCDE's vision is:

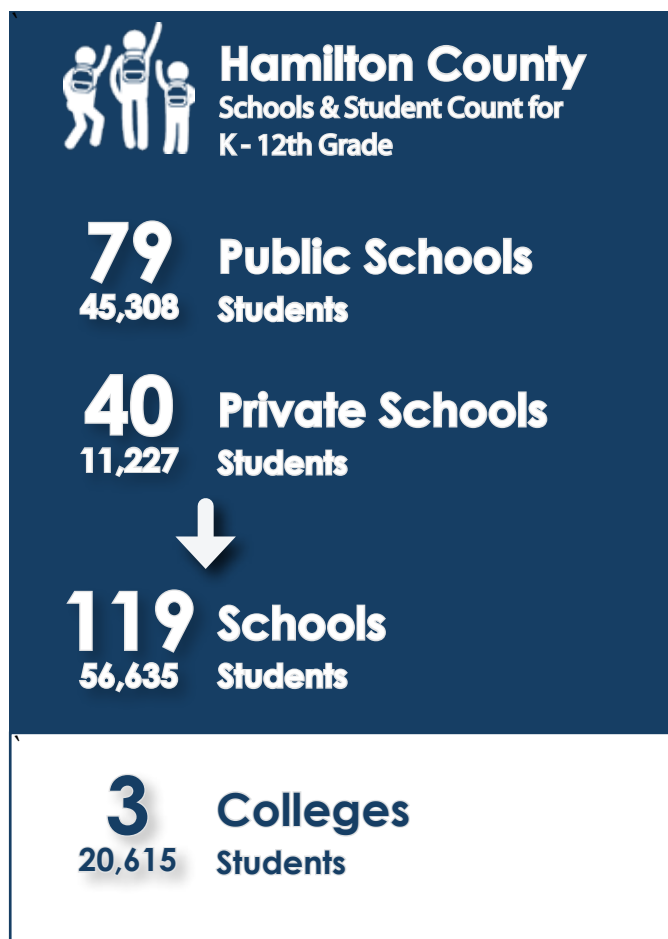
By 2030, Hamilton County Schools will be a leader in developing our diverse graduates to be connected, competitive, and life ready.

The HCDE 2030 plan has made 5 commitments:

1. Every Student Learns
2. Every Student Belongs
3. Every School Equipped
4. Every Employee Valued
5. Every Community Served

In 2024, the County established 250 million in bonds in anticipation of upcoming school needs.

Hamilton County is home to many private and public K-12th Grade institutions and colleges, the following is a Countywide total of all schools and students:



Schools Map



Figure 2.10: Schools Map (2023)



PARKS & GOVERNMENT OWNED PROPERTY

There are many parks and recreational areas in Northeast County. These areas are a recreational asset that draws hikers, bikers, horse riders, and campers from all over. There is approximately 3,669 acres of public parks, recreation, and greenways within Area 9 for the enjoyment of residents and visitors. In addition to preserving sensitive environmental assets, these areas are a recreational asset that draw those who enjoy hiking, biking, camping, leisure, and others. Area 9 has one of the highest acreage counts of public recreational space out of all the Hamilton County Areas. These public spaces create a huge opportunity for existing residents, new residents, recreational tourism, and other benefits in the immediate Area as well as Hamilton County as a whole. The proximity of Area 9 to Lake Chickamauga and the TN River and downtown Chattanooga makes it a hot spot for natural growth.

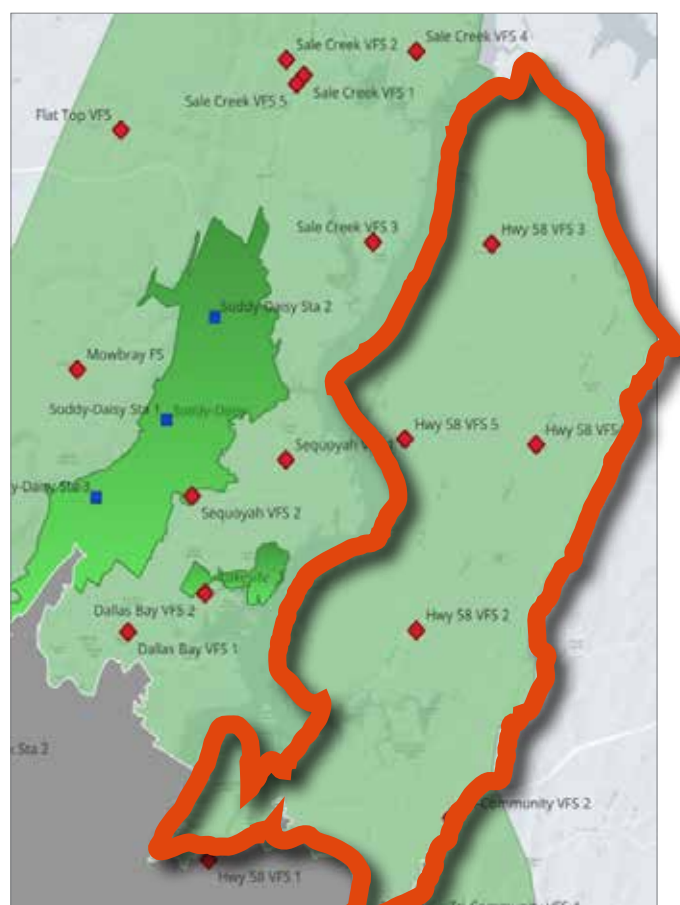


Snow Hill Recreation Area
Source: Hamilton County Parks & Recreation

EMERGENCY SERVICES

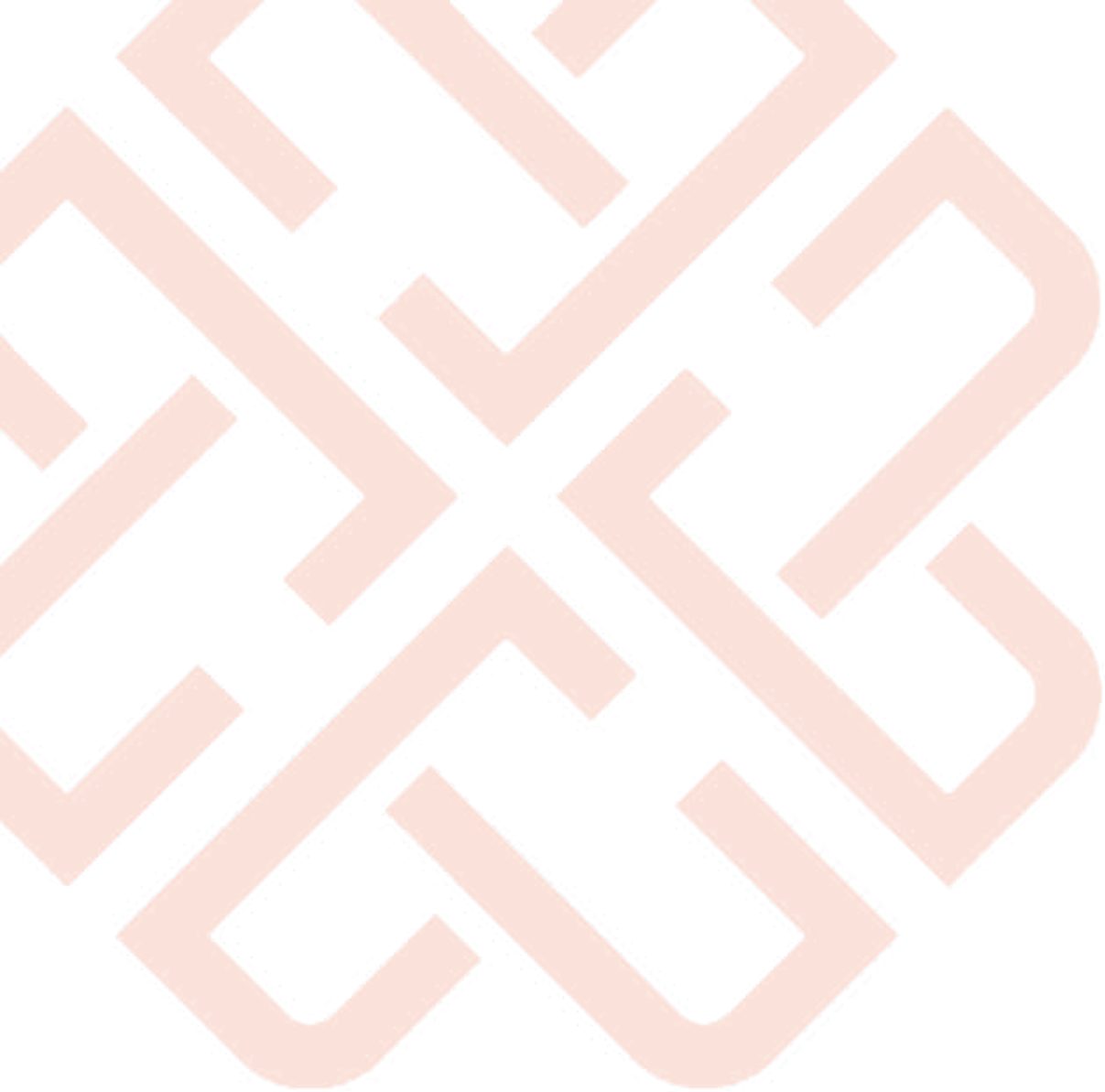
In 2024, Tri Star conducted a [Fire and Emergency Response Evaluation](#) of the unincorporated Areas to identify current levels of fire protection service, geographic coverage, response time, areas of need, etc. Within Area 9, there are five (5) volunteer fire departments (VFD) including HWY 58 VFD 2,3,4, and 5 as well as Tri-Community VFD 2. Additionally HWY 58 VFD 1 is just outside the boundary of Area 9 but does service inside the boundary of Area 9. The stations are evenly distributed throughout the Area and the report did not identify any gaps in coverage. The report did however, identify that the Highway 58 VFD's served the 2nd most populous Area in Hamilton County with an estimated population of 31,832. As growth continues, it will be necessary to continue to evaluate emergency service and response and improve accordingly.

Hamilton County Emergency Management owns and constantly updates evacuation routes and plans for natural disasters.



Fire Stations in Northeast County
Source: Tri-Star Public Solutions, Fire & Rescue Services Evaluation





CHAPTER 3

COMMUNITY VISION & GOALS

- 3.1 INTRODUCTION
- 3.2 COMMUNITY OUTREACH
- 3.3 GOALS
- 3.4 VISION STATEMENT



3.1 INTRODUCTION

Shaping a vision for the future for Northeast County involves exploring its potential and engaging with residents and business owners to understand their aspirations for the next decade. What qualities do people value? What elements make this Area unique or special? To identify these community values, two surveys were distributed during the planning process. During public meetings, participants were invited to identify issues and prioritize potential solutions. While some concerns were specific to particular Areas, many were relevant to the entire area.

The initial feedback produced four key [Community Themes](#) which ultimately outlined the analysis portion of this plan. Those key themes helped shaped the remainder of this plan and are identified in Chapter 2 of this plan.

Survey responses, input from community meetings, feedback from the Advisory Committee, and professional guidance from staff and technical advisors, were used to draft goals, a vision statement, and recommendations to reflect the shared values of the Northeast County community to establish a direction for the future.

A community's **GOALS** form the foundation of its identity and guide its actions and decisions. They identify the driving forces of the community, by adhering to these core goals, the community fosters a sense of unity and purpose, enabling all members to work together towards a common vision of a prosperous and harmonious future.

A **VISION STATEMENT** outlines the collective aspirations and core values of the community. It serves as a guide, highlighting the community's desired future and setting a clear direction for growth and development. Crafted through collaborative input, the vision statement emphasizes key principles such as preservation, recreation, infrastructure, housing, and overall quality of life.



Public Meeting
Source: RPA



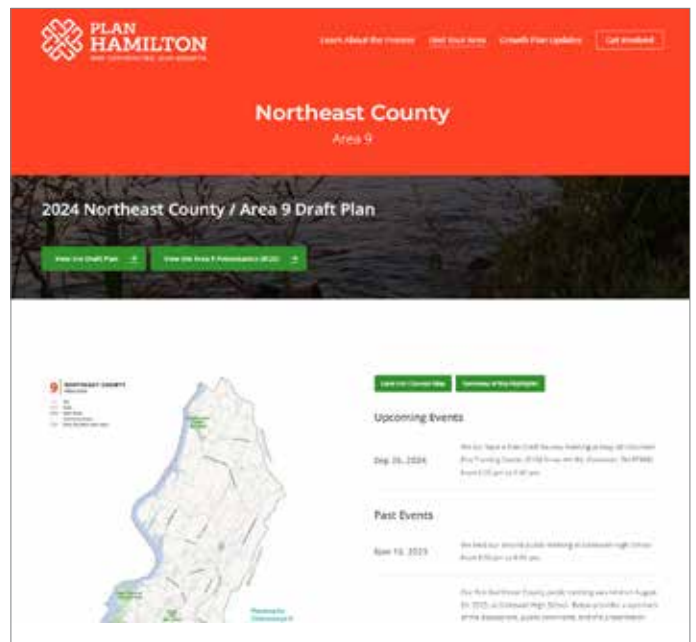
3.2 COMMUNITY OUTREACH

Community feedback is crucial in creating an Area Plan because it ensures that the voices of those who live, work, and play there are heard and valued. The residents have an intimate understanding of the unique challenges and opportunities within their community, providing insights that outside experts might overlook. Engaging the community fosters a sense of ownership and collaboration, making the planning process more inclusive and transparent. By incorporating diverse perspectives, we can create a more comprehensive and effective plan that reflects the true needs and aspirations of the people it serves.

Public input is vital to the success of any planning process and in the Area Planning process for Hamilton County. Understanding the perspectives of those who live and work in a community every day provides invaluable insights to experts developing concepts and recommendations. Several opportunities were offered for the public to share their thoughts and feedback in various formats with the goal of developing a shared vision. This section outlines the engagement efforts of each event



Plan Hamilton Landing Page
Source: RPA Website, <https://planhamilton.org/>



Area 9 Website
Source: RPA Website, <https://planhamilton.org/northeast-county/>



1600
approximate # of people participating in person at various meetings.



505
people participated in the online survey.



35
Community, online, commission meetings, etc.



COMMUNITY MEETINGS

The following outlines the public meetings held to provide a platform for the community to express concerns, share priorities, and offer feedback on the proposed strategies within the Area Plan. Through an analysis of the themes and perspectives that emerged, this section highlights the key issues raised by participants. Input from these meetings plays a crucial role in shaping the recommendations, ensuring the Area Plan aligns with the community's needs and values.

KICK-OFF

In August 2023, a kick-off meeting took place at the Ooltewah High School. The goal of the first meeting was to introduce to the purpose of Area Planning as well as the process as a whole and gather initial feedback from the community. A summary of the input received at the kick-off meeting is included in [Appendix D](#).

PUBLIC MEETING #2

In November 2023, the second public meeting was held at Ooltewah High School. The goal of this meeting was to not only update the community on the process but to understand the community vision so that was the forefront of the Area Planning process before the documents were created.

PUBLIC OPINION SURVEY

In addition to in-person engagement, we conducted a comprehensive public opinion survey from August 2023 through October 2023. This survey covered a wide range of topics, including recent and current development, future development, environmental issues, and mobility. The valuable insights gained from the survey are included in [Appendix C](#).

ONLINE INFORMATIONAL MEETINGS

Two Countywide informational meetings were held online by the RPA in January of 2024 to discuss 4 topics with the public including: Traffic & Transportation, Commercial Centers & Corridors, Housing, and Parks & Greenways.

DRAFT PLAN MEETING

In September 2024, a draft Area Plan meeting was held at Hwy 58 Volunteer Fire Training System. The goal of this meeting was to present the 75% draft version of the Area 9 plan to the community and for the RPA to provide an update of the overall process, how the plan addresses community concerns, and how this plan will guide growth moving forward.



Public Meeting
Source: RPA



Table 6: Community Outreach Timeline for Plan Hamilton

OUTREACH TECHNIQUE	DATE	LOCATION	AREA REACHED
Survey (Online)	08/25 - 10-07/2023	Online	7, 8, 9, 12, & 13
1st Round Public Meetings	10/03/2023	Bachman Community Center	7
	09/07/2023	Chester Frost Park Pavilion	8
	08/24/2023	Ooltewah High School	9
	08/29/2023	East Hamilton High School	12
	08/21/2023	Sale Creek Fire and Rescue	13
2nd Round Public Meetings	11/28/2023	Walden's Ridge Emergency Services	7
	11/30/2023	Soddy Daisy High School	8
	11/16/2023	Ooltewah High School	9 & 12
	09/14/2023	Soddy Daisy High School	13
	12/05/2023	Soddy Daisy High School	13
Online Informational Meeting 1	01/18/2024	Virtual	7, 8, 9, 12, & 13
Online Informational Meeting 2	01/25/2024	Virtual	7, 8, 9, 12, & 13
Community Meetings	04/19/2023	Collegedale City Hall	12
	06/14/2023	East Hamilton High School	12
	06/15/2023	Veteran's Building, Sequoyah Road	8
	08/16/2023	Lakesite City Hall	8
	09/21/2023	Tri-Star Beverage	13
	9/30/2023	Soddy Lake Park (Booth)	13
	11/09-11/11/2023	Hamilton County Fair	7, 8, 9, 12, & 13
	1/23/2024	Sale Creek Fire and Rescue	13
	05/16/2024	Tri-Star Beverage	13
	06/20/2024	East Hamilton High School	12
	06/25/2024	The Commons	12
	08/01/2024	Century Club Banquet Hall	7, 8, 9, 12, & 13
	10/24/2024	Century Club	7, 8, 9, 12, & 13
Draft Plan Review Meeting	09/19/2024	East Hamilton High School	12
	09/25/2024	Walden's Ridge Emergency Services	7
	09/26/2024	Hwy 58 Volunteer Fire Department	9
	10/01/2024	Sale Creek Middle/High School	13
	10/16/2024	Clear Creek Church of Christ	8
Public Hearings	3/28/2023	County Courthouse	7, 8, 9, 12, & 13
	03/06/2023	County Commission	7, 8, 9, 12, & 13
	12/09/2024	Planning Commission	7, 8, 9, 12, & 13
	TBD	County Commission	7, 8, 9, 12, & 13
Mass Emails & Social Media	<i>Additional outreach was conducted through regular email announcements and Facebook updates as well as media releases to local news outlets. The mailing list on average numbered over 2,000 contacts who had registered via the website or at meetings</i>		



COMMUNITY FEEDBACK



Commercial uses and services most needed:

1. Food & Beverage
2. Leisure / Entertainment
3. Retail



53%

experience some congestion with long delays during peak rush hours



The top 3 infrastructure investments needed:

1. Roads
2. Schools
3. Parks, Greenways & Open Space



Civic uses and services most needed:

1. Parks & Open Space
2. Schools
3. Trails, Greenways & Sidewalks



Type of Commercial Development the community would support:

56%

Mixed-use Commercial

48%

Neighborhood Commercial

WHAT DID WE HEAR?

“Need to support AG & AG products + Farmer’s Market and other allowed uses of Agricultural Land with Market Opportunities”

“Identify areas for development and areas for preservation (keep rural parts rural)”

“Consider paid EMS / Fire services as development continues”

“Not enough agricultural preservation”

“Require tree buffers along roads for new residential development”

“Potential Greenway on Savannah Creek”



3.3 AREA PLAN GOALS

The seven Area Plan goals create a blueprint for balanced and sustainable growth in Hamilton County, enhancing its unique character and natural beauty. These goals cover essential aspects of community development, ensuring our approach is holistic and forward-thinking based on the four Community Themes established in Chapter 2.

By focusing on strategic growth management, we aim to harmonize new development with existing community values and landscapes, fostering economic vitality while preserving the charm of our neighborhoods. Our commitment to conserving natural resources ensures they are protected and enhanced for future

generations, promoting sustainable practices. Providing diverse and affordable housing options is essential for an inclusive and thriving community. Ensuring housing meets the needs of all residents supports a diverse population and fosters socioeconomic stability.

By addressing these interconnected goals, Hamilton County is committed to creating a resilient, vibrant, and sustainable future that enhances the quality of life for all residents. Each goal is paired with specific policy recommendations and strategies to ensure successful implementation and long-term benefits for our community.



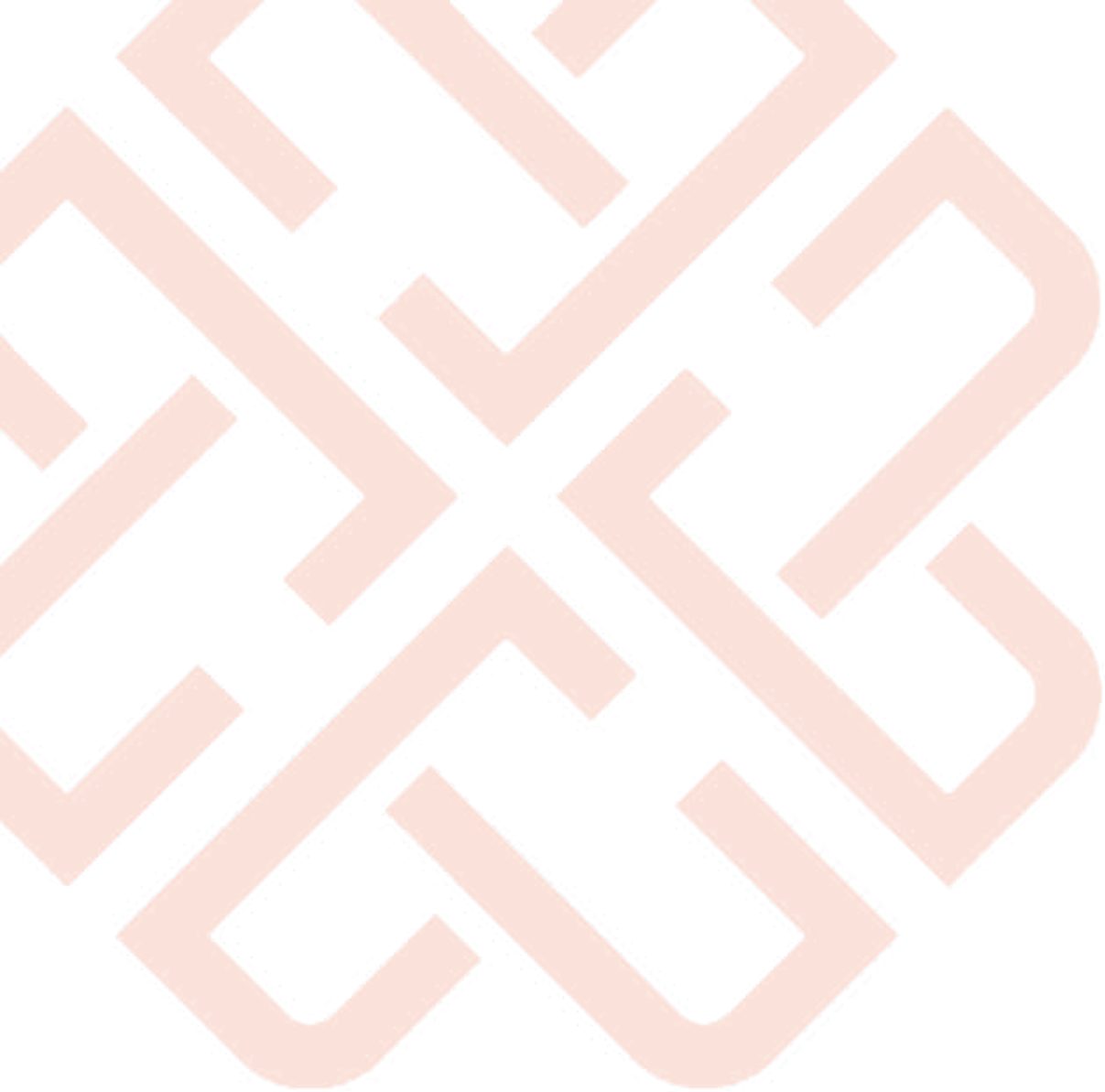
3.4 VISION STATEMENT

As we look toward the future of the unincorporated Areas of Hamilton County, we aim to craft a vision statement that captures our shared aspirations and values. This statement isn't just a list of goals; it's a reflection of our dedication to honoring our rich heritage while embracing sustainable growth. We are committed to enhancing the quality of life for all residents through thoughtful development, preserving our natural resources, and

fostering economic opportunities. By engaging in collaborative and transparent planning, we will build resilient, connected, and thriving neighborhoods where everyone can live, work, and prosper together for generations. This vision statement will serve as our guide, illuminating the path toward a vibrant and inclusive future for Hamilton County's unincorporated Areas.

To create vibrant and SUSTAINABLE communities that honor our heritage while embracing growth. We aim to ENHANCE QUALITY OF LIFE by promoting THOUGHTFUL DEVELOPMENT, preserving NATURAL RESOURCES, and fostering ECONOMIC OPPORTUNITIES. Through collaborative and transparent planning, we will build RESILIENT, CONNECTED, and THRIVING NEIGHBORHOODS where everyone can live, work, and prosper together for generations.





CHAPTER 4

PLANS, POLICIES & RECOMMENDATIONS

- 4.1 PLANNING OVERVIEW
- 4.2 PLACE TYPES
- 4.3 POLICIES



4.1 PLANNING OVERVIEW

The RPA draws on a wide range of resources to determine the most suitable land uses within Hamilton County. While standard practices such as zoning often guide these decisions, it's crucial to recognize that the rich history of our neighborhoods and the specific desires and needs of the community extend beyond these conventional frameworks.

This chapter outlines the three key steps in the planning process used as part of the Comprehensive Planning effort. The primary aim of these steps is to prioritize community character, ensuring that each area's unique identity and needs are at the forefront of decision-making. While these steps prioritize the preservation of each area's identity, it's important to note that they operate alongside public input and community programming integrated throughout the process. By leveraging distinct planning models,

the RPA has developed Place Types that cater to the specific conditions of each of the unincorporated areas within Hamilton County. The process begins with a thorough understanding of each area's unique characteristics and needs. These Place Types serve as a foundation for developing customized conditions and recommendations. The final step involves formulating specific Policies, which provide best practices for implementing the earlier planning stages.

The RPA's approach is uniquely multi-layered, incorporating best management practices tailored to the needs of each individual Area. This method ensures that land use decisions are not only guided by standard practices but also by a deep understanding of local contexts, resulting in a planning process that is responsive to the diverse needs of Hamilton County's communities.

#1

PLANNING MODELS

The RPA and their consultants have developed Countywide Growth Capacity Modeling to show current trends. This influenced the Centers and Corridors approach to planning which is graphically displayed in the Conceptual Land Use Map. These maps identify Centers, Corridors, and general land use determinations in advance of Place Type mapping that were informed by community feedback, existing policy, existing code, proposed policy and Place Types, as well as general community character.

#2

PLACE TYPES

The RPA has created a palette of 23 Place Types to describe the various uses, forms, and character that development can take throughout the County, and its jurisdictions. The section identifies how they are used and which ones exist in Area 7. The RPA's Place Types Matrix addresses a range of contexts from most urban to most rural based on the transect model. Each Place Type policy includes a general description, real-world examples, recommended land uses, guidance on intensity and form, mobility, and infrastructure.

#3

POLICIES

The policy recommendations are inspired from the 4 Community Themes which created the 7 Goals for Unincorporated Area Plans. Each Area Plan will have customized Policy Recommendations based on the community's character, needs, land use, zoning, Place Types, planning models, etc. The policy recommendations are intended to be a guide for implementation at the regulatory level and create a standard by which this document is regulated.



CENTERS AND CORRIDOR APPROACH

The Centers and Corridors Approach is a land development strategy that the RPA has developed to address growth and redevelopment throughout Chattanooga and Hamilton County and which will influence this plan's recommendations. It has three essential concepts:

- » Walkable, clustered Centers where retail uses are concentrated.
- » Corridors comprised of a mix of uses when in suburban areas or with deep setbacks to preserve rural character.
- » Medium and higher density housing near Centers and Corridors to support their economic vitality and local transit viability.

This approach addresses the plan's seven Goals and the community's preferences:

1. Complete Communities

A mix of housing types in close proximity to centers and corridors gives residents convenient access to daily needs, employment, recreation, and transportation options.

2. Connected Communities

Connected communities enable walking, biking, and transit options, all of which depend on a mix of uses in close proximity. Concentrating businesses in Centers and at key locations along transit Corridors makes these alternate transportation modes more feasible, helping to reduce congestion.

3. Healthy Communities

Communities, where active transportation options and public greenways and parks are available, tend to be healthier: Proximity to these amenities allows people to recreate and get around by providing the built environment to do so.

4. Safe Communities

The Centers and Corridors Approach promotes more eyes on the street, by locating buildings up to the sidewalk, animating the street edge with doors and windows, and more frequent pedestrian activity. Corridors with sidewalks, street trees, and bike lanes promote safe and efficient movement for all users of the street, including motorists, transit users, bicyclists, and pedestrians.

5. Unique and Attractive Communities

Place Types emphasize form and character which helps preserve and foster distinctive and memorable places. Due to changes in commercial corridors throughout the County having vacancies, new opportunities are presented for multi-family housing providing redevelopment opportunities for more compact site planning, smaller tenant spaces suited to local businesses, and integrated attached single-family and multi-family. This can ; increase profits for businesses, reduce traffic and congestion related impacts, and help to preserve the character of existing single-family neighborhoods consistent with input from local residents.

6. Economically Vibrant Communities

Given finite government resources, the Centers and Corridors approach helps prioritize where City resources are invested. Walkable, compact Centers have significant economic impacts for the County Centers require a certain number of households within a given proximity (depending on their size) in order to sustain businesses. Businesses also tend to be more successful in Centers where retail, services, and housing are all clustered in a compact, walkable environment. Also, compact development yields more tax revenue per acre than dispersed development, thus contributing to the overall wealth and economic vitality of the area.



4.1.2 CONCEPTUAL LAND USE MAP

The conceptual land use map is intended to identify the high-level areas for initial recommendations to inform the place type mapping. **The Conceptual Land Use Map is illustrative, whereas the Place Types Map defines development patterns and sets policies for future growth.** These Concept maps were created early in the process to identify potential major Centers and Corridors, Resort/Recreation, Special Districts and Residential. The purpose of these maps is to provide guidance to residents, development interests, utility providers, planners, and County leadership on what areas should be primarily preserved in their current form with incremental growth and where new growth should be planned for to support economic opportunity and a balance of services across the County. The conceptual land use maps also identify areas with challenging topographic or hydrologic constraints, existing agricultural use, locations of regional facilities, and recreational assets. While parcel size and density was considered this map is generalized to highlight projected trends and opportunities and to provide guidance on where public and private sector investments are most warranted.

Centers & Corridors

Centers and Corridors are planned considering a variety of factors including utility infrastructure capacity, transportation factors, proximity to schools and emergency services, environmental conditions, recreational access, housing opportunities, and access to commercial services. Centers provide the opportunity to integrate commercial services into our neighborhoods in a predictable manner with accompanying infrastructure investments and site considerations.

Corridor designations have been applied in rural areas to indicate opportunities to preserve rural landscape, views, and development patterns, consolidate points of access to primary roadways, limit congestion, and to protect rural lifestyles. In suburban settings, corridors are utilized to demonstrate primary transportation corridors that will experience continued development pressure and warrant access management improvements.

Residential

Residential Place Types are the places (outside of centers and corridors) that make up the neighborhoods we call home. They can be urban or rural, vertical and dense, or secluded retreats and are the building blocks of most traditional neighborhoods and modern suburbs.



Center Example
Source: Continuum



Rural Corridor
Source: RPA



Residential Cont.

When a community wants to incorporate space for a school, a corner restaurant or coffee shop, a convenience store, an accountant’s office or even a care facility for elderly family members; the residential Place Types may not accommodate these uses. This is the reason for the variety of scale and intensity of Centers which may be used to complement residential areas to provide for daily needs services and a place for mixed residential units. This approach protects single-family residential areas and provides for a more complete community.



Residential Example
Source: Marco Homes

Resort/Recreation

Resort Recreation Centers are introduced in this plan as a specialty district place type. Hamilton County has a wealth of recreational assets from highly programmed parks, to blended park-preserves such as Enterprise Nature Park, to traditional passive use natural areas and preserves. These special use areas have all found a place in the hearts of recreation enthusiasts as varied as league sports athletes, paddlers, fitness walkers, bird watchers, runners, cyclists, nature photographers, and neighborhood residents looking for a safe quiet walk. Not as readily recognized has been the economic potential of these assets and the user groups who love them. Working from community and stakeholder input locations have been identified where commerce can be sustainably integrated with recreation to provide jobs, tax base, and income while enhancing and preserving our community recreational resources.



Resort Recreation Example
Source: City of Rockwood, TN

Specialty Districts

Specialty Districts are used to designate the places that form the fabric of our community. They may not be where we live or shop but they house many of the other essential resources we require to thrive in modern society. These include the campuses where our children attend school, the land and facilities that produce our food, power our utility grids, clean our water, house our medical and emergency response facilities, build our communities, and manufacture the products we utilize every day. In many cases, this means they are also our places of employment.



Specialty District Example
Source: Volkswagen



Conceptual Land Use Map

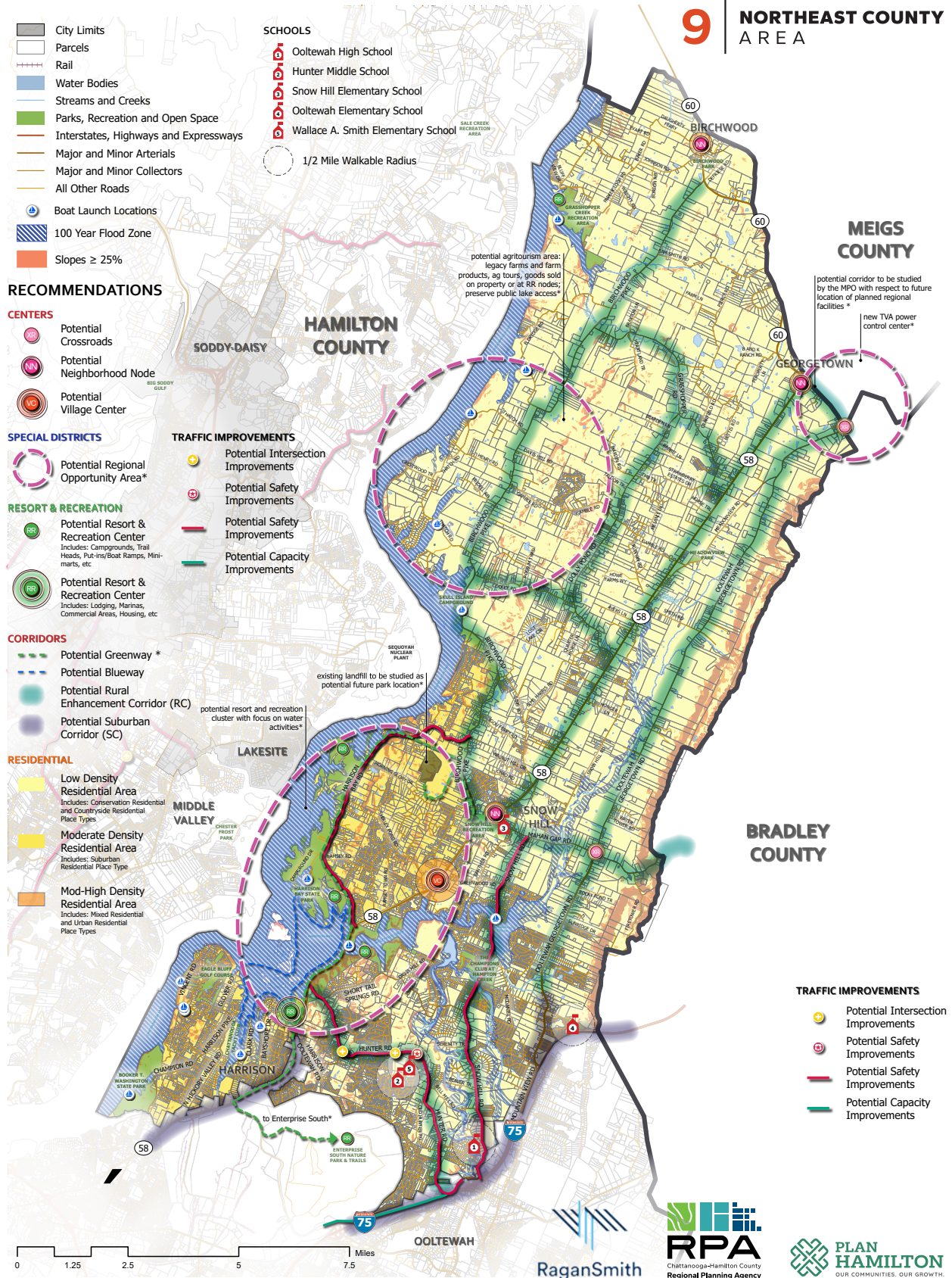


Figure 4.1: Conceptual Land Use Map



4.1.3 FUTURE DEVELOPMENT OPPORTUNITIES

A primary growth strategy for Area 9 is to promote sustainable resort and recreational center developments capitalizing on these assets to create jobs, tax revenues, and focus transportation and utility investments. Specific recommendations are as follows:

Resort/Recreation:

- » Chickamauga Lake, Wolftever Creek, Booker T. Washington and Harrison Bay State Parks form the spine of a recommended resort/recreation cluster. Development at defined centers will promote logical extension of sewer and transportation infrastructure. Higher density resort/recreation clusters will also focus development along the waterfront in a manner that preserves public access. This pattern also allows clear wayfinding signage to guide the public to recreational assets and commercial services while protecting environmentally sensitive slopes, floodways, and habitat areas.



Centers:

- » A Neighborhood Center designation is anchored by the existing grocery at Greenwood Road. This location is appropriate for a small cluster of additional commercial services and medium density attached or detached single family housing.





Corridors:

- » A combination of greenway / bike ped corridor should be explored to connect critical Area 9 recreational assets. Explore grant opportunities for a pioneering greenway segment from Island Cove Marina across to the Woltever Creek boat ramp and Harrison Bay State Park and marina as a "Lakewalk" with unobstructed views, protection from motorized vehicle traffic and seating areas.



Additional growth opportunities:

- » For the northern portion of Area 9, residential and commercial densities should remain at base zoned densities with corridor management plans along critical roadways to maintain smooth traffic flows and the rural character of the area.
- » Medium and higher density residential growth should be clustered where existing sewer access is available or where extension of service provides opportunity to incentivize sustainable economic development through resort/recreational development. These Areas are primarily west of SR 58 and south of Igou Ferry and Mahan Gap.



Development Example Images

Source: RPA



4.2 PLACE TYPES

Place Types are carefully designated to guide future development and align with the community's vision and adopted plans. These designations indicate whether an area is slated for significant change, gradual transformation, or preservation with minimal alterations. Key considerations include existing zoning, proximity to centers, schools, and parks, as well as the presence of natural resources, necessary infrastructure, and public services. Once Area Plans are adopted, these Place Type designations become essential tools for the Regional Planning Agency (RPA) in making informed zoning decisions. Recommendations for zoning changes are made based on how well the proposed zone aligns with the intended characteristics of the Place Type.

Place Types illustrate a desired character to guide development across a range of community types, from the most urban to suburban, to the most rural places. This distinction is prominently noted in the names of most Place Types, such as Suburban Residential, Urban Residential, and Countryside Residential. Some key elements that contribute to Hamilton County's sense of place include important vistas, the river and its setting within the forested ridges, our diversity of trees, and our historic buildings. This sense of place can occur at multiple levels - across an entire city,

within individual neighborhoods, or in a specific block. The transect graphic below identifies seven general levels of the natural environment to the built environment. The Place Types were partially based on this transect model to ensure that all aspects of Hamilton County's character were considered.

To promote good placemaking, the RPA uses Place Types to influence the form and character of development. This is done alongside the Centers and Corridors approach, as described in Chapter 4.1, to guide different types of development to the most suitable locations. This is based on factors such as Land Use and Development Character, Resiliency, Mobility and Transportation, and Community Facilities.

By designating Place Types, we are not just planning for the present but also safeguarding the unique essence of Hamilton County for future generations. Whether it's the urban vibrancy, suburban charm, or rural tranquility, each Place Type plays a crucial role in maintaining the region's distinct identity and ensuring thoughtful, cohesive development.



Figure 4.2: Transect Zones from Natural (left) to Special District (right)
Source: Duany Plater-Zyberk & Company



4.2.1 HOW ARE THEY USED?

Place Types reflect whether the community vision and adopted plan identifies an area for significant change, gradual transformation, or preservation with little change. Other factors, such as the surrounding or existing zoning, proximity to Centers, schools or parks, the location of natural resources, necessary infrastructure, and public services are considered. Once Area Plans are adopted, the Place Type designations within those Plans are used by the RPA to inform zoning decisions. A recommendation for a zoning change is based on whether the requested zone will result in the Place Type characteristics described in this chapter. The following Place Types represent the full palette of Place Types available throughout the County but not all Place Types are used in all areas.

Place Types lay out a vision for future land uses and are intended to guide development choices. They are

not zones. Once a plan and its associated Place Type map are adopted, then a request to study new zoning designations and assess what tools are needed to achieve the adopted vision may occur. A zoning study typically follows within 6 months to a year of plan adoption depending on the level of change desired or other influences.

- » Place Types are not zoning.
- » Place Types are recommended future development patterns.
- » Place Types are policy.
- » Place Types are used to inform zoning decisions.
- » Zoning is a regulation.
- » One or more zoning districts may be used to develop a Place Type.

PREDOMINANT USES, LIMITED USES, AND DENSITY

Place Types intentionally promote a mix of uses as a means of providing residents with more housing choices and more access to daily needs and jobs. Each Place Type listed in this subchapter provides examples of potential uses, along with other elements that generally define its character and are divided into:

1. **Predominant Uses** – The most prevalent, most frequently
2. **Limited Uses** – Less common, but can still be compatible with the predominant use if limited to certain locations, limited in size, buffered from adjacent uses, etc.

“Place Types do not necessarily describe what exists today, but rather the desired vision of what a place may become.”

*Chattanooga - Hamilton County
Regional Planning Agency (RPA)*

While limited uses are less prevalent in a Place Type, they can provide additional services and housing options, while maintaining compatibility with the predominant use. However, a proliferation of limited uses will change the character of an area, and the original intent of the Place Type can be lost. Often, rezoning requests are for these limited uses, and where Limited Uses are listed additional guidance has been provided regarding the appropriateness of integrating the use into the Place Type.

Each of the following Place Types includes:

- » A two or three letter abbreviation, and the color, used to identify each on the Place Types map.
- » A general description of the typical, or ideal, situation.
- » A list of characteristics that are generally needed to support the intended development form of the Place Type.
- » Examples of the predominant uses.
- » Examples of the limited uses.
- » Illustrative photos, presented as examples only.



4.2.2 CATEGORIES & PLACE TYPES IN AREA 9

There are 23 Place Types in total as provided and amended from time to time by the RPA [on their website here](#). The four categories with listing of Place Types are below. On the pages following in this section are the individual Place Types that appear in Hamilton County and as shown on the Place Type Map (Figure 4.6).

RESIDENTIAL

- *Countryside Residential (CR)*
- *Suburban Residential (SR)*
- *Urban Residential (UR)*
- *Mixed Residential (MR)*

SPECIALTY DISTRICTS

- *Preserve (PR)*
- *Agricultural (AG)*
- *Resort & Recreation (RR)*
- *Industrial (IN)*
- *Maker District (MD)*
- *Campus (CA)*
- *Regional Facility (RF)*

CENTERS & CORRIDORS

- *Crossroads (XR)*
- *Neighborhood Node (NN)*
- *Neighborhood Center (NC)*
- *Village Center (VC)*
- *Town Center (TC)*
- *Downtown Core (DC)*
- *Rural Corridor (RC)*
- *Suburban Corridor (SC)*
- *Mixed-use Corridor (MC)*
- *Transit Corridor (TRC)*

OVERLAYS

- *Natural Resources (NR)*

Table 7: Density		
PLACE TYPE	MAXIMUM DENSITY	GENERAL INTENSITY
CR Countryside Residential	Up to 2 du/acre	Low Density
SR Suburban Residential (Principal)	Maximum of 5 dwelling units/acre	Low to Medium Density
SR Suburban Residential (Limited)	Maximum of 7 dwelling units/acre	Medium Density
MD Maker District	Maximum of 12 dwelling units/acre	Medium to High Density
NN Neighborhood Node	Maximum of 12 dwelling units/acre	Medium to High Density
MR Mixed Residential (Principal)	Maximum of 12 dwelling units/acre	Medium to High Density
MR Mixed Residential (Limited)	Maximum of 18 dwelling units/acre	High Density
NC Neighborhood Center	Maximum of 8 dwelling units/acre	Medium to High Density
UR Urban Residential	Maximum of 15 dwelling units/acre	High Density
SC Suburban Corridor	Maximum of 18 dwelling units/acre	High Density
VC Village Center	Maximum of 12 dwelling units/acre	High Density
RR Resort & Recreation	N/A	Varies if Type A or B <i>See Place Type Description</i>



CENTERS

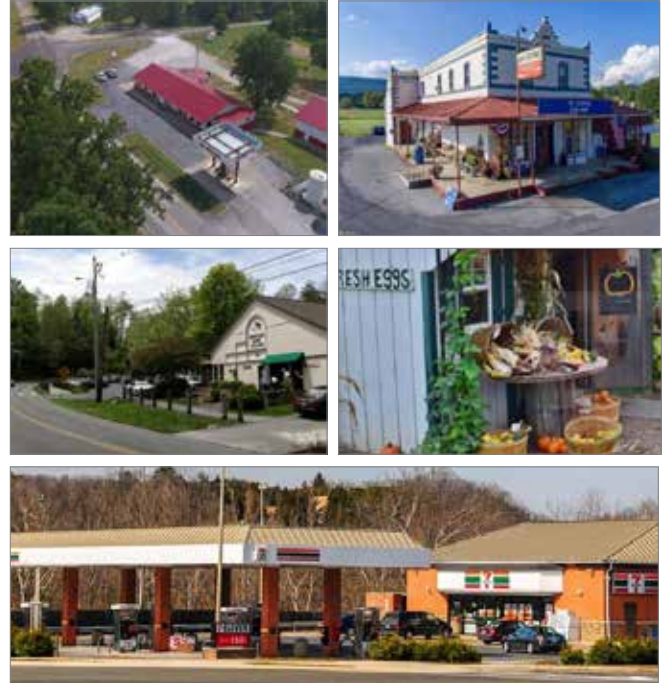
XR

Crossroads

Generally four acres or less, Crossroads are smaller than Village Centers or Town Centers and are most often located in rural Areas. They may serve as gateways to adjacent neighborhoods. Smaller footprint buildings frame a single intersection of two arterial or collector streets, or extend a short distance from the intersection. This small cluster of businesses meets some of the daily needs of the immediate residents with stores, restaurants and other neighborhood-serving commercial uses. Over time when the infrastructure needed to support more intense development is in place, Crossroads may grow into the larger Village Center.

Uses

Retail, restaurants, garden centers, personal services, offices, gas stations, small markets, auto repair, landscape businesses, and small industries/workshops (such as breweries, bakeries and woodworking shops).



NN

Neighborhood Node

Located in urban or suburban Areas, and generally a total of only two acres or less, Neighborhood Nodes are much smaller than Village or Town Centers. Smaller footprint buildings frame a single intersection or extend a short distance from the intersection. This small cluster of businesses provides goods and services, such as laundromats, restaurants, small grocers, and other neighborhood-serving commercial uses, to the immediate surrounding community. Residential uses over retail or office are common.

Uses

Small retail and restaurants, convenience stores, personal services, offices, farmers' markets, small industries/workshops (such as breweries, bakeries and woodworking shops), live/work, short-term vacation rental, and two, three and four-unit dwellings



When a Neighborhood Node is located along a Mixed-use Corridor or Transit Corridor, the building size in the Neighborhood Node should be consistent with its surrounding corridor type (typically larger than described above), but the uses at that location should include ground-floor commercial or services.



NC

Neighborhood Center

Usually found in suburban locations, Neighborhood Centers are shopping centers of 5–15 acres that provide goods and services primarily to the surrounding neighborhoods. They are not part of a continuous “strip” of commercial uses along a corridor, but rather are limited to a single quadrant of an intersection and surrounded by residential development. They usually have large, shared parking lots with a few outparcel buildings that face the street. Some include smaller commercial properties on the other corners of the intersection. Neighborhood Centers often have one large building that houses multiple stores, deeper building setbacks, an emphasis on vehicle access, and limited civic services. Neighborhood Centers may be redeveloped as Village or Town Centers with a more walkable and urban form, over time.

Uses

Grocery stores, retail and restaurants, offices, personal services, small workshop/industries (such as studios, work spaces, bakeries, breweries, woodworking shops or other low impact production) townhomes, and minor auto service/repair



VC

Village Center

Larger than Neighborhood Nodes, but smaller than Town Centers, the Village Center (generally 2–10 acres) is a pedestrian-oriented cluster of medium footprint buildings, with a mixture of commercial and residential uses. Multi-story buildings with residential uses over retail or offices are common. Due to their intensity, Village Centers are typically located along transit routes, but primarily serve local residents. Walking, biking and transit are prioritized over auto use in Village Centers, with shared parking lots providing a park-once environment. Pedestrian entrances front directly onto the sidewalks, with window displays at the ground floor to provide interest for pedestrians. Village Centers are often organized around a central public square or park. Village Centers may, over time, grow into Town Centers.

Uses

Civic institutions, public square or park, retail, restaurants, offices, personal services, lodging, live/work, small industries/workshops (such as studios, bakeries, breweries, or woodworking, or other low impact production), townhomes, short-term vacation rentals and two, three and four-unit dwellings.



CORRIDORS



Suburban Corridor

Suburban Corridors have a linear configuration because they are located along major commercial streets, however they differ from Mixed-use and Transit Corridors in that the development along them tends to be more spread out. They are not typically served by frequent transit. Businesses along Suburban Corridors serve a large geographic Area and are primarily accessed by car. Buildings tend to be single-story and house a single use with deep setbacks from the street. Some developments have a horizontal mix of uses within a larger site. The types of businesses found along Suburban Corridors range from stand-alone restaurants and stores, to “strip” shopping centers, to regional malls, medical centers, multi-story office buildings, and hotels. Multi-unit residential is also a growing use along suburban corridors, either as new construction or as retrofits of older retail centers or hotels.

Predominant Uses

Retail, multi-unit housing, offices, restaurants, personal services, medical facilities, lodging, small workshops and artist studios, recreation and entertainment (such as bowling, mini golf, conference centers, theaters) and assisted living facilities.

Limited Uses

Auto-oriented services when located along a major corridor or at the corner of a major intersection.



Rural Corridor

Primarily located in rural parts of the County, and are characterized by lots of open fields and woodlands. Development along Rural Corridors is sparse with farms or single unit homes on large estate lots. A few scattered subdivisions with smaller lots may have entries along these corridors, but the homes are separated from the corridor by distance (usually 100 feet), and by dense vegetated buffers, in order to preserve the rural character of the corridor. Rural Corridors do not have the more dense, connecting street networks. They are typically two-lane roads. Rural Corridors may however, also take the form of a major thoroughfare, such as a state designated scenic parkway, with mountainside or lakefront views. A few commercial uses, often located at a Crossroads intersection, or as a stand-alone business, may be found along Rural Corridors, but no long stretches of commercial businesses.

The purpose of the rural corridor overlay is primarily to address new subdivision development. A rural corridor setback for a subdivision for the purposes of the plan refers to a required distance that new development must maintain from a designated corridor, as detailed on the Place Type map. The intent of the setback is to protect the character and environmental integrity of the rural landscape. The setback does not apply to individual homes outside a major subdivision.



RESIDENTIAL



Countryside Residential

Countryside Residential Place Types have a very rural character and consist primarily of single-family homes on large lots. Countryside Residential may include open fields, woodlands, and streams or lakes, as well as accessory buildings, such as barns and greenhouses. This Place Type also includes the County’s agricultural uses related to the production of crops, livestock, forestry uses and agricultural service businesses ranging from roadside vegetable stands or feed & seed stores to larger production facilities.

Residences and development centered around farming are typically on septic systems. Residences are generally further from key destinations than in other residential Place Types therefore, a personal vehicle is needed to reach daily needs. Fixed-route transit is not feasible, and sidewalks are not likely, due to the low density of these Areas.

Predominant Uses

Single-unit detached, farming activities, accessory buildings (barns, greenhouses, etc.), manufactured homes

Limited Uses

Event facilities, golf courses, and campgrounds where appropriate infrastructure exists and development impacts such as noise, traffic, and activity are directed away from existing residential uses.



SR

Suburban Residential

The Suburban Residential Place Type has a predominantly low intensity, single-family detached, residential development pattern, especially within the same block. Some moderate density residential development, such as small lot houses or attached townhomes, may exist, but are located on a major street or near a transit route or school. When next to lower density residential development, this moderate intensity infill development maintains the existing rhythm and feel of the street. Factors that play into this rhythm and feel include lot width, setbacks, building massing, and height. Open spaces are typically private (back yards), but greenways may provide connectivity. Residences in this Place Type are generally further from key destinations than those in other Place Types therefore, a personal vehicle is needed to reach daily needs.

Predominant Uses

Single-unit detached residences up to 5 dwelling units/acre, accessory dwelling units (ADUs)

Limited Uses

The following uses when located within a 1/4 mile of a public school or park or center where appropriate infrastructure exists: single-unit detached residences up to 7 dwelling units an acre; townhomes (up to 4 massed units per building); and two, three, and four unit housing



MR

Mixed Residential

The Mixed Residential Place Type is intended to provide a wide range of housing options for residents at various stages of life, and walkable destinations in close proximity. Due to their intensity, Mixed Residential developments are located along major streets, or within walking distance (1/4-mile) of a transit route. The Mixed Residential Place Type includes moderate to higher intensity housing. Taller multi-family buildings are located along streets, with shorter buildings on local streets to provide a transition to any less intense residential uses.

Predominant Uses

Two, three and four unit residences, multi-family residential with 5–12 units per building, cottage courts, townhomes, manufactured home parks, and accessory dwelling units (ADUs).

Limited Uses

Multi-family of over 12 units per buildings should be directed towards major streets/corridor or adjacent to a center.



SPECIALTY DISTRICTS

PR

Preserve

Preserves are large expanses of forest, floodplains and other natural resources, as well as public parks and recreation Areas that have been set aside as places where general development is not allowed. They may also include privately-owned land that is permanently protected by conservation easements and remains in a largely undeveloped state. Some may be used for passive recreation, while others are largely off limits to human use due to sensitive natural resources or their remote location. Development within the Preserve is minimized, and is limited to cultural, educational or recreational uses.

Uses

Undisturbed open space, visitors' centers, nature centers, public parks, active and passive recreation, trails, cemeteries, and accessory structures such as concessions, storage and parking.



RR

Resort & Recreation

The Resort & Recreation Place Type supports outdoor activities such as camping, boating, golfing, bouldering, mountain biking, as well as corporate nature retreats, and eco-tourism activities. These places are focused on enjoying nature, exceptional views, or historic landmarks. However, unlike Preserves, which are primarily government-owned properties with very limited development, such as a state or County park, the Resort & Recreation Place Type can include multiple private businesses with more development, such as marinas, hotels, restaurants and even housing. Properties may range in size from a 20-acre campground to 100+ acre resorts with a marina, lodge, restaurant, and individual house lots.

Resort Type A accommodates a more intense outdoor recreation and park experience and could include hotels, conferences centers, large campgrounds/RV parks and related uses or even a full resort. Oftentimes these are located in or adjacent to state or county parks or may develop from a golf course or event facility such as a fairground or agritourism site. The development size and location should be designed so that the impact of this larger-scale format lessens potential negative aspects.

Resort Type B accommodates smaller-scale or less intense recreational activities such as golf courses, ballfields, cultural facilities, marinas, and related accessory use such as parking areas, small campgrounds or cabins, and related retail goods such as camp stores, farm stands, and equipment rental (kayaks, canoes, bicycles, etc.).



Predominant Uses

Campgrounds/RV parks, hotels, cabins, restaurants, marinas, camp stores, golf courses, agriculture-related businesses (e.g. boarding stables, riding academies), farming activities

Limited Uses

Single-unit housing (detached and attached) and reception facilities as a secondary use integrated into a resort.



CA

Campus

Campus Place Types are characterized by one major activity such as educational, office, industrial, medical, or religious. Campuses are typically based on a master plan that incorporates buildings, open spaces, streets, pedestrian networks, and parking in a unified manner. Campuses have clearly defined edges—often delineated with gateway structures and landscape—that distinguish them from adjacent Place Types. Residential buildings and small convenience services often support the predominant use. Campuses function as major employment and activity centers and are often served by public or private transit.

Uses

Institutions (such as academic, medical, religious or research facilities), offices, clubhouses/ meeting halls, athletic facilities, non-noxious/non-nuisance manufacturing and industrial, open space, multi-family residences (residence halls and dormitories), onsite retail and food services, and staff housing.



Existing schools, large medical and church campuses, government facilities, and corporate headquarters are identified as the Campus Place Type. However, as land use and property owners change over time, the Campus designation may no longer be applicable. In that case, the plan goals, surrounding Place Types, and context should all be considered in identifying future use/reuse of the former Campus site.

IN

Industrial

The Industrial Place Type supports a variety of manufacturing uses. Unlike the Maker District Place Type, the Industrial Place Type includes both non-noxious operations (no hazardous materials or pollution) and noxious industries (heavy industrial production). The latter are not located adjacent to residential Areas, but are not so far away as to be a commute burden. The size of lots (2+ acres) and buildings are often larger than those in the Maker District Place Type.

Uses

Light manufacturing and industrial facilities, including assembly facilities, offices, distribution, warehousing, wholesaling, retail specifically related to the primary use and self storage facilities.

Limited Uses

Heavy manufacturing should be located along major transportation infrastructure and directed away from existing development.



There are limited areas of industrial uses in the County today. Some smaller scale industrial areas may appropriately transition to Maker Districts supporting a combinations of contractors, skilled trades, repair specialists, artists and artisans, food production, and service centers.



MD

Maker District

Maker District Place Types are live-work districts where housing and workplaces are located in close proximity to each other, providing residents with convenient access to employment. They include a mix of light manufacturing, assembly, and contractor businesses, along with multi-family residential and commercial uses. Older smaller industrial structures that have been adapted for new purposes are frequently found here. Industrial facilities are non-noxious (no hazardous materials or pollution), and non-nuisance (no odors, excessive light, or heavy truck traffic). Due to these smaller buildings, short block lengths, and the mix of other uses, these Areas are generally walkable. Parks, plazas, and neighborhood-serving retail enhance the character and livability of the Area.

Uses

Non-noxious/non-nuisance light manufacturing, assembly, distribution, small workshop/industries (such as woodworking shops, bakeries, or other low impact production), studios, breweries, contractor’s offices, live/work, multi-unit residential, retail, offices, restaurants, vehicle repair, gas stations, outdoor storage yard, and self storage facilities



OVERLAYS

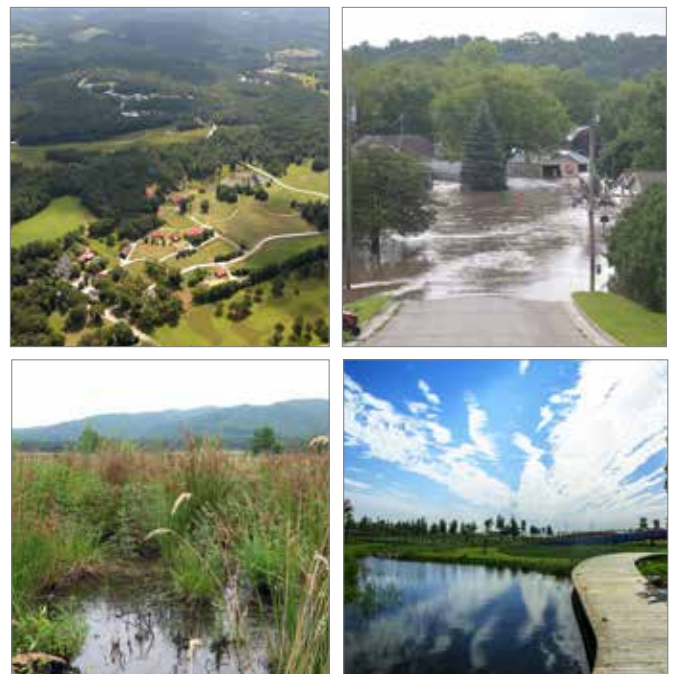
NR

Natural Resources Overlay

The Natural Resources Overlay is not a Place Type in and of itself. It is an Overlay on top of the underlying Place Type that identifies Areas considered sensitive due to the presence of steep slopes, floodplains or wetlands. Sites within this overlay are not protected by law from development. The purpose, therefore, is to identify these sensitive Areas so that they are given consideration for protection, or incorporated as amenities within new developments. Some sites are already developed and the overlay designation does not mean development cannot expand in these Areas; it merely identifies the location of floodplains, wetlands, and steep slopes.

Predominant Uses

Uses are defined by the underlying Place Type.



4.2.4 PLACE TYPES MAP

Please reference a separate map. Map is not included in this online document due to file size.



4.2.4 CENTERS & CORRIDORS VIGNETTES

The Centers and Corridors Vignettes bring to life a vision for thoughtfully guided growth in key locations across our communities. By focusing on high-potential centers and strategically important corridors, these vignettes illustrate how balanced land use—combining residential, commercial, and recreational spaces—can shape places that are both dynamic and resilient. Each vignette reveals how carefully aligned planning can elevate connectivity, support walkable neighborhoods, and foster economic growth while preserving Hamilton County’s distinctive character, natural beauty, and cultural heritage. Through these targeted narratives, we explore how well-designed centers and corridors not only strengthen community identity but also enhance access to essential services, encourage diverse transportation options, and bolster the area’s long-term sustainability. This vision aligns with the unique needs and values of Hamilton County residents, building a legacy of vibrant, and adaptable communities.

The following depictions are intended to represent one idea of potential future development at these locations. Any future development or redevelopment at these locations would need to be initiated by the private property owner. Where there is a mismatch between a vignette and the Place Type map, the Place Type map reflects the official policy.



Figure 4.3: Vignette Recommendation, Village Center at Greenwood Road & US Hwy 58



4.3 POLICIES

The goals and policy recommendations outlined in Area Plans represent a comprehensive framework designed to guide sustainable development and enhance community well-being. These initiatives are crafted to ensure that future growth respects and enhances the County's and Area 9 distinct community character while preserving its abundant natural resources.

Emphasizing the importance of balanced growth, the plans prioritize the development of accessible parks and recreation areas that promote active lifestyles and environmental stewardship. Infrastructure improvements are a cornerstone, aimed at improving the connectivity of transportation networks, enhancing water and wastewater management systems, and integrating sustainable solutions. Additionally, the plans emphasize the need for diverse and affordable housing options to support a growing and inclusive population.

By aligning these goals with thoughtful policy recommendations, Hamilton County seeks to foster a resilient and cohesive community. This approach not only prepares the County for future challenges but also enhances its livability and ensures that development is carried out in a manner that respects and preserves its unique character and natural beauty.

The following section identifies the 7 goals which are consistent amongst all five unincorporated Areas. Following each goal are policy recommendations to implement that goal specific to each Area.

“Comprehensive Plans offer a strategic approach to where and how we grow. They address areas for change and areas to preserve.”

*Chattanooga - Hamilton County
Regional Planning Agency (RPA)*



4.3.1 GOAL 1 & POLICIES

GOAL 1 BALANCE GROWTH, ECONOMY & COMMUNITY CHARACTER

- Policy 1.9.1** Utilize corridor management strategies, redevelopment incentives, and infrastructure financing tools to reshape highway-oriented commercial plazas into more balanced development nodes. Incentivize development around mixed-use centers to support the commercial anchors with a combination of housing types and complimentary civic uses.
- Policy 1.9.2** Allow more densely developed commercial nodes along suburban corridors to help add predictability to infrastructure investments, transportation planning, strategic planning for schools and parks, and expectations of where growth will occur for existing residents.
- Policy 1.9.3** Support Resort Recreation Centers near recreational assets and natural resource areas as means of focusing growth and related infrastructure investment into the most appropriate locations. Resort Recreation Centers should be scaled to the market and setting.
- Policy 1.9.4** Recognize the generational importance of supporting agricultural lands, food production, and agriculture-based businesses as a means of preserving rural landscapes and culture. Develop a map of prime agricultural lands, farms, and natural resources to target conservation and resiliency strategies.

4.3.2 GOAL 2 & POLICIES

GOAL 2 PROTECT & ENHANCE NATURAL RESOURCES

- Policy 2.9.1** Utilize the Natural Resource Overlay as a tool for shaping future standards for conservation subdivision criteria and identify potential conservation or recreation corridors that warrant coordinated preservation efforts.
- Policy 2.9.2** Create a Greenways and open space master plan to identify critical corridors and parcels that will enhance recreation and preserve rural character with public access. Centering these plans on watersheds such as the Long Savannah Creek Corridor can result in recreation, resiliency, and environmental benefits.



4.3.3 GOAL 3 & POLICIES

GOAL 3 PRESERVE & ENHANCE OUTDOOR RECREATION

- Policy 3.9.1** Capitalize on lake access, State Parks, and available land for future parks and greenways to develop a master plan for connecting recreational assets with greenways, trails, and wayfinding signage.
- Policy 3.9.2** Look for synergies between existing regional recreation assets such as commercial arenas, state parks, and legacy farms and sites for potential recreational development. Allow for development on parcels adjacent to these assets with a compact footprint that can be economic contributors while also buffering high value recreational land and natural resource areas.
- Policy 3.9.3** Study the possibility of greenway and blueway connections between Booker T. Washington and Harrison Bay State Parks, eventually extending further along the lake shore in both directions. The Long Savannah Creek floodway also provides opportunities for a rural greenway experience connecting the public to legacy farms, providing a buffer from new development, and resiliency from flood events.
- Policy 3.9.4** Build on the Resort Recreation Place Type to establish zoning approaches to support small scale commercial ventures near isolated recreational assets like boat launches, campgrounds, and natural areas.



4.3.4 GOAL 4 & POLICIES

GOAL 4 PROMOTE CONNECTIVITY & MULTI-MODAL TRANSPORTATION

- Policy 4.9.1** Upon development or redevelopment require new commercial projects in identified corridors to provide easements for connection to adjacent sites.
- Policy 4.9.2** Utilize ROW in rural corridors to provide areas for school bus stops, coordinate points of access between projects, develop enhances safety measures, and to create separated pathways where warranted between heavily utilized assets.
- Policy 4.9.3** Study the possibility of greenway and blueway connections between Booker T. Washington and Harrison Bay State Parks, eventually extending further along the lake shore in both directions. The Long Savannah Creek flowway also provides opportunities for a rural greenway experience connecting the public to legacy farms, providing a buffer from new development, and resiliency from flood events.
- Policy 4.9.4** Capitalize on lake access, State Parks, and available land for future parks and greenways to develop a master plan for connecting recreational assets with greenways, trails, and wayfinding signage.

4.3.5 GOAL 5 & POLICIES

GOAL 5 PROVIDE ADEQUATE INFRASTRUCTURE

- Policy 5.9.1** Continue to fund and make progress on the current backlog of transportation improvements recommended to mitigate existing congestion and safety issues. Look for matching funds and alternate funding sources during feasibility and design.
- Policy 5.9.2** Utilize list of prioritized transportation improvements, to target study and investment in transportation infrastructure beginning with Hunter Road and Snow Hill Road.
- Policy 5.9.3** Raise the priority of projects identified on state routes. Utilized local funds for feasibility analysis, design, or capital matches to improve access to state and federal funding.



4.3.6 GOAL 6 & POLICIES

GOAL 6 PROVIDE SUITABLE COMMERCIAL & MIXED-USE CENTERS

- Policy 6.9.1** Incentivize Food City Plaza at SR 58 and Greenwood / Bramlett Roads to redevelop and expand over time into a well connected mixed-use Neighborhood Center with townhomes and a variety of commercial services that support area recreational assets.
- Policy 6.9.2** Work with existing property owners to allow development of a resort recreation center at the south end on Harrison Bay. Allow parcels adjacent to existing commercial recreation uses at the marina to expand where identified on the Place Type map and include lodging such as cabins or a small scale hotel, convenience retail, additional restaurant and entertainment space, and limited on-site workforce housing.

4.3.7 GOAL 7 & POLICIES

GOAL 7 PROVIDE A RANGE OF HOUSING OPTIONS

- Policy 7.9.1** Utilize identified centers as a framework to locate opportunities for increased housing density and affordability. Tie scale and intensity of housing to center types with higher density apartments, condos, and townhomes in village or town centers and cottage courts, zero lot line single-family, or managed care facilities slated for neighborhood centers, nodes, and crossroads.
- Policy 7.9.2** Allow for moderate density housing as a complementary or even an allowed use in existing commercial zones.
- Policy 7.9.3** In centers, maker districts, and commercial zones consider amending street standards to improve the affordability of homes and allow for traditional and neo-traditional development forms such as cottage courts, and live-work spaces.



AREA 9 SPECIFIC RECOMMENDATIONS

Area 9 extends from Chattanooga's city limits northward to SR 60 and the Meigs County line, bounded by the natural edges of Chickamauga Lake to the west and the White Oak Mountain/Middle Ridge ridgeline to the east, which marks the Bradley County border. These features not only define the area's development boundaries but also create opportunities for recreational uses anchored by the region's natural assets.

In the southernmost part of Area 9, residents benefit from direct connectivity to Enterprise South and Chattanooga, making it a sought-after location for its proximity to jobs, convenient shopping, and scenic surroundings. Suburban neighborhoods here gradually give way to countryside residential communities, farmland, and lake-front estates as you move northward. Residents cherish the area's peaceful, rural lifestyle but are increasingly concerned about the pressures of rapid residential and commercial growth, along with its potential impacts on schools, traffic, and overall quality of life.

TOOLS & STRATEGIES

Centers

- » A Village Center has been designated at SR 58 and Greenwood Road. This is already the location of the only regional grocer north of Harrison Bay and has access to existing sewage trunklines. Additional commercial services could be accommodated over time in the same location as the grocery store. This is also an appropriate area for a variety of housing unit sizes and formats including single-family attached and small format multifamily. These uses should only be approved as part of a master planned community with well planned connectivity for vehicles and pedestrians. No additional access points to SR 58 should be approved at this location unless required by emergency responders.
- » All new development north of Mahan Gap round and outside of designated centers should be at base zoned density. The centers designated are small footprint Crossroads and Neighborhood

Nodes meant to recognize existing commercial businesses in these locations. In order to focus future infrastructure investments and disturb as little of the rural character of this area as possible; future commercial services, professional offices, or care facilities should be co-located at these existing nodes and crossroads.

- » Potential Resort Recreation Centers have been designated for three areas adjacent to Harrison Bay / the Wolftever Creek. Two are designated as small Resort Recreation centers and would be appropriate for camping/glamping facilities, a fishing supply or outdoor outfitters business, a small restaurant, or other uses incidental to and in support of the existing recreational assets in this area including Harrison Bay State Park. The third potential Resort Recreation Center is in the general vicinity of the Island Cove Marina and intended to provide opportunities for synergistic uses including: additional commercial restaurants, entertainment, small lodging properties or short-term rentals. Additional water sports equipment sales or repairs could also be accommodated though those uses should front on internal streets and be secondary to existing users and future resort recreation additions. Display and sales of equipment on the SR 58 corridor should not be allowed as part of a Resort Recreation Center.

Corridors

- » All new development above base density in the next five years should be at the southern end of Area 9 along the SR 58 Suburban Corridor and primarily infill in nature with connections to adjacent properties. This area has adequate sewage treatment and transportation infrastructure and already provides commercial services and shopping for this area of the County. A diversity of residential housing types and sizes along the suburban corridor is appropriate with proper setbacks and access design.



Conservation Subdivision

- » Conservation Subdivisions would be appropriate with an emphasis on setting aside productive agricultural land, riparian corridors, and recreational access. The vast majority of land in Area 9 has been designated for continued agricultural use and Countryside/ Conservation Residential at a base-zoned A-1 density. These areas are appropriate for continued farming and agriculture and agritourism based businesses, open space in greenbelt or reserve programs, preservation, and low-density residential development. Sewage treatment infrastructure and capacity and emergency services are constrained, and schools are primarily located in more populated areas to the south.

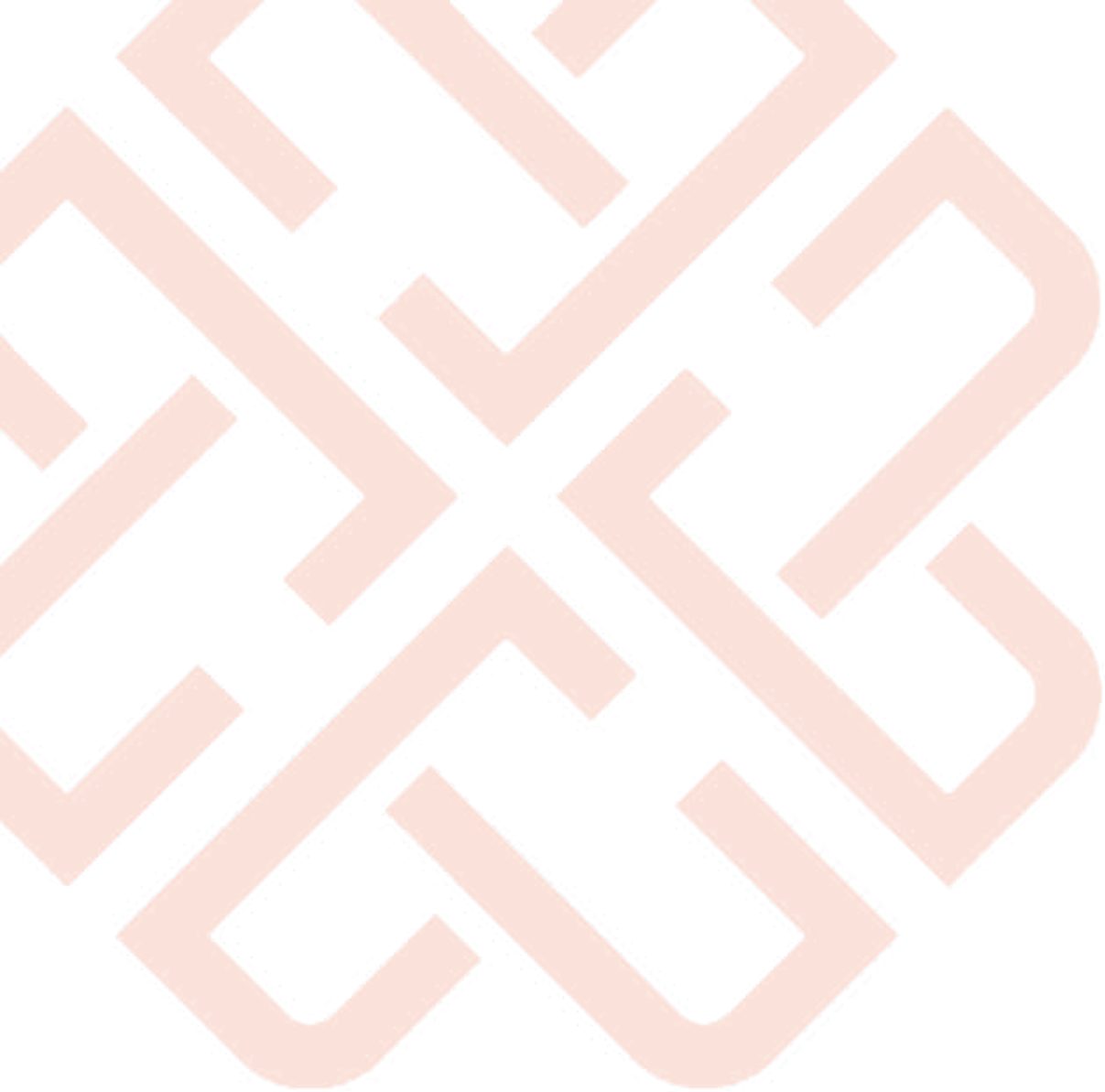
Farmland & Riparian Corridor Protection

- » Preservation of agricultural and forested land and public access must be pursued with conservation partners now to offer viable choices for landowners wishing to benefit financially without developing their properties. Residents have expressed a high desire for preservation of agricultural use and character. If the County wants to preserve agricultural uses as younger generations of landowners transition out of farming, programs to relieve tax burdens, purchase development rights or otherwise support and compensate agricultural landowners will be necessary.
- » Now is the time to build a coalition of farmers, natural resource specialists, and conservation groups to begin assembling the resources necessary to maintain agriculture land uses into the future. Some large agricultural tracts with prime soils still exist in Area 9.
- » The Long Savannah Creek drainage has high agricultural value that if protected would also provide water quality benefits, a north-south corridor for a recreational use greenway or equestrian trail, and connectivity to other water-based recreation assets.

Transportation Infrastructure

- » The portion of Area 9 east of SR 58 and south of Greenwood Road have experienced significant residential growth over the last decade. While Snow Hill and Hunter Roads are critical connections between Harrison, Ooltewah, and Collegedale these areas are not well suited to higher density development. Narrow right-of-ways, topography and the volume of traffic already serviced by these limited connectors make it difficult and expensive to retrofit these roadways in a manner appropriate for anything more than base zoned density. Additional study of both these roadways for potential safety and capacity improvements is a must before any future zoning changes are considered.
- » Transportation Infrastructure must be improved in the areas identified for priority investments in the [Transportation Project Priorities List](#). The County should immediately create requirements limiting the size/density of developments with a single point of access, providing for safe pedestrian infrastructure within developments, and governing intersection spacing and access design for new subdivisions.





CHAPTER 5

NEXT STEPS & IMPLEMENTATION

- 5.1 INTRODUCTION
- 5.2 IMPLEMENTATION MATRIX
- 5.3 PLAN SUMMARY



5.1 INTRODUCTION

This chapter serves as the essential bridge between each community's vision and the actions needed to make it a reality, translating broad goals and strategies into specific, actionable steps. By outlining processes for tracking progress, identifying funding opportunities, and fostering ongoing community involvement, this chapter offers a clear roadmap to bring these plans to life—guiding Hamilton County's growth in ways that honor its unique character, address residents' needs, and protect the qualities that define each community.

Hamilton County's growth has varied significantly across the five Areas examined in this plan, reflecting a wide range of factors. Rapid development has shaped East Brainerd, Ooltewah, and incorporated Collegedale in Area 12, along with parts of Harrison in Area 9 and Middle Valley in Area 8. Similarly, steady interest surrounds Signal Mountain and Walden in Area 7. In contrast, most of Area 13 and the northern sections of Area 9 have largely preserved their rural landscapes and agricultural heritage.

Key infrastructure corridors, particularly I-75, have been instrumental in fostering growth over the past two decades, fueling employment hubs, retail centers, and other commercial services. Interstate access and centralized sewer services has created favorable conditions for development and infrastructure investments in these corridors. Major employers like McKee Foods and Volkswagen, along with their networks of suppliers, have driven demand for nearby housing and led to increased commercial activity. High-performing schools in the Ooltewah and Harrison areas have contributed to further residential demand.

Infrastructure

The presence of sewer trunk lines and available capacity remains one of the single biggest predictors for residential growth. However, the overall availability of sewer capacity is a significant constraint, presenting Hamilton County planners and leadership with critical decisions on where to allocate resources for sewage treatment and collection expansion. Currently, most funding is dedicated to increasing storage for combined sewer flows, aimed at preserving treatment capacity and avoiding regulatory actions tied to water quality.

An integrated approach is essential to addressing challenges facing the sewer facilities that serve Chattanooga and Hamilton County. This includes an intensified focus on reducing stormwater impacts through both engineered and low-impact development practices. Investing in more comprehensive stormwater infrastructure reviews across both commercial and residential projects could provide significant returns, mitigating maintenance costs tied to sewer capacity. Incentives for low-impact development, as implemented in other communities, could help retain stormwater on-site, reduce flow rates into combined systems, and enhance water quality within critical watersheds. Better mapping of sewer and water infrastructure is also needed to provide planners with the tools they need to identify infrastructure gaps, investment targets, and areas of the county that can be planned as future growth centers.

Transportation

The County's economic and population growth has created new challenges including driving demand for efficient and safe transportation alternatives. This need is especially evident in areas experiencing the most rapid expansion. Keeping pace with these demands through infrastructure maintenance, improvement, and expansion is a significant challenge faced at every level of government, and Hamilton County is no exception. As growth continues in the County and the greater Chattanooga and northwest Georgia region, strategic investments in the transportation system will be essential to support future mobility and enhance residents' quality of life.

Hamilton County's role as a regional transportation hub underscores its significance. Interstates 24, 59, and 75 provide critical connectivity for freight, recreation, and commuter traffic across the Southeast and key corridors to the Northeast, Midwest, Southwest, and Florida. Additionally, the county is served by Class I railroads, CSX Transportation and Norfolk Southern Railway, offering freight movement alternatives nationwide. The Tennessee River further enhances freight transport options as a navigable waterway.



As Hamilton County grows, a more focused approach to transportation planning will be essential. Key strategies include corridor management plans, access management strategies, and road safety audits. Corridor management plans for routes such as Ooltewah Ringgold Road, Highway 58, Hixson Pike, and Middle Valley Road can reduce traffic friction and improve access efficiency for businesses and residential areas. Access management strategies, including regulating driveway placement, optimizing intersection design, and promoting shared access points, offer a more detailed approach to improving traffic flow and safety. Regular road safety audits for high-crash routes will proactively identify and address safety concerns.

Many of Hamilton County's critical routes are under TDOT jurisdiction. Leveraging funding for improvements to those routes would begin with adding the desired route or improvement to the long range transportation plan (RTP) so that state and/or federal funding can be allocated based on the prioritization of needs by the MPO. Ongoing monthly or quarterly coordination meetings are recommended between the Hamilton County Roads Committee, RPA-MPO planners and the staff at TDOT Region 2 to advocate for future projects. This will also allow County leadership to stay informed of changes or opportunities for funding new projects or spot improvements.

To effectively address the unique needs of each Area, strategies must be tailored to specific locations and projects. These approaches should be further refined through detailed, site-specific safety and design studies. Potential tools include:

- » Tax Increment Financing (TIF)– This would be particularly useful in areas where growth is expected to increase traffic demand. The McDonald Farm is a good example of somewhere in Hamilton County that TIF could be applied.
- » Business Improvement Districts (BID)– This would be a similar approach as the TIF but would be more applicable to developed commercial areas to complete smaller road, multimodal, or streetscape projects.

- » Alternative Transportation Funding – Projects involving electric vehicle infrastructure (charging stations) or other solutions such as bike-share or ride-share services often qualify for different funding programs. Given the rural character in part of the County, these types of projects would need to be located in places with the highest probability of success.
- » Public-Private Partnerships – This can be an important tool for funding large infrastructure projects with private companies when the opportunity for an industrial, commercial, or residential projects arise with benefits to the County. The costs, financing, and effort of project delivery can be shared when working with private companies.

The transportation analysis for these Area Plans aimed to identify impactful projects that might otherwise be overlooked in the TIP process but are critical to Hamilton County residents. Potential projects addressing roadway safety and traffic congestion were identified across all five Areas and prioritized based on their impact and cost. [This list](#) serves as a valuable tool for County transportation planners and engineers, helping to advocate for major projects within the MPO–TIP planning process while also providing a strategic roadmap for efficient local investments that can deliver meaningful results in the near term.

The recommended projects include both design and construction initiatives, as well as engineering studies to refine potential solutions and anticipate future transportation needs. These recommendations are designed to address existing traffic and roadway safety challenges and can be seen as deferred investments needed to support growth that has already occurred. If fully funded and implemented, the Transportation Project Priorities List would create synergistic improvements, significantly enhancing the county's transportation network. However, as new growth unfolds, additional evaluations and investments will be essential to meet evolving demands.



Emergency Services

To support the analysis of current conditions, the County and RPA also commissioned a Fire and Rescue Services Evaluation. Unincorporated Hamilton County is primarily served by a patchwork of dedicated and resourceful volunteer fire departments. With findings that reveal life safety implications tied to new growth, the report underscores the need for careful planning on where and how future developments occur, taking into account building types, heights, and roadway connectivity in order to adequately protect residents, business owners, and their structures.

Addressing Future Challenges

The benefit of planning for growth within the centers and corridors framework is that it greatly increases the odds of predicting where future sewer, transportation, emergency services, stormwater, water, communications, education, and recreational infrastructure investments will be required. However, realizing these goals will require significant financial and human resources. Outside projections estimate the combined need for infrastructure investments across [Hamilton County at around \\$3.8 billion](#)—a figure that poses challenges for per capita affordability.

Individual views of elected leaders on where and how much infrastructure investment is needed will undoubtedly vary, but it is clear that higher levels of funding and planning are essential to address existing backlogs across various infrastructure categories. Without an approved Comprehensive Plan, County leadership and staff have had difficulty focusing growth and predicting where infrastructure improvements will be needed next.

While certain areas have already developed strong market dynamics due to key employers, shopping centers, and transportation infrastructure, balanced investments in both traditional and social infrastructure could promote more equitable growth across Hamilton County. However, without adequate sewer capacity, education facilities, and emergency services, further growth-oriented policies may have limited impact.

Hamilton County stands at a critical crossroads where leaders are grappling with past deficiencies in infrastructure investments driven by sustained growth associated with national and regional migration and natural or endemic growth. The county continues to attract residents drawn by job opportunities, climate, quality of life, and comparatively affordable living. Meanwhile, existing residents often express a strong desire to preserve the rural character, safety, and quality education opportunities for their families.

The implementation strategies within this plan aim to directly address these priorities and lay the groundwork for a sustainable future:

1. A multifaceted approach to increasing the quality and capacity of existing infrastructure.
2. Seeking synergies between land use and infrastructure planning and improved standards for new development that maximize the efficiency, capacity, and return on investment for both private and public infrastructure construction and spending.
3. Planning and design strategies that reduce development impacts and maximize existing education, transportation, recreation, and natural resource assets.
4. Initiate new strategies to preserve rural lifestyles, agricultural production, and associated land.
5. To identify new potential revenue streams, financial vehicles, and public-private partnerships for addressing the needs identified by Hamilton County residents.



5.2 IMPLEMENTATION MATRIX

The implementation process for the Area plans is built on strong partnerships, strategic tools, and targeted funding, all aimed at bringing each community's vision to life (see Community Themes). Collaboration between local governments, stakeholders, and residents is at the heart of this process, ensuring that efforts are aligned and resources are effectively utilized. Key projects are prioritized, with clear timelines and responsibilities, while a range of tools and funding mechanisms are deployed to support these initiatives. This comprehensive approach ensures that the plans are not only actionable but also adaptable, allowing for continued progress as community needs and opportunities evolve.

POLICY SUBCATEGORY (TOOLS & STRATEGIES)

The Implementation Matrix organizes recommendations into specific focus areas, providing a clear structure, by breaking down broader policy goals into targeted subcategories. This section enables a more detailed approach to land use, infrastructure, environmental conservation, and community services allowing Hamilton County to meet the unique needs of each planning area while advancing cohesive, Countywide objectives. These categories were tailored based on the overall policy objectives in the introduction chapter and the input received throughout the community feedback process. Within the matrix, here are 5 topics with each covering various community aspects of Plan Implementation:

1. **Community Character & Land Use Patterns**
2. **Natural Resources**
3. **Infrastructure & Transportation Network**
4. **Economic Health & Community Opportunity**
5. **Funding Mechanisms**

RECOMMENDATIONS

Outlines targeted actions to support Hamilton County's vision for balanced, sustainable growth. Each recommendation offers guidance for decision-makers, addressing key areas such as land use, infrastructure, resiliency, and community development. These recommendations are crafted to reflect the unique needs of each planning area, ensuring that policies not only guide growth but also strengthen community character, enhance infrastructure, protect natural resources, and improve residents' quality of life.

APPLICABILITY

Identifies where each recommended action is most relevant across Hamilton County's planning Areas. By specifying how and where the policies can be applied, this category ensures that recommendations are tailored to the unique conditions, needs, and priorities of each community. This targeted approach allows for flexible, area-specific strategies that respect local character while addressing shared Countywide goals.

This helps guide effective implementation, making sure that resources and efforts are directed where they will have the greatest impact.



Case Study/ Example Ordinance

Provides practical insights and proven strategies from other communities that have successfully addressed similar challenges. By examining these real-world examples and ordinances, Hamilton County can draw valuable lessons to inform its own policies and practices. This section highlights adaptable approaches for land use, infrastructure planning, environmental conservation, incentives, economic development, and impact fees offering a foundation for local initiatives that align with the unique needs and goals of each Area.

Timing

Establishes a strategic timeline for each recommended action, guiding when and how these initiatives should be undertaken. By setting immediate (0-1 Years), medium (1-5 Years), and long-term priorities (5+ Years), this category helps coordinate efforts, align resources, and build momentum toward the community's goals and policy implementation.

Area Specific Recommendations

As outlined in Chapter 4, the Area Specific Recommendations are highlighted as tailored actions designed to address the overarching recommendations within each Area. By focusing on area-specific solutions, this category provides a roadmap for targeted investments and initiatives that support sustainable growth, protect local assets, and enhance quality of life in each community.

PLAN AMENDMENT PROCESS AND UPDATES

In order to ensure that Plan Hamilton best reflects the existing conditions and future vision of Hamilton County, the Plan Hamilton update cycle shall be as follows:

- » Full plan review - every five years
- » Annual review of policy and map changes - annual review by staff
- » Quarterly Plan Amendments - as necessary and when requested by rezoning applicant
 - Zoning decisions are based primarily on area plans, which are components of the adopted general plan, in this case Plan Hamilton. The County's five different Area Plans were developed to include Place Type (land use) and capital improvement recommendations to inform rezoning requests.
 - Although the Planning Commission meets monthly, it will consider requests to amend the Area Plan quarterly.
 - Planning staff will consult with applicants to determine whether this type of amendment is necessary for a particular rezoning request.
 - An Area Plan amendment and its companion rezoning case may be heard on the same agenda.



Table 7: Implementation Matrix				
Policy Subcategory	Recommendations	Applicability	Case Study / Example Ordinance	Timing
5.1 Community Character & Land Use Patterns				
5.1.1 Access Management	Utilize TDOT’s Highway System Access Manual for driveway spacing, median openings, and separation distances from signalized intersections.	Start with all State Routes where the existing TDOT Highway System Access Manual has standing. Expand to other principal arterials, minor arterials, and major collectors. Create manual, access management requirements, and corridor management plans before new development impacts are felt. Work with land owners to voluntarily contribute in-kind contributions (ROW, Design, etc)		0-1 Years
	Target segments of suburban corridor with high rates of traffic congestion, safety incident history, or new development permit approvals. Improve traffic safety, congestion, pedestrian infrastructure and aesthetics by creating corridor management plans and agreements with state and local partners for high priority suburban corridors		TDOT Highway Access Manual	1-5 Years
5.1.2 Rural Corridors	Develop policy to maintain rural corridor character including setbacks and vegetative buffers for new subdivisions.	All mapped Rural Corridor segments in the Conceptual Land Use and Place Type Maps and those designated in future map updates.	Lumpkin Co, GA Agricultural Preservation Area - Setbacks	0-1 Years
5.1.3 Centers	Work with land owners at Center locations to facilitate development, including district/center specific plan, according to center principles and preferred uses.	All designated center Place Types designated on current and future place type maps.		0-1 Years
	Once approved, partner with developers to install and construct streets and streetscape elements in the form of direct participation or financing vehicles like business improvement districts.	Focus joint development efforts on Village and Town Center areas with regional impacts. Expand to smaller centers where local governance and residents request implementation help and have previously participated in a small area plan.		5 + Years
5.1.4	Create an Overlay Commercial Zone or District to provide site and building design standards or other guidelines so new commercial development adds value to the community and is compatible with the rural character sought.			0-2 Years



Policy Subcategory	Recommendations	Applicability	Case Study / Example Ordinance	Timing
5.1.4 Conservation Subdivisions	Create a conservation subdivision option to cluster housing that features at least half of its potentially buildable land area devoted to undivided, permanently protected open space.	Conservation subdivisions should be an opt in tool available to land owners who want to balance financial returns with conservation legacy. Creation of a conservation provision in the county subdivision regulations will provide a tool to augment land purchase, and voluntary conservation efforts.	Williamson Co. TN - Updated Conservation Subdivision Standards NC Conservation Sub-Division Handbook	1-5 Years
	The use of an Overlay District, P.U.D. or Zone is recommended for implementation of more specific development criteria associated with residential and mixed-use Place Types.		Nashville - Explanation of Overlays and Development Standards	1-5 Years
	Establish Conservation subdivision provisions and evaluation criteria in the subdivision ordinance.	All of these tools are necessary to preserve the continuity of productive agricultural land, riparian corridors, and recreational assets at a regional or landscape scale. This tool should be selectively applied in A-1 zoned areas adjacent to existing public land or with high conservation value.	University of GA - Conservation Subdivisions research	1-5 Years
5.1.5 Medium Density Residential	Co-locate future Medium Density Residential adjacent to Suburban Corridor and Center Place Types. Where future Medium Density Residential abuts a Suburban Corridor or Center allow zero lot line single-family and townhomes on a percentage of the overall property. Consider allowing small-scale multifamily in these same areas (6-12 units 3 story maximum).			5 + Years



Policy Subcategory	Recommendations	Applicability	Case Study / Example Ordinance	Timing
5.2 Natural Resources				
5.2.1 Farmland and Riparian Corridor Protection	Build a stakeholder coalition including: NRCS, Trust for Public Land, Land Trust for Tennessee, North Chickamauga Creek Conservancy, Chattanooga Audubon Society, Land Conservation Assistance Network, Soil & Water Conservation District, Thrive Regional Partnership, Tennessee State and others to coordinate farmland and open space preservation efforts in Hamilton County.	Resident input from Areas 7, 9, 12, and 13 all emphasized a strong preference to preserve agricultural land uses, property, and rural character. All five planning areas include riparian corridors that if preserved would help to mitigate flood risks, provide opportunities for contiguous recreational and alternative transportation corridors, storm water quality, and habitat benefits. Development pressures are increasing across the county and in some areas the window for conservation efforts is limited. The time to begin building a coalition of landowners, conservation entities, and funding sources is now.	Thrive - Resilient Communities Program	0-1 Years
	Identify riparian corridors for preservation that have the potential to contribute multiple community benefits including farmland preservation, stormwater filtration, flood resilience, recreation, and habitat. Pursue strategies at landscape scale and on a property by property basis as development is proposed.	Prioritize: North Chickamauga Creek - (Area 8), Wolftever Creek, Johnson Branch - (Area 12), Long Savannah Creek - (Area 9) Falling Water Creek - (Area 7), Possum Creek, and Sale Creek - (Area 13).	America the Beautiful Grants	0-1 Years

REMAINDER OF PAGE IS INTENTIONALLY LEFT BLANK



Policy Subcategory	Recommendations	Applicability	Case Study / Example Ordinance	Timing
<p>5.2.1 Farmland and Riparian Corridor Protection <i>Continued</i></p>	<p>Undertake a comprehensive assessment of active farms and prime agricultural land.</p>	<p>Farmland preservation is often a unifying place to begin conservation efforts. The first step is identifying the soils and parcels that characterize productive agricultural land. Local Soil and Water Conservation Office personnel and academic partners should be engaged in this process. Making tangible progress on the ground requires partnership between federal programs such as NRCS and local conservation groups who can bridge funding gaps and provide stewardship and monitoring support. Developing relationships with Agricultural land owners and the farming community in Area 13, the northern half of Area 9, and the eastern portions of Area 12 is a critical first step.</p>	<p>Farm and Ranch Lands Protection Program (FRPP) Info</p>	<p>0-1 Years</p>
<p>5.2.2 Recreation, Economy and Conservation Synergies</p>	<p>Engage UTC - School of Outdoor Recreation & Tourism Management in a study of potential economic impacts from resort recreation centers, greenway/recreational infrastructure investments, and corresponding riparian corridor preservation.</p>			<p>1-5 Years</p>
	<p>Build on existing successes like South Chickamauga Creek and Wolftever Creek. Invest or seek funding for agricultural demonstration projects, educational, and recreation assets.</p>		<p>St Louis Science Museum Grow Exhibit</p>	<p>1-5 Years</p>
	<p>Pursue partnerships to preserve forested land with an emphasis on areas that further regional trail connections, enhance access to unique recreational, historical, or cultural assets.</p>	<p>Cumberland Plateau in Area 7 and Area 13, Big Ridge Area 9, and White Oak Mountain Area 12.</p>	<p>USDA Forest Legacy Program</p>	<p>0-1 Years</p>



Policy Subcategory	Recommendations	Applicability	Case Study / Example Ordinance	Timing
<p>5.2.2 Recreation, Economy and Conservation Synergies <i>Continued</i></p>	<p>Pursue multiple creative mechanisms and funding for preserving critical recreation and natural resource assets. Look for opportunities to create value in these areas through recreational tourism, wetland or stream bank creation, and consider the value of reduced flood risks and other socio-environmental factors in assessing return on investments.</p>		<p>Revenues from Green Infrastructure - Parks & Recreation Magazine</p> <p>Forest, Farm, and Wildlife Incentive Programs in Tennessee</p> <p>State of Tennessee Landscape Management Plan Resources</p>	
<p>5.2.3 Resiliency, Natural Resource Protections, and Development Impact Mitigation</p>	<p>Establish natural resources protection standards for wooded areas, drainages, steep slopes, as well as currently regulated wetlands and streams.</p>	<p>Countywide</p>		<p>1-5 Years</p>
<p>5.3 Infrastructure & Transportation Network</p>				
<p>5.3.1 Connectivity & Congestion Management</p>	<p>Review fire code regarding the number of lots allowed in new subdivision triggering a secondary point of access.</p>	<p>County Wide</p>	<p>Williamson Co Tn Subdivision Connectivity Criteria</p>	<p>0-1 Years</p>
	<p>Require walking path or sidewalk for new residential subdivisions with connections to a safe harbor school bus waiting area.</p>			<p>0-1 Years</p>
	<p>In support of improved traffic safety and congestion management implement spacing requirements for both full and partial (restricted turn movement) intersections on arterial and major collector roadways. (1/4 mile for full access)</p>	<p>Countywide on Arterials and Major Collectors</p>	<p>Street and Subdivision Connectivity Model Ordinance</p>	<p>0-1 Years</p>



Policy Subcategory	Recommendations	Applicability	Case Study / Example Ordinance	Timing
5.3.1 Connectivity & Congestion Management <i>Continued</i>	In support of improved traffic safety and congestion management consider modifications to the subdivision ordinance implementing internal connectivity index standards for developments of more than 500 lots.		Franklin TN Zoning - Circulation Connectivity	1-5 Years
5.3.2 Improvements to Local Roads, Intersections, and Safety Design Features	Follow the Hamilton County Transportation Project Priorities List in this document. Continue to invest County funds and leverage with State and Federal funds to make continuous progress on deferred transportation improvements.	Countywide	Appendix E	0-1 Years On - going
	Explore the use of alternative financing vehicles such as Tennessee's State Infrastructure Bank to amplify County investments.			0-1 Years
5.3.3 Sewage Treatment Capacity and Collection System	Continue to build system storage capacity, resilience for storm events, and greater predictability / flexibility to plan collection system expansion or new treatment capacity. Continue to pursue WIFIA and other capital funding specific to water and wastewater.			On - Going
	Target financing solutions and infrastructure investment to areas that have been identified as suitable for future growth. Proactively plan to shore up capacity or extend collection systems to these areas as necessary to better balance growth impacts.	See Funding Mechanisms		On - Going
	Add further specificity and criteria for utilization of decentralized sewage treatment systems.			0-1 Years
	Evaluate whether tap fees are keeping pace with infrastructure			0-1 Years



Policy Subcategory	Recommendations	Applicability	Case Study / Example Ordinance	Timing
5.3.3 Sewage Treatment Capacity and Collection System <i>Continued</i>	Evaluate decentralized systems and track projects using the systems to determine rules for use.			1-5 Years
	Evaluate the use of trilateral agreements to add flexibility, predictability, and fairness for developers who choose to collaborate with WWTAs in design and construction modifications for future capacity to recoup costs of infrastructure developed beyond project needs.		San Antonio Water System - Trilateral Agreements Framework for in-kind contributions	1-5 Years
5.3.4 Stormwater Infrastructure, LID Features, and Resiliency	Provide resources for complete and expeditious review of stormwater plans including pre-construction site review and post construction inspections.		Hamilton Co. TN Stormwater Rules & Regulations	0-1 Years
	Begin codifying more of Hamilton Co Stormwater quality BMP's.		Hamilton Co. TN Stormwater BMP Guidelines	1-5 Years
	Phase in additional resources for review and enforcement.		Wilson Co. TN Stormwater Ordinance	1-5 Years
	Develop a more comprehensive approach to stormwater site assessment, design, incentives, and regulations.		City of Ft. Wayne, IN Stormwater Regulations Incentives	1-5 Years
	Implement stormwater fee structures that incentivize BMP's.		Ft. Wayne, IN Stormwater Rate Structure ERU reduction incentives	1-5 Years
	Evaluate establishing a program for neighborhood or watershed based storm water infrastructure to capture storm water closer to where it falls and reduce combined sewer flows.		Philadelphia Stormwater Management Manual	0-1 Years
	Develop policy with WWTAs on decentralized sewer systems with robust criteria and design standards.	Countywide		0-1 Years



Policy Subcategory	Recommendations	Applicability	Case Study / Example Ordinance	Timing
5.3.5 Fire & EMS	Consider the findings of the Fire and Rescue Services Evaluation March 2024 to identify future service improvements.			0-1 Years
	Evaluate sources of funding to increase full-time personnel and standardize equipment purchases and training to simplify inter-local agreements.			

5.4 Economic Health & Community Opportunity

5.4.1 Resort Recreation Centers	Engage land owners where resort recreation centers have been identified to participate in small area plans or joint planning sessions. Work to provide examples that would establish the scale and scope of future projects. Help landowners or potential developers understand infrastructure requirements, neighborhood concerns, and connect them with resources to create plans compatible with goals for this place type.	Prioritize land near designated Resort Recreation Centers and with close proximity to existing state and regional recreational facilities and natural areas.	Dancing Bear Lodge - Example of Resort Recreation Doe Mountain Governance & Operations Conservancy at Doe Mountain	0-1 Years
	Require that resort recreational development on lands adjacent to public land or waterways be a catalyst for securing and enhancing public access to recreational assets in addition to creating private recreational development.	Countywide in designated centers	APA PAS Report on Waterfront Resort Development	0-1 Years
	Look for partners to start a recreation and tourism based business incubator/accelerator program.		UPLIFT NC Tourism Incubator & Accelerator Hospitality & Tourism Incubation Resources Clearwater Tourism Incubator	1-5 Years



Policy Subcategory	Recommendation	Applicability	Case Study / Example Ordinance	Timing
5.4.1 Resort Recreation Centers <i>Continued</i>	Engage UTC School of Sport, Outdoor Recreation and Tourism Management in a study of potential economic impacts from resort recreation centers, greenway/recreational infrastructure investments, and corresponding riparian corridor preservation.			1-5 Years
	Engage Tennessee Department of Tourism, Chattanooga Tourism Co, SETDD, and SETTA in creating a small recreational resort promotional plan and programming assistance.		Southeast Tennessee Tourism Association State of Tennessee Rural Tourism & Destination Development	0-1 Years
	Explore potential for agriculture based resort or event centers to contribute to agricultural revenue streams. Consider McDonald Farm as a potential case study for synergies between rural resort economic development, traditional agriculture, and recreation.	Sale Creek - McDonald Farm; Birchwood		0-1 Years
	Evaluate outcomes from existing case studies - including preservation goals, impacts on existing farms, housing costs, property taxes, etc.		Serenbe Farms Olivette, NC Willowsford, VA	
	Study Industrial opportunities - both as larger industrial/corporate scaler and smaller Maker District			
5.4.2 Growing the job Base	Pursue development study of future employment centers including emerging industries and manufacturing districts			



Policy Subcategory	Recommendations	Applicability	Case Study / Example Ordinance	Timing
5.5 Funding Mechanisms				
5.5.1	Consider use of RIDA as an incentive for developers who voluntarily meet specific infrastructure standards such as: improved street and pedestrian connectivity, LID stormwater improvements, provide easements for regional greenways, trails, or watershed protection.		Residential Infrastructure Development Act of 2024 (RIDA)	0-1 Years
	Explore use of alternate funding mechanisms such as TDOT’s State Industrial Access (SIA) Program	Hilltop Drive Extension; matching funds for other prioritized projects	TCED Report - The Power of Road Infrastructure	0-1 Years
	Consider strategic utilization of Business Improvement Districts, Tax Increment Financing, Trilateral Agreements, or Infrastructure Trust Funds to set the table for desired development patterns (sidewalks/ connectivity, roads and utility infrastructure, landscape buffers, LID enhancements) in identified current and future centers. (Village Centers, Neighborhood Centers, Neighborhood Nodes, Maker Districts, etc.) i.e. Joint Development		San Antonio Water System - Trilateral Agreements Framework for in-kind contributions	1-5 Years
	Use the Capital Funding for Mid-Sized Cities & Counties study as a guide to identifying innovative funding and financing approaches for capital improvements.			

REMAINDER OF PAGE IS INTENTIONALLY LEFT BLANK





APPENDIX

- [A. LIST OF CHARTS, FIGURES, AND TABLES \(draft\)](#)
- [B. BIBLIOGRAPHY](#)
- [C. SURVEY RESULTS](#)
- [D. KICK-OFF MEETING NOTES](#)
- [E. TRANSPORTATION PROJECTS - COUNTYWIDE](#)
- [F. EMERGENCY SERVICES REPORT - COUNTYWIDE](#)
- [G. VIGNETTE - FULL SIZE](#)
- [H. CONCEPTUAL RECOMMENDATIONS MAP - FULL SIZE](#)
- [I. GOALS, POLICIES & COMMUNITY THEMES MATRIX](#)

*PLEASE NOTE: FOR REFERENCE ONLY.
INFORMATION CONTINUALLY UPDATED.*



UPDATED LISTS TO BE ADDED

LIST OF CHARTS:

Chart 1: Single- Family (Detached) Projection.....	17
Chart 2: Percentages of Existing Zoning.....	21
Chart 3: Percentages of Existing Land Use.....	22
Chart 4: Permits by Area in Unincorporated vs. Incorporated Hamilton County.....	23
Chart 5: Area 9 Permits vs Hamilton County (All).....	24
Chart 6: Percentage of Parks, Recreation, and Open Space in Area 9.....	28
Chart 7: Percentage of Parks, Recreation, and Open Space in all 5 Plan Hamilton Areas.....	28

LIST OF FIGURES:

Figure 1.1: Northeast County Area 9 Map as part of Hamilton County Study Area.....	6
Figure 1.2: Northeast County Area 9 Map.....	7
Figure 2.1: Existing Zoning Map (2023).....	21
Figure 2.2: Existing Land Use Map (2023).....	22
Figure 2.3: Building Permits Map (2013-2023).....	24
Figure 2.4: Natural Resources Map.....	28
Figure 2.5: Sewer Infrastructure Map.....	31
Figure 2.6: Area 9 Crash Data Map (08/24/2020-08/24/2023).....	34
Figure 2.7: Area 9 TPO Planned Transportation Projects Map.....	36
Figure 2.8: Schools Map (2023).....	37
Figure 4.1: County Growth Capacity Map, Current Trends.....	52
Figure 4.2: County Growth Capacity Map, Focus on Urban Growth.....	53
Figure 4.3: County Growth Capacity Map, Jobs-Housing Balance.....	53
Figure 4.4: Conceptual Land Use Map.....	57
Figure 4.5: Transect Zones from Natural (left) to Special District (right).....	60
Figure 4.6: Place Types Map.....	70
Figure 4.7: Vignette Recommendation, Village Center at Greenwood Road & US Hwy 58.....	71

LIST OF TABLES:

Table 1: Economic Landscape Comparison.....	17
Table 2: Permit Classification Comparison.....	23
Table 3: Public Parks, Recreation, and Greenways.....	27
Table 4: Private Parks, Recreation, and Greenways.....	27
Table 5: Proposed Roadway Improvements (All Areas).....	35
Table 6: Community Outreach Timeline for Plan Hamilton.....	46
Table 7: Implementation Matrix.....	89



BIBLIOGRAPHY

- "Booker T. Washington State Park"**. *tnstateparks.com*, (1950), <https://tnstateparks.com/blog/african-american-history-at-booker-t-washington-state-park>. Accessed 20 Aug. 2024.
- "Booker T. Washington State Park"**. *tnstateparks.com*, (2024), <https://tnstateparks.com/assets/images/content-images/social-media-images/booker-t-washington.jpg>. Accessed 04 Sept. 2024.
- "Chickamauga Dam"**. *Tennessee Valley Authority (TVA)*, (2024), <https://www.tva.com/energy/our-power-system/hydroelectric/chickamauga>. Accessed 06 Sept. 2024.
- Dominique, L.** "Snow Hill Road". *News Channel 9*, 2023, June 12. <https://newschannel9.com/news/local/hamilton-county-traffic-engineers-taking-another-look-at-controversial-road-in-ooltewah>. Accessed 06 Sept. 2024.
- "Golden Gallon Drive Thru, Chattanooga"**. *You Know You're From Chattanooga if... (OFFICIAL GROUP) Facebook.com*, 22 Aug. 2024, <https://www.facebook.com/groups/26546024619/posts/10160130689744620/>. Accessed 30 Aug. 2024.
- Hardy, K.** "Birchwood School". *Chattanooga Times Free Press*, 2013, June 26. <https://www.timesfreepress.com/news/2013/jun/26/school-no-decision-made-yet-on-birchwoods-future/>. Accessed 04 Sept. 2024.
- "Harrison Bay State Park Map". *TN State Parks*, (2024), https://tnstateparks.com/assets/pdf/additional-content/park-maps/Harrison_Bay_web.png. Accessed 06 Sept. 2024.
- Johnson, R.** "Stormwater Runoff". *Chattanoogan.com*, 17 Nov. 2020. <https://www.usgs.gov/media/images/stormwater-runoff-urban-watersheds>. Accessed 29 Aug. 2024.
- Martin, J.** "The Lost Town of Old Harrison". *local3news.com*, 22 Mar. 2021. https://www.local3news.com/local-news/local-3-in-your-town/3-in-your-town-the-lost-town-of-old-harrison/article_faae9f2b-85d6-56b0-b23d-06b7936eea4c.html. Accessed 29 Aug. 2024.
- "Parks & rec marina & RV resort"**. *City Of Rockwood – Welcome to the City of Rockwood, Tennessee*, 2023. <https://www.volkswagen-newsroom.com/en/volkswagen-group-of-america-chattanooga-4071>. Accessed 14 Sept. 2024.
- "Snow Hill Recreation Area"**. *Hamilton County Parks & Recreation*, 2024. <https://parks.hamiltontn.gov/267/Snowhill-Recreation>. Accessed 06 Sept. 2024.
- Steuteville, R.** "Great Idea: The Rural-To-Urban Transect." *CNU*, 13 Apr. 2017, www.cnu.org/publicsquare/2017/04/13/great-idea-rural-urban-transect. Accessed 5 Aug. 2024.
- "Volkswagen group of America Chattanooga"**. *Volkswagen Newsroom*, Nov. 2023, <https://www.volkswagen-newsroom.com/en/volkswagen-group-of-america-chattanooga-4071>. Accessed 10 Sept. 2024.
- "Watercolour"**. *DR Horton: America's Largest Homebuilder*, 2024. <https://www.drhorton.com/tennessee/chattanooga/ooltewah/watercolour>. Accessed 19 Sept. 2024.

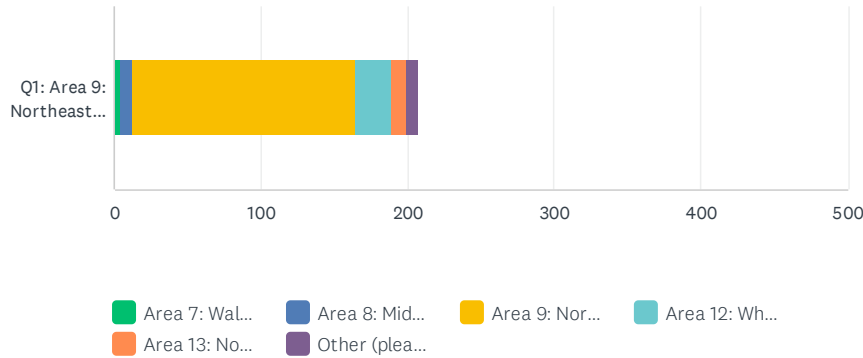


White, J. "Lake Chickamauga", "Chickamauga TN-60 Bridge". *Major League Fishing (MLF)*, 2019, April 30. <https://majorleaguefishing.com/pro-circuit/2019-04-30-get-to-know-lake-chickamauga/>. Accessed 04 Sept. 2024.



Q1 We have divided the county into thirteen areas for more focused planning, and five of these areas are in the unincorporated portions of Hamilton County. See the map below. Which of these five areas are you most interested in? It is probably the area you live in, but it could be another area where you work, spend time, or own a business or other property. Think about that same area when answering the questions that follow.

Answered: 153 Skipped: 0



	AREA 7: WALDEN PLATEAU	AREA 8: MIDDLE VALLEY / LAKESITE	AREA 9: NORTHEAST COUNTY	AREA 12: WHITE OAK MOUNTAIN	AREA 13: NORTH END / SODDY-DAISY	OTHER (PLEASE SPECIFY)	TOTAL
Q1: Area 9: Northeast County	2.61%	5.23%	100.00%	15.69%	6.54%	5.88%	135.95%
	4	8	153	24	10	9	208
Total Respondents	4	8	153	24	10	9	153

Q2 What are the community assets you use most frequently? These could include schools, parks, a grocery, gym, church, clinic, etc. List up to three. Please provide specific names and locations. (for ex. - Food City Plaza on Dayton Pike in Soddy Daisy or White Oak Mountain Trails)

Answered: 144 Skipped: 9

	A.	B.	C.	TOTAL
Q1: Area 9: Northeast County	100.00%	93.75%	79.17%	272.92%
	144	135	114	393
Total Respondents	144	135	114	144

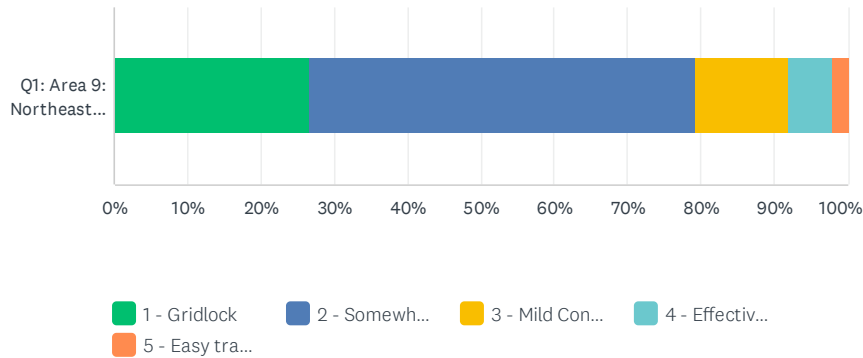
Q3 Thinking about your typical day, which roads do you most often use? Please name the street(s) or highway(s)?

Answered: 147 Skipped: 6

	FAVORITE ROUTE	TOTAL
Q1: Area 9: Northeast County	100.00%	100.00%
	147	147
Total Respondents	147	147

Q4 While traveling between the places you frequent most, rate your commuting experience during peak rush hours (7-9am and 4-6pm).

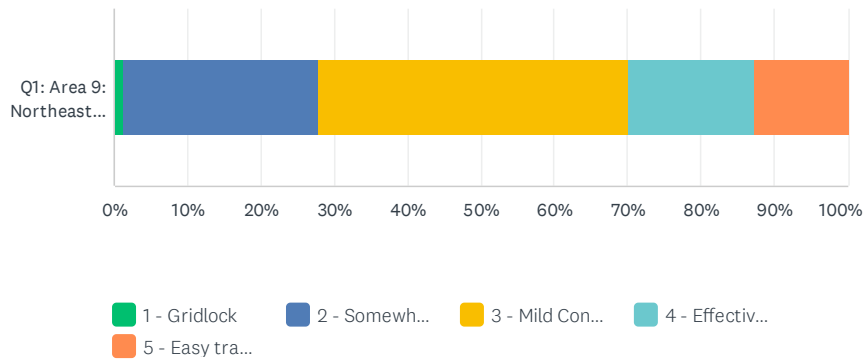
Answered: 150 Skipped: 3



	1 - GRIDLOCK	2 - SOMEWHAT CONGESTED WITH LONG DELAYS AT INTERSECTIONS	3 - MILD CONGESTION WITH SHORT DELAYS AT INTERSECTIONS	4 - EFFECTIVE TRAVEL - MINIMAL DELAYS	5 - EASY TRAVEL - FREE OF CONGESTION OR DELAYS	TOTAL
Q1: Area 9: Northeast County	26.67% 40	52.67% 79	12.67% 19	6.00% 9	2.00% 3	100.00% 150
Total Respondents	40	79	19	9	3	150

Q5 Please rate your travel experiences outside peak rush hours. At all other times, my trips are:

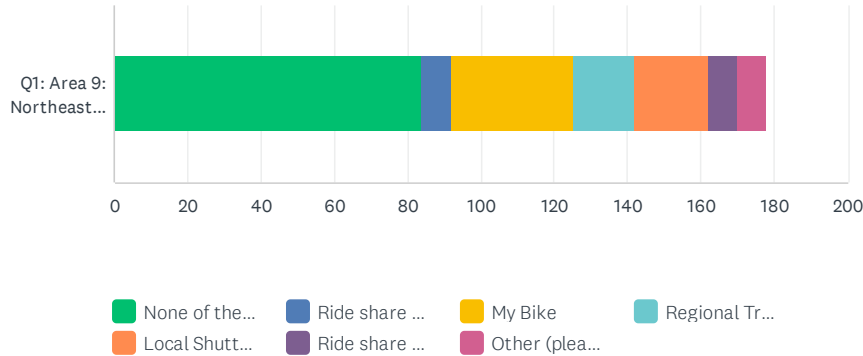
Answered: 151 Skipped: 2



	1 - GRIDLOCK	2 - SOMEWHAT CONGESTED WITH LONG DELAYS AT INTERSECTIONS	3 - MILD CONGESTION WITH SHORT DELAYS AT INTERSECTIONS	4 - EFFECTIVE TRAVEL - MINIMAL DELAYS	5 - EASY TRAVEL - FREE OF CONGESTION OR DELAYS	TOTAL
Q1: Area 9: Northeast County	1.32% 2	26.49% 40	42.38% 64	17.22% 26	12.58% 19	100.00% 151
Total Respondents	2	40	64	26	19	151

Q6 If there were safe alternatives in my area, the methods of transportation (other than my car) I would be most likely to use for some trips include:

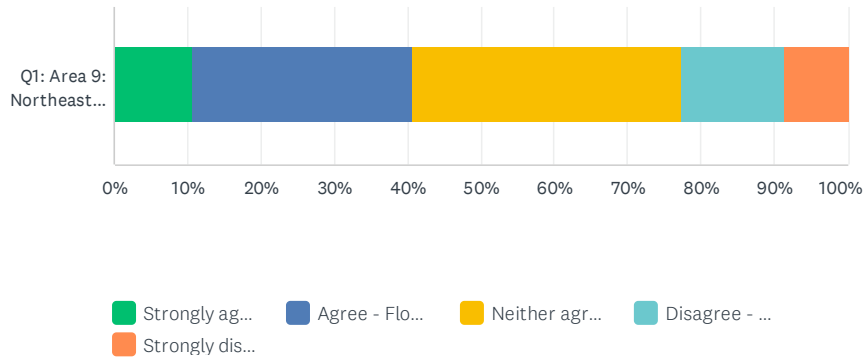
Answered: 149 Skipped: 4



	NONE OF THE ABOVE	RIDE SHARE SERVICE APP	MY BIKE	REGIONAL TRANSIT - TO COMMUTE TO A JOB OR SCHOOL OUTSIDE MY AREA	LOCAL SHUTTLE - FOR ERRANDS OR SHOPPING IN MY LOCAL AREA	RIDE SHARE / CAR POOL	OTHER (PLEASE SPECIFY)	TOTAL
Q1: Area 9: Northeast County	56.38% 84	5.37% 8	22.15% 33	11.41% 17	13.42% 20	5.37% 8	5.37% 8	119.46% 178
Total Respondents	84	8	33	17	20	8	8	149

Q7 Flooding and storm damage have frequently impacted my area in the last ten years.

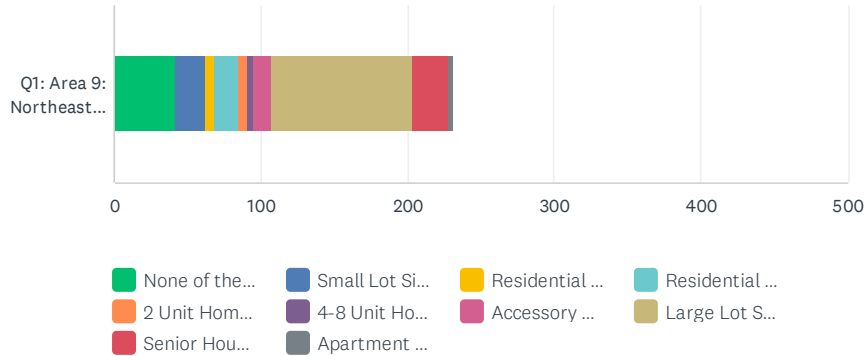
Answered: 150 Skipped: 3



	STRONGLY AGREE - FLOODING HAS FREQUENTLY BEEN UNAVOIDABLE, DAMAGED PROPERTY OR THREATENED SAFETY.	AGREE - FLOODING HAS BEEN FREQUENT AND HAS OCCASSIONALLY DAMAGED PROPERTY OR THREATENED SAFETY.	NEITHER AGREE NOR DISAGREE - FLOODING HAS OCCURRED BUT IMPACTS HAVE GENERALLY BEEN MINOR.	DISAGREE - OUR AREA OCCASSIONALLY FLOODS BUT ONLY IN AREAS THAT DO NOT THREATEN PROPERTY OR SAFETY.	STRONGLY DISAGREE - OUR AREA DOES NOT FLOOD.	TOTAL
Q1: Area 9: Northeast County	10.67% 16	30.00% 45	36.67% 55	14.00% 21	8.67% 13	100.00% 150
Total Respondents	16	45	55	21	13	150

Q10 The type of new homes that should be encouraged in my Area include: (please check all that you would support)

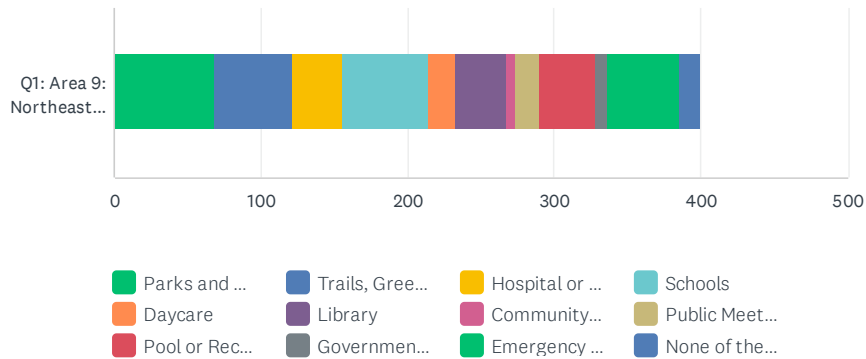
Answered: 151 Skipped: 2



	NONE OF THE ABOVE	SMALL LOT SINGLE UNIT HOMES	RESIDENTIAL TOWN HOMES	RESIDENTIAL MIXED USE	2 UNIT HOMES	4-8 UNIT HOMES	ACCESSORY DWELLING UNITS	LARGE LOT SINGLE UNIT HOMES	SENIOR HOUSING	APARTMENT BUILDINGS	TOTAL
Q1: Area 9: Northeast County	27.81% 42	13.25% 20	4.64% 7	10.60% 16	3.97% 6	2.65% 4	7.95% 12	63.58% 96	16.56% 25	1.99% 3	152.98 2
Total Respondents	42	20	7	16	6	4	12	96	25	3	1

Q11 The three types of civic uses and services most needed in my area include:

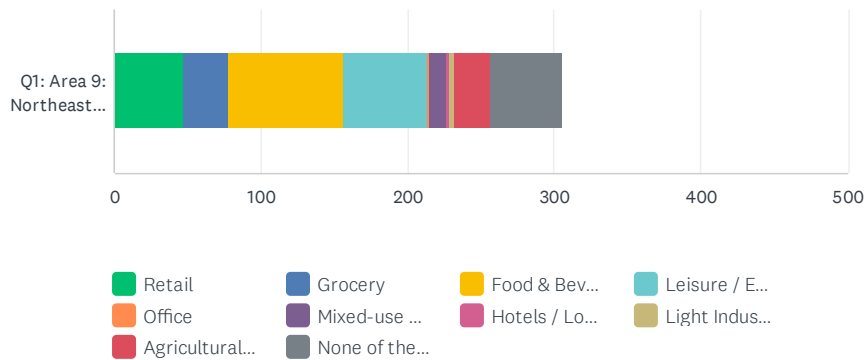
Answered: 151 Skipped: 2



	PARKS AND OPEN SPACE	TRAILS, GREENWAYS, SIDEWALKS	HOSPITAL OR MEDICAL CLINIC	SCHOOLS	DAYCARE	LIBRARY	COMMUNITY COLLEGE BRANCH OR TRADE SCHOOL	PUBLIC MEETING OR EVENT SPACE	POOL OR RECREATION CENTER	GOVERNMENT SERVICES
Q1: Area 9: Northeast County	45.03% 68	35.76% 54	21.85% 33	39.74% 60	11.92% 18	23.18% 35	3.97% 6	10.60% 16	25.17% 38	5.30% 8
Total Respondents	68	54	33	60	18	35	6	16	38	8

Q12 The three types of commercial uses and services most needed in my area include:

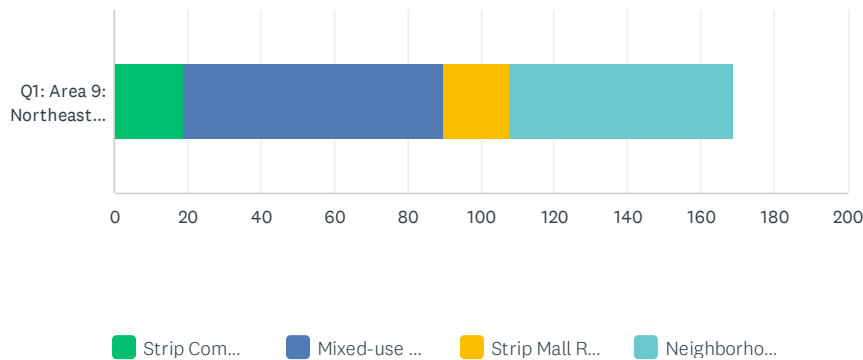
Answered: 148 Skipped: 5



	RETAIL	GROCERY	FOOD & BEVERAGE (RESTAURANTS, COFFEE SHOPS, ETC.)	LEISURE / ENTERTAINMENT (THEATERS, GYM/CLIMBING, CRAFT ACTIVITIES, MUSIC VENUES)	OFFICE	MIXED-USE COMMERCIAL (OFTEN COMMERCIAL OR OFFICE ON THE GROUND FLOOR WITH HOUSING ABOVE OR ATTACHED)	HOTELS / LODGING	LIGHT INDUSTRIAL / LIGHT MANUFACTURING	AGRICULTURAL BUSINESSES	
Q1: Area 9: Northeast County	31.76% 47	20.95% 31	52.70% 78	39.19% 58	0.68% 1	8.11% 12	1.35% 2	2.03% 3	16.89% 25	
Total Respondents	47	31	78	58	1	12	2	3	25	
	OTHER (PLEASE SPECIFY)								TOTAL	
Q1: Area 9: Northeast County									10	10

Q13 Please select the images that reflect the type of commercial development you would be most likely to support in your area.

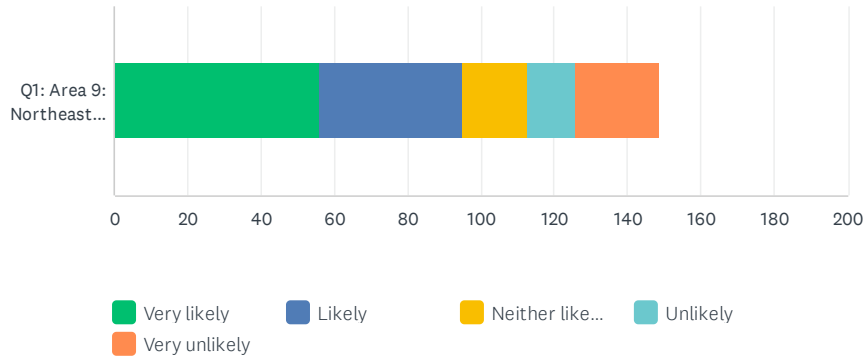
Answered: 126 Skipped: 27



	STRIP COMMERCIAL	MIXED-USE COMMERCIAL CENTER	STRIP MALL RETROFIT	NEIGHBORHOOD COMMERCIAL	TOTAL
Q1: Area 9: Northeast County	15.08% 19	56.35% 71	14.29% 18	48.41% 61	134.13% 169
Total Respondents	19	71	18	61	126

Q14 Think about smaller neighborhood shopping centers, perhaps with a deli, a small locally-owned restaurant, a barber shop, or an accountant’s office. How likely would you be to support a small cluster of such commercial businesses at an intersection near your neighborhood (within walking distance)?

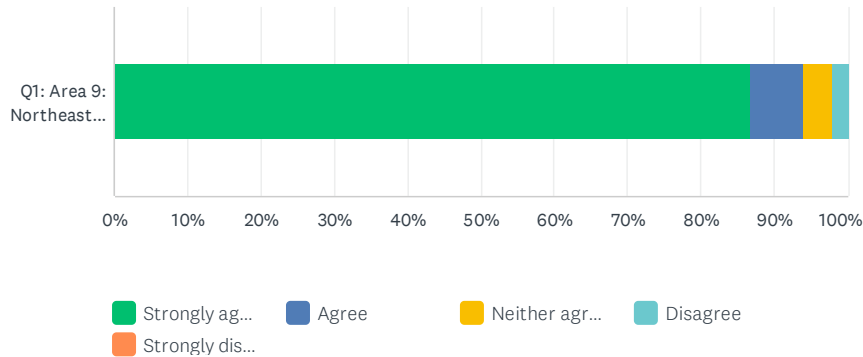
Answered: 149 Skipped: 4



	VERY LIKELY	LIKELY	NEITHER LIKELY NOR UNLIKELY	UNLIKELY	VERY UNLIKELY	TOTAL
Q1: Area 9: Northeast County	37.58%	26.17%	12.08%	8.72%	15.44%	100.00%
	56	39	18	13	23	149
Total Respondents	56	39	18	13	23	149

Q15 Preservation of farmland and rural character, steep slopes, wooded and riparian areas should be priorities in my area.

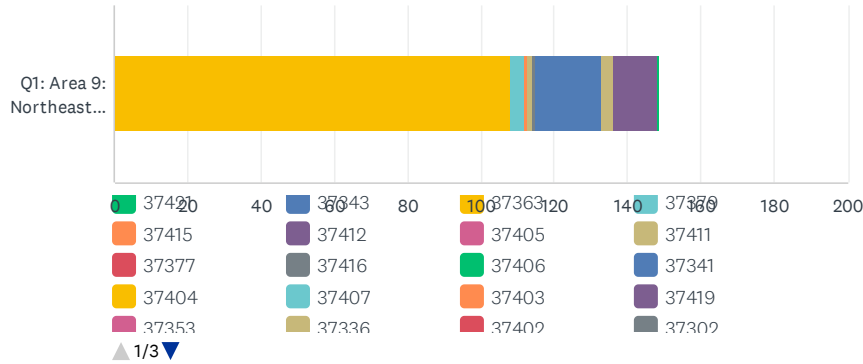
Answered: 150 Skipped: 3



	STRONGLY AGREE	AGREE	NEITHER AGREE NOR DISAGREE	DISAGREE	STRONGLY DISAGREE	TOTAL
Q1: Area 9: Northeast County	86.67%	7.33%	4.00%	2.00%	0.00%	100.00%
	130	11	6	3	0	150
Total Respondents	130	11	6	3	0	150

Q16 In which zip code do you reside?

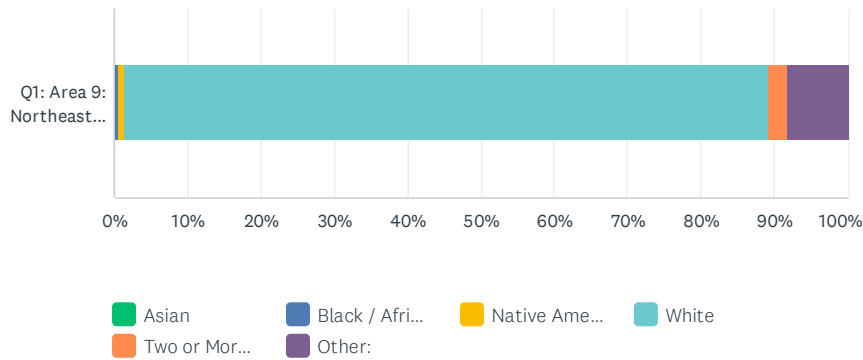
Answered: 149 Skipped: 4



	37421	37343	37363	37379	37415	37412	37405	37411	37377	37416	37406	37341	37404	37407	37403
Q1: Area 9: Northeast County	0.00%	0.00%	72.48%	2.68%	0.67%	0.00%	0.00%	0.67%	0.00%	0.67%	0.00%	12.08%	0.00%	0.00%	0.00%
Total Respondents	0	0	108	4	1	0	0	1	0	1	0	18	0	0	0
OTHER (PLEASE SPECIFY)													TOTAL		
Q1: Area 9: Northeast County														0	0

Q17 Which racial group do you most closely identify with?

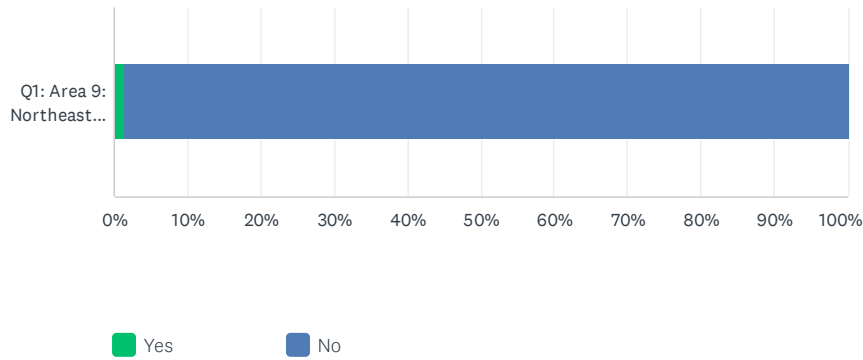
Answered: 148 Skipped: 5



	ASIAN	BLACK / AFRICAN AMERICAN	NATIVE AMERICAN	WHITE	TWO OR MORE RACES	OTHER:	TOTAL
Q1: Area 9: Northeast County	0.00%	0.68%	0.68%	87.84%	2.70%	8.11%	100.00%
Total Respondents	0	1	1	130	4	12	148

Q18 Area you Hispanic / Latinex?

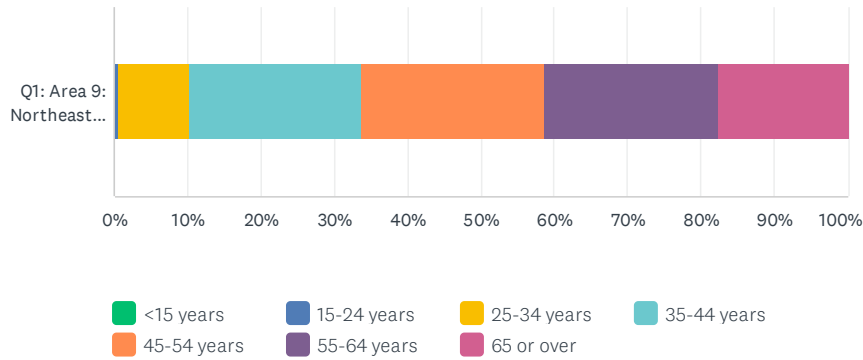
Answered: 143 Skipped: 10



	YES	NO	TOTAL
Q1: Area 9: Northeast County	1.40%	98.60%	100.00%
	2	141	143
Total Respondents	2	141	143

Q19 What is your age?

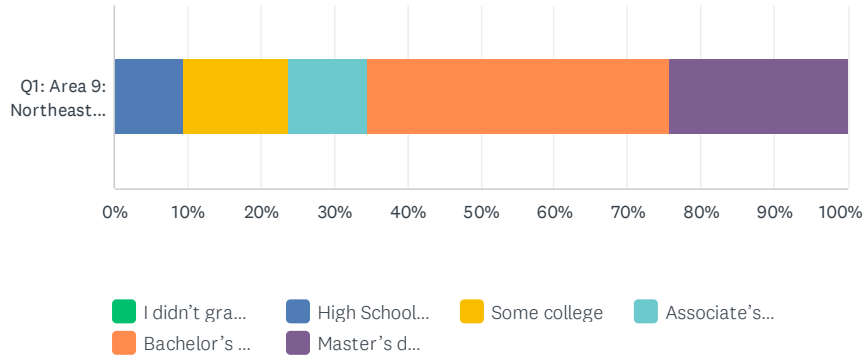
Answered: 148 Skipped: 5



	<15 YEARS	15-24 YEARS	25-34 YEARS	35-44 YEARS	45-54 YEARS	55-64 YEARS	65 OR OVER	TOTAL
Q1: Area 9: Northeast County	0.00%	0.68%	9.46%	23.65%	25.00%	23.65%	17.57%	100.00%
	0	1	14	35	37	35	26	148
Total Respondents	0	1	14	35	37	35	26	148

Q20 What is your highest level of education?

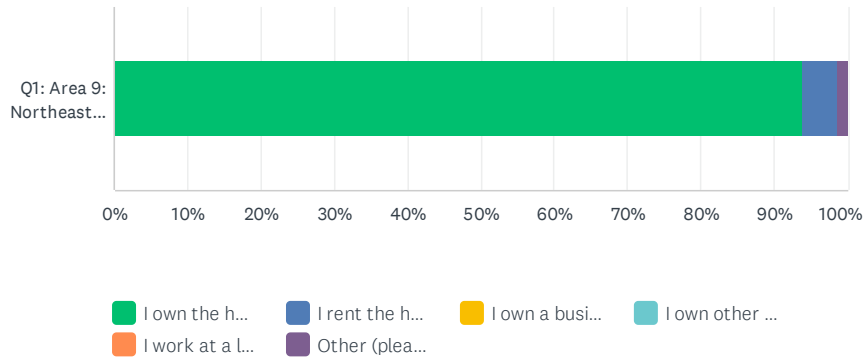
Answered: 148 Skipped: 5



	I DIDN'T GRADUATE FROM HIGH SCHOOL	HIGH SCHOOL DIPLOMA	SOME COLLEGE	ASSOCIATE'S DEGREE	BACHELOR'S DEGREE	MASTER'S DEGREE / PH.D.	TOTAL
Q1: Area 9: Northeast County	0.00% 0	9.46% 14	14.19% 21	10.81% 16	41.22% 61	24.32% 36	100.00% 148
Total Respondents	0	14	21	16	61	36	148

Q21 What are your connections to the area of the county you identified in Question 1? Please select all that apply.

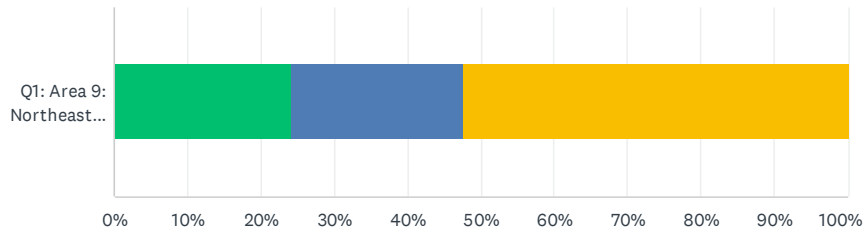
Answered: 149 Skipped: 4



	I OWN THE HOME I LIVE IN	I RENT THE HOME I LIVE IN	I OWN A BUSINESS	I OWN OTHER PROPERTY	I WORK AT A LOCAL BUSINESS	OTHER (PLEASE SPECIFY)	TOTAL
Q1: Area 9: Northeast County	93.96% 140	4.70% 7	0.00% 0	0.00% 0	0.00% 0	1.34% 2	100.00% 149
Total Respondents	140	7	0	0	0	2	149

Q22 How long have you lived Hamilton County?

Answered: 149 Skipped: 4

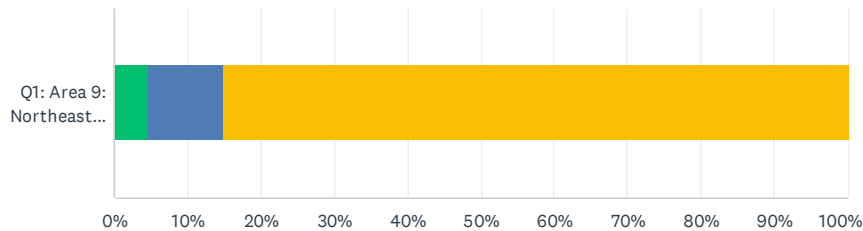


■ 0-4 years
 ■ 5-19 years
 ■ 20+ years

	0-4 YEARS	5-19 YEARS	20+ YEARS	TOTAL
Q1: Area 9: Northeast County	24.16% 36	23.49% 35	52.35% 78	100.00% 149
Total Respondents	36	35	78	149

Q23 What is your household income level?

Answered: 147 Skipped: 6

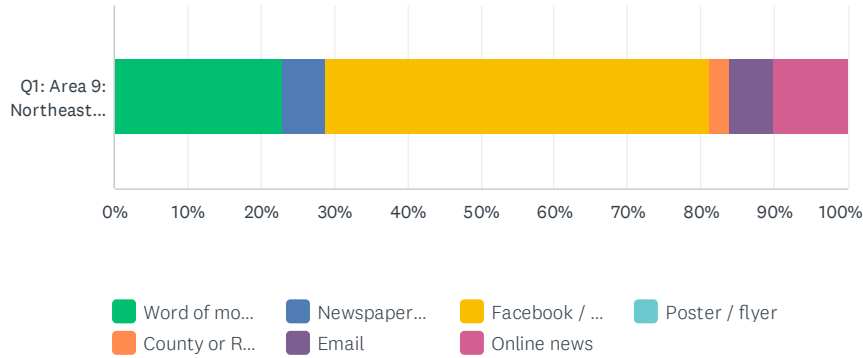


■ Less than \$...
 ■ \$40,000-\$...
 ■ Greater th...

	LESS THAN \$40,000	\$40,000-\$60,000	GREATER THAN \$60,000	TOTAL
Q1: Area 9: Northeast County	4.76% 7	10.20% 15	85.03% 125	100.00% 147
Total Respondents	7	15	125	147

Q24 How did you hear about this planning process?

Answered: 149 Skipped: 4



	WORD OF MOUTH	NEWSPAPER / AD	FACEBOOK / TWITTER / ETC.	POSTER / FLYER	COUNTY OR RPA WEBSITE	EMAIL	ONLINE NEWS	TOTAL
Q1: Area 9: Northeast County	22.82% 34	6.04% 9	52.35% 78	0.00% 0	2.68% 4	6.04% 9	10.07% 15	100.00% 149
Total Respondents	34	9	78	0	4	9	15	149

Q25 Thank you for completing this survey! Please enter your contact Information for a chance to win one of three \$25 Amazon gift cards!*

Answered: 101 Skipped: 52

	NAME	COMPANY	ADDRESS	ADDRESS 2	CITY/TOWN	STATE/PROVINCE	ZIP/POSTAL CODE	COUNTRY	EMAIL ADDRESS	PHONE NUMBER
Q1: Area 9: Northeast County	98.02% 99	0.00% 0	0.00% 0	0.00% 0	99.01% 100	0.00% 0	0.00% 0	0.00% 0	95.05% 96	84.16% 85
Total Respondents	99	0	0	0	100	0	0	0	96	85

Meeting Discussion Notes

What will happen with the Wolftever Plan, since we're now doing another plan on top of it? *STAFF: It will be replaced by this new plan.*
 New Subdivision on Snow Hill: 200 - 500 homes? Difficult getting into / out of the subdivision safely. Need a second connection with a turn lane into the subdivision.

Modify the zoning standards to have larger lots, lower density.

Is the WWTA (Wastewater Treatment Authority) coordinating with the EPA about Signal Mtn issues?

We need money for new infrastructure. Federal grants have specific limitations and requirements.

Need action now on a plan!

Satellite retail nodes are desired.

Interstate exit is needed between Ooltewah and Georgetown.

How do we slow down development until we have a plan?

Hunter Rd property: Traffic generated by apartments on the hilltop is a concern.

Hunter & Snow Hill Rd traffic in general is a problem.

Require infrastructure to be in place before development. *STAFF: The property owner has the right to develop according to their current zoning. They also have the right to request a zoning change.*

Need money for infrastructure for development.

Change the zoning to preserve low density.

Too much development on Ooltewah-Georgetown Rd.

Update zoning: "buildable" acres + actual vs. aggregate *STAFF: The way we define density needs to be addressed.*

Require turning lanes with new development. *STAFF: Business Improvement Districts (BIDs) or Community Improvement Districts (CIDs) are being used by many cities to pay for the desired improvements.*

Survey: We want to keep it rural, no questions asked.

Tennessee Code Annotated (TAC): Zoning & Planning Commission decisions must be consistent with the plan. Much of the county has no plan.

Need to mitigate the impact of development on water quality.

Can zoning decisions be reversed? *STAFF: A property owner may request a zoning change back to whatever it was originally, or request another zone. Such requests must go through a public rezoning process.*

Developers need to talk to the community; they shouldn't change what they say they're going to do.

Require developer to replace each tree taken down with 10 more; we should be "stewards".

Would a petition to pause development until infrastructure catches up help?

Preserve farmland. *STAFF: The County has no zone limited to "farmland" only, but there is an Agricultural Zone which allows farms and residential development at a lower density.*

Change zoning to require larger large lots.

Need starter homes (quality homes but with smaller square footage.)

Send personal letters to the Commissioners.

Improve State Parks, e.g. trail maintenance, litter clean-up, maintenance of amenities, such as water bottle refill stations, bathrooms, picnic tables, shade structures, etc.

Community Comment Cards

Obviously we need growth to be sustainable. I applaud this process. I hope you take the information you gather and act on it.

Historically, roads get widened after growth. I hope you can forecast the growth areas and create the infrastructure prior to the growth.

Ooltewah-Georgetown Road - Lee Hwy - Home - new - too close

Would like to see farmlands along the Ooltewah-Georgetown Rd north of Mahan Gap and along Birchwood Pike north of Sequoyah Bay preserved. Concerned about development costs; want to make sure farmlands are exempt from property tax increases. To relieve pressure on main arteries, develop satellite retail nodes near larger developments. Thanks for the meeting!

Northeast County- Area 9

Birchwood, Georgetown

August 24, 2023

1) Preserve: farmland/agricultural areas/green spaces. **2) Improvements:** Roads, roads, roads!; too narrow, no shoulders, poorly maintained, need repairs, paving; sewers/sewage treatment overall infrastructure. **3) Future:** Preserve the rural nature of the northern part of Hamilton County. Growth will happen but control the density. Redefine/clarify "aggregate" development. A1=2 houses/acre; fix the loophole that allows developers to squeeze the houses onto smaller parcels, while still claiming it is 2 houses/acre. Thank you for initiating this process.

Developers get a permit only when paying enough for infrastructure improvements - Is that possible?

Improvement of State Parks especially Harrison Bay

Dr. Highlander said he requested that a roundabout be built on an area annexed by Chattanooga that heavily affects traffic endured by Hamilton County residents. The city refused to pay the immediate upfront costs, even though it costs less in the longrun. How can we county residents persuade the city to use roundabouts for everyone's benefit? How do we get TDOT to add I-75 access to Hunter Rd?

No building in the floodplain; no building in high groundwater areas; no building in shallow bedrock areas

I would like to see zoning restrictions for the rural areas. Such as when a farm is sold to a developer, there are restrictions as to how many acres are available for a single home construction, e.g not allow 1/2 acre lots but say a minimum of 3 acres per home.

Need help on Kevin Lane and Pictures Circle; and stop this from ever happening again

How does the "plan" address the old state laws that may be contrary to the final "plan"? For example the "aggregate" land/housing formula

Infrastructure needs to catch up and then stay ahead of growth. Don't build new housing until roads & other supporting infrastructure is in place to support it.

Will the plan be legally binding on zoning matters? How will variances be granted?

Why are we not charging builders an impact tax?

1) Small town atmosphere in the different communities; 2) TRAFFIC - Hunter Road is a nightmare; 3) No more homes until the infrastructure is there; Tax the zoning!!!! Preserve the farmland!!!!

Keep in mind the TVA complex that will open on Hwy 58 just inside the Meigs County Line. A lot of employes will be moving to that area.

1) Widening Snow Hill, Hunter Rds - When there is an accident on I-75, those roads are overrun with traffic. 2) Plan developments in Ooltewah that are 2 to 5 acres, "gentleman farmer"-type of neighborhoods. 3) Build infrastructure before more neighborhoods are built. 4) We want to keep our farmland. 5) No more cheap homes, e.g. Horton Homes.

Need zoning for Hamilton County that is different than the City; the city should have no say about what is happening in the county; Better requirements for new businesses & neighborhoods; ie., no metal buildings, similar signage. Condemn or fine hoarders until property has been cleaned up. Sidewalks/curbs. Baseball/softball/football field maintenance. Greenspace in N. East County for public use. Turning lanes for all new developments, paid for by builders. Responsible zoning - no commercial next to residential.

1) What would I want to preserve? The greenery landscape & nature (natural beauty) **2) Improve?** - Need lighting on Snow Hill Rd. Also, neighborhoods need lighting as well, such as street lights. Need to widen Snow Hill Rd. Can use a real Fire Dept. **3) See more of?** - Neighborhood parks with basketball and tennis courts. The area in Ooltewah can use more walking trails too. Also, we can use a community YMCA in Ooltewah. Every time a new development is created, they need to be required to build a park & school for the neighborhood (make the builders pay for it).

Northeast County- Area 9

Birchwood, Georgetown

August 24, 2023

The world doesn't need to live in Ooltewah; a limit must be set for # of houses/acreage. **Preserve** - Rural look & culture; ranches and farms; public lake access and lake parks; cultural/Native American sacred land & artifacts; natural area for wildlife with wildlife corridors to connect these areas; adherence to Wolftever Creek Plan; current resident rights for a small town, views of natural areas, rural farms; character of a small town; **Improve** - Walking trails to connect developments and natural areas, neighborhood schools/parks, stormwater infrastructure, road safety (specifically hotspots of Hunter Road, Snow Hill Road, O/G road (especially signal light at Lee Hwy)), traffic is backed up one mile, not all the new development is complete, stop concentrated housing developments; **Want to See More Of** - More schools built (current students deserve a quality education & not to be overcrowded), more fire protection and police, walking/bike trails; wetland, stream, etc. acreage as part of the total developed parcel, controlled growth via a well thought-out plan, e.g. the Wolftever Plan old vs bad; developers & engineers associated with those developments are voting members.

Thank you for holding the Area 9 planning meeting at Ooltewah High School on 8/24/23. I found the discussion very useful. 1. Almost everyone expressed concern over the rapid rate of subdivision development in Ooltewah area. Everyone sees the need for a better plan that slows development in our area. 2. Request the County Commission revise the zoning for Area 9 and Area 12 to only allow 2 houses per acre for A1 and 3 houses per acre for R1. 3. Require developers (instead of encourage) to hold community meetings at least one month prior to the RPC (Regional Planning Commission) hearings for rezoning cases. Developers routinely decline to hold these meetings unless the County Commissioners get involved. Residents in my area have been fortunate that Commissioners Highlander and Eversole have been proactive in facilitating these meetings. 4. Only allow "useable" land to be used in the "houses per acre" calculations. Flood zones, transmission line right of ways, etc. should be excluded from the calculations; 5. For the next round of meetings, I encourage the RPA to post all presentation slides, etc. at least one week before the meetings are held. That would allow residents to review the material before the meeting and be better prepared for the discussions. 6. A concern I shared with Dan after the meeting is that we have the Wolftever plan, but have not been consistent in following its recommendations. If we had, we wouldn't be in as big a mess as we currently are. We really need a commitment from our leaders and decision makers that we will follow the new plan. Otherwise, we could repeat the mistakes of the past.

I live in Ooltewah and I'm quite worried about the amount of subdivisions continuing to go into North Ooltewah along Ooltewah Georgetown Road, etc. Going south into Ooltewah, there by the Ace, is often extremely congested. The line of traffic can be half a mile to a mile long. We have to think about the infrastructure more in this area before we continue to allow additional housing to be made.

Too many areas of Chattanooga (both city and county) should be under a moratorium for development of any type! Fix the infrastructure, research the area to determine if residents WANT additional development. I am weary of land being developed to the demise of wildlife. Come on Chattanooga; wake up! Do not let out of town developers have their way every time!

**Hamilton County
Transportation Project Recommendations**

Priority Group	Roadway	Project Location	Area	Type of Improvement	Warranting Condition	Preliminary Project Cost
Medium-Term	Roberts Mill Road	from Dayton Pike to Mountain Laurel Trail	7	Safety	Crash Rate	\$2M-\$3M
Long-term	Montlake Road	from Dayton Pike to Mowbray Pike	7	Safety	Crash Rate	\$1M-\$6M
Long-term	W Road	from Mountain Creek Road to Anderson Pike	7	Safety	Capacity & Crash Rate	\$1M-\$2M
Short-term	Daisy Dallas Road	from Harrison Lane to Hixson Pike	8	Safety	Crash Rate	\$1M-\$2M
Short-term	Middle Valley Road	from Hixson Pike to Daisy Dallas Road	8	Safety	Crash Rate	\$1M-\$2M
Medium-Term	Middle Valley Road	at Daisy Dallas Road	8	Intersection	Capacity & Crash Rate	\$2M-\$4M
Medium-Term	Middle Valley Road	at Walnut Road	8	Intersection	Crash Rate	\$2M-\$4M
Medium-Term	Middle Valley Road	at Gann Road	8	Intersection	Capacity & Crash Rate	\$2M-\$4M
Long-term	Gann Road	from Middle Valley Road to Daisy Dallas Road	8	Safety	Crash Rate	\$1M-\$5M
Short-term	Hunter Road	at Lebron Sterchi Drive	9	Intersection	Crash Rate	\$2M-\$3M
Short-term	Hunter Road	at curve near Crooked Creek Drive	9	Safety	Crash Rate	\$1M-\$2M
Short-term	Hilltop Drive	between Hunter Road and Volkswagen Drive	9	Extension	Capacity/Congestion	\$12M-\$19M
Short-term	Hunter Road	from Hwy 58 to Lee Highway	9	Safety	Crash Rate	\$2M-\$5M
Medium-Term	Hunter Road	at Garfield Road	9	Intersection	Capacity & Crash Rate	\$2M-\$3M
Medium-Term	Snow Hill Road	from Mountain View Drive to Mahan Gap Road	9	Safety	Crash Rate	\$1M-\$4M
Medium-Term	Snow Hill Road	from Mountain View Drive to Amos Road	9	Capacity	Capacity & Crash Rate	\$2M-\$5M
Long-term	Hunter Road	from Hwy 58 to Lee Highway	9	Capacity	Capacity & Crash Rate	\$22M-\$39M
Long-term	Harrison Bay Road	from Hwy 58 to Birchwood Pike	9	Safety	Crash Rate	\$1M-\$3M
Short-term	Standifer Gap Road	from Banks Road to Camp Road	12	Safety	Crash Rate	\$1M-\$3M
Medium-Term	E Brainerd Road	at London Lane	12	Intersection	Capacity/Congestion	\$2M-\$4M
Long-term	Standifer Gap Road	at Bill Reed Road	12	Intersection	Capacity & Crash Rate	\$2M-\$4M
Long-term	Armstrong Road	from Hixson Pike to Lee Pike	13	Safety	Crash Rate	\$1M-\$4M
Long-term	McCallie Ferry Road	from US 27 to Spradling Road	13	Safety	Crash Rate	\$1M-\$2M

Due to its length, the ***Fire and Rescue Service Evaluation Rural Hamilton County Tennessee*** document is not included in this appendix.

The document can be found on the RPA's website by selecting "Analyses" under the "Data & Analyses" tab from the main navigation. Scroll down to find the link for "Fire and Rescue Service Evaluation Rural Hamilton County Tennessee."

A direct link to the PDF document has been provided below for your convenience.

Link to page:

<https://chcrpa.org/project/fire-and-rescue-service-evaluation-rural-hamilton-county-tennessee/>

Link to google doc (PDF):

https://drive.google.com/file/d/1XC4t8V8ZCB2cRVxhqk33YqmibI4-gOG2/view?usp=drive_link



VILLAGE CENTER

at Greenwood Road & US Highway 58

- PLACEMAKING**
- (A) pocket parks, amenity areas, and outdoor seating
 - (B) playgrounds, gathering areas, community gardens
 - (C) locations for project identification or community wayfinding signage

- DENSITY**
- (D) opportunities for commercial or residential infill
 - (E) town homes
- PEDESTRIAN IMPROVEMENTS**
- (F) enhanced pedestrian crossings/safety; comprehensive sidewalk plan

- existing commercial building
- proposed commercial building
- proposed multi-family

- ACCESS MANAGEMENT**
- (G) limited curb cuts and well spaced entrances
 - (H) parcel connectivity
 - (I) parking and circulation

- STREETSCAPE**
- (J) enhanced or existing vegetation buffers along roads or adjacent single family residential property
 - (K) water quality buffers



CONCEPTUAL LAND USE / PLACE TYPES STUDY

9 | **NORTHEAST COUNTY AREA**

- City Limits
- Parcels
- Rail
- Water Bodies
- Streams and Creeks
- Parks, Recreation and Open Space
- Interstates, Highways and Expressways
- Major and Minor Arterials
- Major and Minor Collectors
- All Other Roads
- Boat Launch Locations
- 100 Year Flood Zone
- Slopes ≥ 25%

- SCHOOLS**
- Ooltewah High School
 - Hunter Middle School
 - Snow Hill Elementary School
 - Ooltewah Elementary School
 - Wallace A. Smith Elementary School
- 1/2 Mile Walkable Radius

RECOMMENDATIONS

- CENTERS**
- Potential Crossroads
 - Potential Neighborhood Node
 - Potential Village Center

- SPECIAL DISTRICTS**
- Potential Regional Opportunity Area*

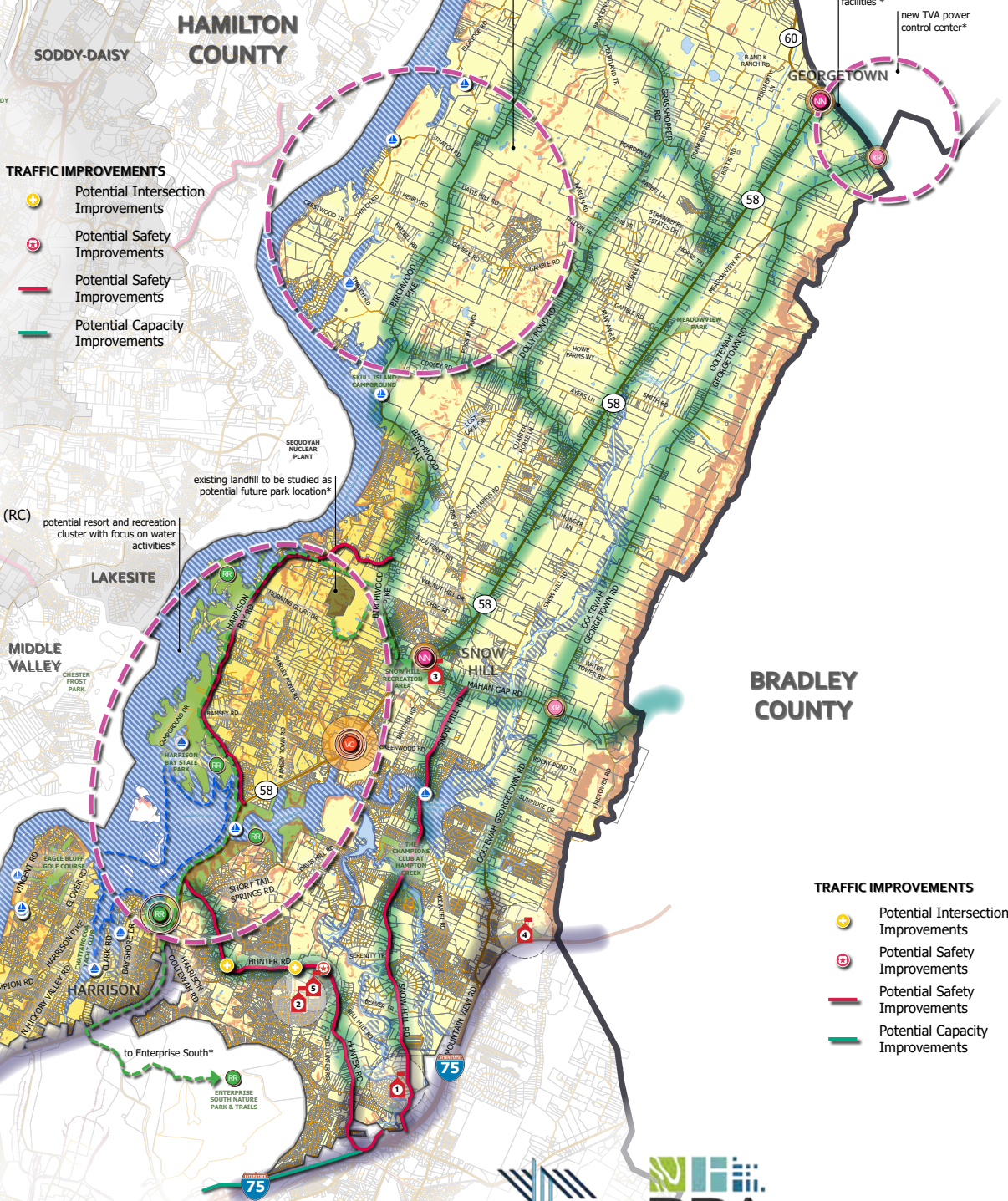
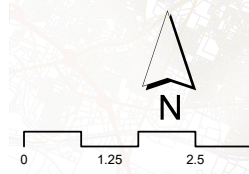
- RESORT & RECREATION**
- Potential Resort & Recreation Center
Includes: Campgrounds, Trail Heads, Put-ins/Boat Ramps, Mini-marts, etc
 - Potential Resort & Recreation Center
Includes: Lodging, Marinas, Commercial Areas, Housing, etc

- CORRIDORS**
- Potential Greenway *
 - Potential Blueway
 - Potential Rural Enhancement Corridor (RC)
 - Potential Suburban Corridor (SC)

- RESIDENTIAL**
- Low Density Residential Area
Includes: Conservation Residential and Countryside Residential Place Types
 - Moderate Density Residential Area
Includes: Suburban Residential Place Type
 - Mod-High Density Residential Area
Includes: Mixed Residential and Urban Residential Place Types

- TRAFFIC IMPROVEMENTS**
- Potential Intersection Improvements
 - Potential Safety Improvements
 - Potential Safety Improvements
 - Potential Capacity Improvements

- RESIDENTIAL**
- Low Density Residential Area
Includes: Conservation Residential and Countryside Residential Place Types
 - Moderate Density Residential Area
Includes: Suburban Residential Place Type
 - Mod-High Density Residential Area
Includes: Mixed Residential and Urban Residential Place Types



potential agritourism area: legacy farms and farm products, ag tours, goods sold on property or at RR nodes; preserve public lake access*

potential corridor to be studied by the MPO with respect to future location of planned regional facilities *
new TVA power control center*

potential resort and recreation cluster with focus on water activities*
existing landfill to be studied as potential future park location*

to Enterprise South*

- TRAFFIC IMPROVEMENTS**
- Potential Intersection Improvements
 - Potential Safety Improvements
 - Potential Safety Improvements
 - Potential Capacity Improvements



4.3.8 GOALS, POLICIES & COMMUNITY THEMES MATRIX

- **Directly influenced by the Community Themes**
- **Supports or reinforces the Community Themes**



1. BALANCE GROWTH, ECONOMY & COMMUNITY CHARACTER					
1.9.1	Recognize the distinct character of sub-areas and neighborhoods in Area 9 by crafting growth strategies that match the natural conditions, infrastructure capacity, culture, and opportunities represented in each community.	●	●	●	●
1.9.2	Utilize corridor management strategies, redevelopment incentives, and infrastructure financing tools to reshape highway-oriented commercial plazas into more balanced development nodes. Incentivize development around mixed-use centers to support the commercial anchors with a combination of housing types and complimentary civic uses.	●		●	
1.9.3	Allow more densely developed commercial nodes along suburban corridors to help add predictability to infrastructure investments, transportation planning, strategic planning for schools and parks, and expectations of where growth will occur for existing residents.	●	●	●	●
1.9.4	Support Resort Recreation Centers near recreational assets and natural resource areas as means of focusing growth and related infrastructure investment into the most appropriate locations. Resort Recreation Centers should be scaled to the market and setting. Provide zoning and development standards that encourage a mixture of support commercial (equipment rental / outfitters, restaurants, lodging, equipment storage, etc) as a means of providing jobs and generating revenues while supporting connectivity and conservation in sensitive areas.	●	●	●	●
1.9.5	Recognize the generational importance of supporting agricultural lands, food production, and agriculture-based businesses as a means of preserving rural landscapes and culture. Develop a map of prime agricultural lands, farms, and natural resources to target conservation and resiliency strategies.	●	●		
2. PROTECT & ENHANCE NATURAL RESOURCES					
2.9.1	Utilize the Natural Resource Overlay as a tool for shaping future standards for conservation subdivision criteria and identify potential conservation or recreation corridors that warrant coordinated preservation efforts.	●	●		
2.9.2	Create a greenways and open space master plan to identify critical corridors and parcels that will enhance recreation and preserve rural character with public access. Centering these plans on watersheds such as the Long Savannah Creek corridor can result in recreation, resiliency, and environmental benefits.	●	●		●
2.9.3	Consider formally removing steep slopes, stream buffers, wetlands, floodways, and contiguous woodlands from areas eligible for development in zoning and subdivision provisions and removing them from density calculations for projects that include these areas within lot boundaries.	●	●		
2.9.4	Consider tightening the requirements for engineered storm water management plans in the zoning and subdivision ordinance. Consider including developments of lots over five acres. Could be applied only where site analysis demonstrates that natural resources overlay exists.	●	●		
3. PRESERVE & ENHANCE OUTDOOR RECREATION					
3.9.1	Capitalize on lake access, State Parks, and available land for future parks and greenways to develop a master plan for connecting recreational assets with greenways, trails, and wayfinding signage.	●	●		●
3.9.2	Look for synergies between existing regional recreation assets such as commercial arenas, state parks, and legacy farms and sites for potential recreational development. Allow for development on parcels adjacent to these assets with a compact footprint that can be economic contributors while also buffering high value recreational land and natural resource areas.	●	●		●
3.9.3	Study the possibility of greenway and blueway connections between Booker T. Washington and Harrison Bay State Parks, eventually extending further along the lake shore in both directions. The Long Savannah Creek floodway also provides opportunities for a rural greenway experience connecting the public to legacy farms, providing a buffer from new development, and resiliency from flood events.	●	●		●



- **Directly influenced by the Community Themes**
- **Supports or reinforces the Community Themes**



3.9.4	Build on the resort recreation placetype to establish zoning approaches to support small scale commercial ventures near isolated recreational assets like boat launches, campgrounds, and natural areas.	●	●	●
4. PROMOTE CONNECTIVITY AND MULTI-MODAL TRANSPORTATION				
4.9.1	Utilize Suburban corridors as a framework for planning, funding, and managing protected pathways in existing highway commercial areas as they redevelop over time. Consider BID's, TIF's and public-private funding mechanisms.		●	
4.9.2	Upon development or redevelopment require new commercial projects in identified corridors to provide easements for connection to adjacent sites.	●	●	
4.9.3	Utilize ROW in rural corridors to provide areas for school bus stops, coordinate points of access between projects, develop enhanced safety measures, and to create separated pathways where warranted between heavily utilized assets.		●	
4.9.4	Study the possibility of greenway and blueway connections between Booker T. Washington and Harrison Bay State Parks, eventually extending further along the lake shore in both directions. The Long Savannah Creek floodway also provides opportunities for a rural greenway experience connecting the public to legacy farms, providing a buffer from new development, and resiliency from flood events.	●	●	●
4.9.5	Capitalize on lake access, State Parks, and available land for future parks and greenways to develop a master plan for connecting recreational assets with greenways, trails, and wayfinding signage.		●	●
5. PROVIDE ADEQUATE INFRASTRUCTURE				
5.9.1	Continue to fund and make progress on the current backlog of transportation improvements recommended to mitigate existing congestion and safety issues. Look for matching funds and alternate funding sources during feasibility and design.		●	
5.9.2	Utilize list of prioritized transportation improvements, to target study and investment in transportation infrastructure beginning with Hunter Road and Snowhill Road.		●	
5.9.3	Develop a comprehensive infrastructure gap analysis map examining transportation, sewer, water, emergency services, parks, and schools. Assign lowest intensity Place Types and develop clear criteria to restrict upzoning or consider moratoriums in these areas until infrastructure funding is identified.	●	●	●
5.9.4	Consider the use of BID's, TIF's, or prorated impact fees for gap areas where new development interest is strong, the market supports economic development, and County leadership desires to create new tax base.		●	●
5.9.5	Work with the regional MPO to raise priority of projects identified on state routes. Utilized local funds for feasibility analysis, design, or capital matches to improve access to state and federal funding.		●	
6. PROVIDE SUITABLE COMMERCIAL & MIXED-USE CENTERS				
6.9.1	Incentivize Food City Plaza at SR 58 and Greenwood / Bramlett Roads to redevelop and expand over time into a well connected mixed-use village center with a variety of commercial services, housing types, potentially even lodging in support of area recreational assets.	●		
6.9.2	Work with existing property owners to allow development of a resort recreation center at the south end of Harrison Bay. Allow parcels adjacent to existing commercial recreation uses at the marina to expand and include hotel/lodging, convenience retail, additional restaurant and entertainment space, and limited on-site workforce housing.	●	●	●
6.9.3	Allow smaller centers and crossroads to be established around existing nodes of commercial and civic use. Work with utility and infrastructure plans to plan ahead for the evolution of these nodes into moderate sized commercial nodes with opportunities for medium density (10-15 units/acre) housing, civic or school buildings, neighborhood services and shopping. These centers are located at intersections that typically already serve the community in some capacity but have room to expand. Consider tying the use of decentralized sewage treatment systems to these centers in consultation with WWTA.	●	●	●

- **Directly influenced by the Community Themes**
- **Supports or reinforces the Community Themes**



7. PROVIDE A RANGE OF HOUSING OPTIONS					
7.9.1	Utilize identified centers as a framework to locate opportunities for increased housing density and affordability. Tie scale and intensity of housing to center types with higher density apartments, condos, and townhomes in village or town centers and cottage courts, zero lot line single-family, or managed care facilities slated for neighborhood centers, nodes, and crossroads.	●			
7.9.2	Allow for moderate density housing as a complimentary or even an allowed use in existing commercial zones.	●			
7.9.3	In centers, maker districts, and commercial zones consider amending street standards to improve the affordability of homes and allow for traditional and neo-traditional development forms such as cottage courts, RPR's, and live-work spaces.	●			



