Collegedale 2030

Land Use Plan




PREFACE:

Acknowledgements:

The City of Collegedale Department of Planning and Economic Development would like to thank all of the residents and stakeholders for their time and input use to help create this plan. Private and public sector input including McKee Foods, Collegedale Tomorrow Foundation, North American Development Group, Southern Adventist University, city of Collegedale administration, and Four Corners business owners provided key insights during the planning process.

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Vice Mayor Tim Johnson
Commissioner Debbie Baker
Commissioner Phil Garver
Commissioner Ethan White

City of Collegedale Planning Commission:

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Airport Manager:	Chris Swain

Special thanks to: R.C. Hoff, Jenny Shugart, Rodney Keeton, past mayor John Turner, and past commissioner Larry Hanson

City Boundary/Area Context

See Map Exhibit 1 A for the City Overview Map

CHAPTER 1: Introduction

1.1 Need

Located in the growth corridor along Interstate 75 in eastern Hamilton County, Collegedale is experiencing accelerated growth in population and employment. The Annual Estimates of the Resident Population: April 1, 2010 to July 1, 2012 released by the United States Census Bureau calculates Collegedale's population at 9,139. This estimate reflects an increase of 8.76% over the 2010 census count.

As new growth occurs, conflict between older more established land uses may occur along with new demands on existing land within the city. In addition, the Tennessee Department of Transportation is slated to widen State Route 317 (Apison Pike) in Fiscal Year 2015. The widening is Phase Two of a Three Phase project which will eventually widen the road from two lanes to four lanes with a continuous turn lane, sidewalks, and bike lanes.

Collegedale's growth rate makes planning for the City's future a necessity rather than a luxury. The need for a comprehensive evaluation of existing conditions is vital to maintaining and enhancing the quality of life within the City. Key questions arose during the planning process from staff, elected officials, and community stakeholders regarding the future of the City. How does Collegedale preserve its small-town feel and quality of life while embracing growth? How does the City protect its natural assets and scenery while accommodating growth? How does Collegedale build its identity as a City? How can connectivity within the City be enhanced?

The Collegedale 2025 Plan is a written representation of analysis and stakeholder input. It contains recommendations for future city policies that attempt to address the many questions, concerns, and comments raised throughout the planning process. It should serve as a guide to future land use decisions considered by elected and appointed officials, staff, and the development community making new investments in the city's future.

This document's planning horizon is 2030. In areas experiencing rapid growth, fifteen years is quite a long time. Change is guaranteed to occur in this time; the Collegedale 2030 Plan represents the current vision for the city. As circumstances evolve, this document should be reviewed and updated periodically. It is a living document with many standalone elements relating to specific needs that may be amended as needed. Additional elements should also be added to address developing needs as they arise.

1.2 Legal Basis

The purpose of the Collegedale Plan is to establish and articulate a vision for the city's future growth and development while providing for a better integration of changing land uses and transportation needs.

The plan seeks to promote sound, efficient growth strategies in the context of a valuable and scenic natural environment. The basic objectives of a land use plan as included in Section 13-4-203 of the Tennessee Code Annotated, "...are to serve as a guide for "accomplishing a coordinated, adjusted and harmonious development of the municipality which will, in accordance with existing and future needs, best promote public health, safety, morals, order, convenience, prosperity and the general welfare, as well as efficiency and economy in the process of development..."

1.3 Planning vs. Zoning

A comprehensive plan is an advisory document which presents a range of goals and policy recommendations for addressing key issues relating to future growth such as land use, transportation , community facilities, and natural resource protection. The plan is produced with the input of community stakeholders and adopted by the city's Board of Commissioners.

Zoning is one tool among many that may be used to implement the comprehensive plan. It is a legal and enforceable section of the city's code used to regulate the use of land in terms of the type, scale and intensity of development in order to preserve the health, safety, and welfare of the community.

1.4 Other Plans

Prior to this plan, Collegedale's only other adopted general plan dates back to 1971. Other relevant plans that include part or all of the current municipal boundary include the Chattanooga-Hamilton County 2030 Comprehensive Plan and the Wolftever Creek Area Plan. These plans were adopted by the Chattanooga City Council and the Hamilton County Commission in 2006 and 2007 respectively. In 2009, the Tennessee Department of Transportation collaborated with local authorities to produce the East Hamilton County Subarea Study partially in response to job growth at Enterprise South Industrial Park and a long-term study addressing the feasibility of adding another roadway and river crossing connecting with the area near Soddy-Daisy.

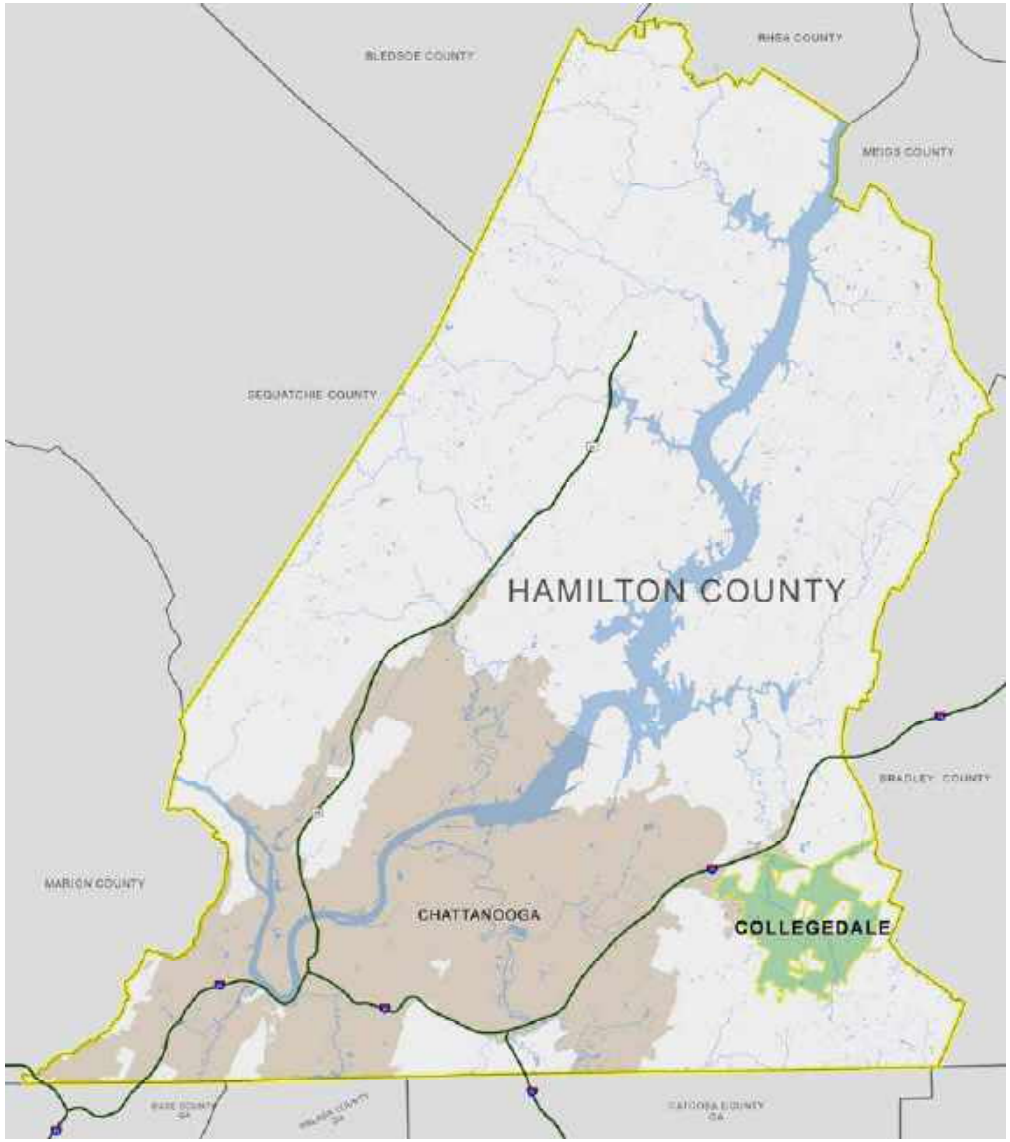
More recently, the Summit Land Use Plan was adopted by the Chattanooga City Council in 2013. This plan includes property adjacent to the City of Collegedale along and near Pattentown Road. Other planning key plan documents include the 2040 Regional Transportation Plan. This document is produced under the auspices of the Transportation Planning Organization in accordance with federal guidelines to establish the purpose and need for major transportation investments, identify activities to address major transportation and growth issues, and prioritize investments to improve system condition and performance. While this document is used to highlight transportation assets and deficiencies in the federally-designated area, it places an increased awareness of the transportation-land use connection in making infrastructure investments.

Southern Adventist University maintains a master plan for its campus , highlighting goals and future needs specific to its mission. All of these plans were reviewed to determine compatibility and to gain insight into past planning efforts that may produce outcomes affecting the City of Collegedale.

CHAPTER 2: City Context

2.1 Location

Collegedale is located in southeastern Hamilton County, Tennessee, approximately 15 miles east of the Chattanooga Central Business District. The city occupies approximately 12 square miles. Primary access to the city is via Lee Highway (US 11/64) and Apison Pike (State Route 317). Both highways access Interstate 75 at separate interchanges.



2.2 Climate

The Köppen climate classification for the area is Cfa, or Humid Subtropical. This climate type is typified by relatively long summers with ample heat and humidity and cool, damp winters. The average daily temperature in July is 80 degrees, falling to 41 degrees in January. The annual average temperature is around 61 degrees.

Precipitation is usually abundant, with an average annual total of 54 inches. Snowfall is rare. Average annual snowfall is 4 inches, with no measurable amounts in some years. Average relative humidity is 74%.

2.3 Topography

The city features a variety of landforms typical for southeastern Tennessee. Generally, the land is rolling with higher ridges interspersed among low-lying valleys. White Oak Mountain is a long southwest-northeast trending ridge that bisects the city. Elevations range from 1,300 feet above sea level at the top of White Oak Mountain to around 750 feet above sea level along Wolftever Creek. Other major topographical features include Grindstone Mountain to the northeast of the city and Bauxite Ridge just east of the Southern Adventist University campus.

See Map Exhibit 2 A for the Environmental Features Map.

2.4 Soil Resources

The Soil Survey of Hamilton County, Tennessee jointly produced by the United States Department of Agriculture and the Tennessee Agricultural Experiment Station outlines the soils of the area. The survey depicts these major classifications:

- **Muskingum—Hartsells** **(steep, loamy, shallow soils on mountainsides)**
- **Allen-Jefferson** **(rolling, deep, loamy soils at base of hills and mountains)**
- **Lindside-Melvin-Philo** **(level, deep, silty bottomland)**
- **Clarksville-Fullerton** **(deep, light-colored cherty soils on rolling and hilly uplands)**
- **Dewey-Decatur** **(rolling red clay soils on uplands)**
- **Colbert-Talbott-Rockland** **(rolling red and yellow clay soils)**
- **Apison-Armuchee** **(shallow soils on rolling to steep uplands)**

In general, the soils found in Collegedale impose no major limitations on development. Soils found on mountains, ridges and in floodplains offer additional challenges for development in addition to other environmental limitations at the site such as wetlands or steep slopes.

In addition, the prevalence of certain soil types such as the Colbert-Talbott-Rockland, the Clarksville-Fullerton, and Apison-Armuchee types may limit percolation rates for septic tank users. In areas served by sewers, these soils do not impede development. In response to the preponderance of these soil types, the City of Collegedale instituted a minimum lot area size of one acre for single-family construction on septic systems. This requirement is separate from Hamilton County Groundwater Protection area requirements that may or may not exceed the City's requirement, depending on percolation rates.

2.5 Water Resources

Water drainage is provided by Wolftever Creek and its main tributaries Wilkerson Branch and Chestnut Creek. Flooding in and around these waterways is an occasional hazard. Wolftever Creek eventually flows into Harrison Bay northeast of the city.

White Oak Mountain

2.6 Area History

Prior to removal, the area now comprising Collegedale and its surroundings were occupied periodically by the Cherokee people. A section of the Great Indian Warpath passed through a gap in White Oak Mountain in what is now Collegedale.

Thatcher's Switch

During the Civil War, Confederate forces constructed stone fortifications on White Oak Mountain which became a part of the area's main line of defense. After the war, the rolling valley east of White Oak Mountain known as "Thatcher's Switch" was used primarily for farming. In 1916, the vast Thatcher Farm was purchased for use by the rapidly expanding Graysville Academy, a Seventh-day Adventist school. By the fall of that year, the instructors and students completed the 50 mile trip to Thatcher's Switch. The institution now known as Southern Adventist University dates back to this precursor school. The original Thatcher's Switch purchase still forms the nucleus of its campus today.

A County's Woes

The area now comprising Collegedale was located in what was once known as James County. The county was created by the Tennessee General Assembly in 1871 by carving out sections of Hamilton and Bradley Counties. After some time, it became apparent that the county's population and tax base were not adequate to support itself. By 1919, James County was insolvent and a part was reabsorbed into Bradley County, however the bulk of the county became a part of Hamilton County. With the disappearance of James County, most of its surviving records were moved to Hamilton County where they are now housed. Many James County records were lost due to two separate fires at its courthouse.

Tallant Road Spring House

A Community Grows

In 1920, the small community that developed around the school adopted the name "Collegedale." As the college grew after World War II, the population of the nearby community also grew. By 1968, the community's population grew to 2,599 inhabitants. As a result of the need for additional community services, Collegedale incorporated as a city in November 1968. The following year, the city annexed approximately 1 square mile of land and reached for a total of 6 square miles by 1970. Subsequent growth increased the total to around 12 square miles with a population of 10,729 in 2014.

2.7 Collegedale Today

As transportation modes evolved from railroads and horse-drawn vehicles, roadways began to reach farther from traditional population centers such as Chattanooga and Cleveland. By the 1930s, new federal roadways such as US 11 (Lee Highway) connected Chattanooga with Cleveland by passing through a gap in White Oak Mountain. Enhanced connectivity with Chattanooga and the growth of the area as an academic center combined to create the conditions for population growth. After the McKee family decided to locate its successful bakery operations to the Collegedale area in 1957, employment growth began to further increase demand for utilities and housing.

Suburban Growth

Like many American cities after World War II, Chattanooga's population expanded outward, aided by improvements made in roadway infrastructure. The construction of the Interstate highway system in the 1950s and 1960s served to open vast areas of Hamilton County to development due to the improved access they provided.

A New City

Collegedale was incorporated as a city in 1968 with an estimated population of a little over 2,000 residents. By the 1970 US Census count, the population count was 3,031. Subsequent census counts have shown consistent growth since incorporation. Between 2000 and 2010, the city's population grew by 27 percent.

1970	1980	1990	2000	2010	2014 (est.)
3,031	4,607	5,343	6,624	8,282	10,729

US Census Bureau

Locational Advantage

Eastern Hamilton County continues to grow and Collegedale is an integral part of that growth. By 2013, McKee Foods employed over 2,750 workers, making it a 'Top 5' Hamilton County employer. Southern Adventist University employs more than 400 full-time faculty and staff. In addition, the university's enrollment now exceeds 3,000 students in undergraduate and graduate programs.

On Collegedale's western boundary lies the Enterprise South Industrial Park. Two additional companies, Amazon.com and Volkswagen Chattanooga employ an additional 4,000 workers. The headquarters for US Xpress, Top 3 international trucking firm, is just a mile south of Collegedale.

A Think Tank

As development interest increased, many city residents and officials expressed concern that too much growth will harm the character of Collegedale. The Collegedale Tomorrow Advisory Board (CTAB) formed to address growth in the city. Serving as a think-tank, the group coordinated with the Collegedale Municipal Planning Commission and City Commission to study and respond to new development pressures. The group formulated and helped implement measures to manage growth such as design review and landscaping requirements for new commercial developments.

Growing from the initial CTAB discussions, the Collegedale Tomorrow Foundation, a private non-profit development corporation was formed in 2014 to identify public and private stakeholders and funding. The marquee project now in the fundraising stage is the Collegedale Commons facility to be located on eight acres immediately south of city hall. The Commons feature space for a farmer's market in a partnership with the successful Chattanooga Market. The Commons will also provide event and meeting space for musical performances, plays, movies in the park and other community-oriented activities.

Planning Ahead

In 2011, the city hired its first land use planner to assist in preparing for and accommodate future growth. As in earlier eras of its development, improvements in the roadway network are anticipated to further increase growth. Now under construction and scheduled for completion in May 2017, Phase Two of TDOT's Apison Pike corridor project from the I-75 Interchange through "Four Corners". This will be quickly followed by Phase Three that will create a new alignment as the road is directed across Wolftever Creek and the Norfolk Southern rail line. Phase Three will terminate in the vicinity of the Collegedale airport, but future phases will extend to East Brainerd Road. The improvement in capacity s expected to dramatically increase the city's commercial and residential growth. By 2014, a large development firm had acquired and rezoned a large tract of land adjacent to Apison Pike. The firm has approval for a mixed-use development consisting of apartments, retail, office, and hotel space.

Elsewhere in the city, development trends indicate continued interest in locating in the city. In the spring of 2014, Benchmark Physical Therapy officials bought the former Ooltewah Elementary School building with the intention of relocating its headquarters from Chattanooga to Collegedale after renovating the building. With renovation underway, several outparcels have been identified for future commercial growth, including an ALDI grocery store.

Forging an Identity

Collegedale was founded in 1968, so it is a relatively new city. Historically, much of the city's activity centered around the university's campus and its surrounding neighborhoods. With growth, the center of Collegedale has shifted as well. Now, its population is centered near the Four Corners intersection of Ooltewah-Ringgold Road and Apison Pike. Geographically speaking, this is also roughly the center of its 12 square-mile area. Many comments made during the planning process indicated the need for a true city identity with a recognizable town center. While the city is still closely associated with its roots as the "college town," it is moving into an expanded role as the center of activity for Eastern Hamilton County. Collegedale of 2014 and beyond needs to determine and establish its identity in a manner that reflects a past that many newcomers are unaware of, but it also needs to stake its claim to the extraordinary growth opportunities that will open in the future.

2.8 City Services

The city provides police protection and solid waste collection. Recyclable materials are accepted at the public works facility on Sanborn Drive. Sewer service is also provided in sections of the city. In addition, portions of the city are within the Hamilton County Water and Wastewater Treatment Authority (WWTA) service area. Fire service is contracted to the Tri-Community Volunteer Fire Department. The Insurance Services Organization (ISO) rating for the department is '3' which places it among the top five percent nationwide.

The city operates a full-service public library at no charge to citizens of Collegedale. Non-residents may subscribe on a yearly basis for full access to the library's services.

Collegedale also provides building inspection services as well as planning and zoning.

Electrical service: **Electric Power Board (EPB)**
P.O. Box 182255
Chattanooga, TN 37422
423.648.1372
epb.net

Water service: **Eastside Utility District**
Rated Capacity 16 MGD
Average Daily Demand 6.89 MGD
Peak Demand 9.28 MGD
P.O. Box 22037
Chattanooga, TN 37422
423.892.2890
eastsideutility.com

Natural Gas service: **Chattanooga Gas (AGL Company)**
866.643.4168

2.9 City Structure

The City of Collegedale operates under a Commission-Manager form of government. The elected governing body, (the Board of Commissioners) is responsible for the legislative function of the municipality such as establishing policy, passing local ordinances and resolutions, voting appropriations, and coordinating with the Executive Branch, an overall Strategic Plan and Vision for the City. The Board of Commissioners elects a Mayor and Vice-Mayor from among themselves after each election.

The Board of Commissioners' sole employee is an appointed City Manager who heads the Executive Branch and administers the daily operations, implements policies, and offers counsel during the decision making process of the Board.

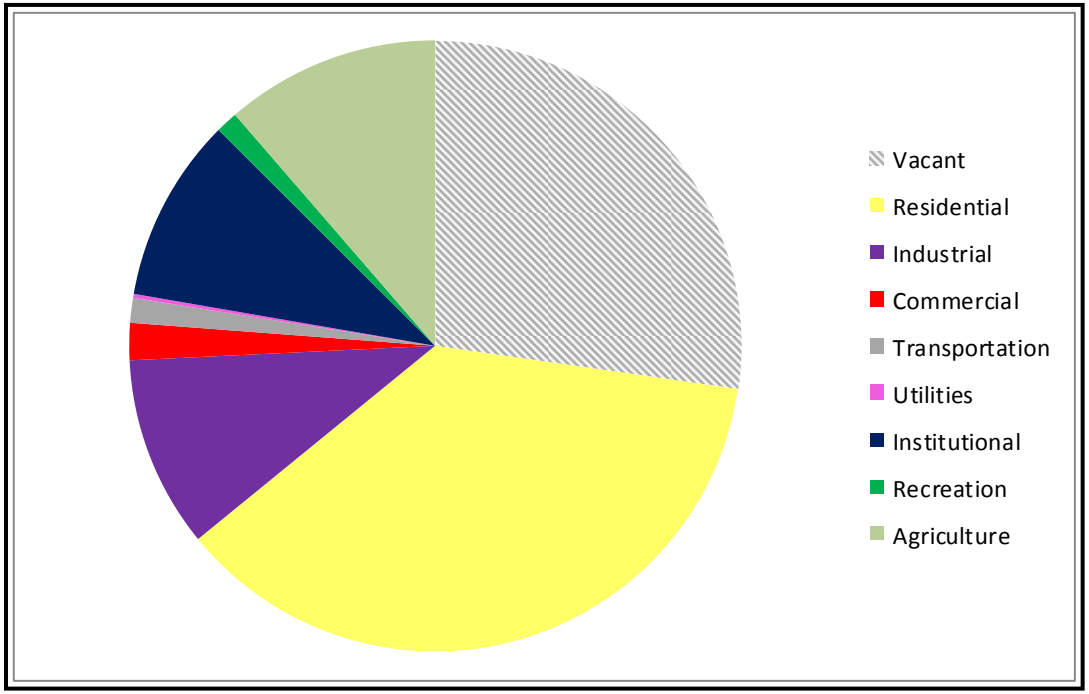
The City Manager in turn, manages all other staff and retains operational and administrative authority and responsibility in all functions of government and service delivery.

The City's management structure consists of the city manager and 6 key managers:

Chief of Police
Director of Public Works
Finance Manager & City Recorder (Assistant City Manager)
Planning and Economic Development Director
Building, Codes and Safety Officer
Airport Manager

2.10 Current Land Use

Collegedale's current land use calculations are parcel-based. Every parcel of land is categorized based on the predominant and/or the most intense use of the land. For example, a single-family home on a relatively large parcel of otherwise vacant land is still considered "single-family residential." Coding every property quantifies the range of uses and allows for meaningful analysis. Analysis at this level provides the acreage devoted to a particular use. In the case of residential property, this number indicates the amount of land containing residential uses, but not necessarily the total number of dwelling units included in the category.



Collegedale has experienced significant growth during the last twenty years. Concurrently, the demand for housing in the community has also risen. The growth rates experienced indicate a sustained interest in the city as a growth center of Hamilton County. Other implications of growth are increases in traffic congestion, and demands for commercial, institutional, and municipal services.

- 2,159 housing units in 2000.
- 3,051 units in 2010
- 3,299 units in 2012
- 3,926 counted in 2014.

Residential Land Use Totals

Land Use Estimates (residential portion)				
Category	Area (acres)	Percentage	Unit Count	Percentage
Single-Family	2,308	87.66	2,308	58.79
Duplex	64	2.43	128	3.26
Multi-Family	74	2.81	1,300	33.11
Group Home	13	0.99	13	0.33
Townhouse	13	0.49	16	0.41
Mobile Home	26	0.57	26	0.66
Mob. Hom. Pk.	135	5.13	135	3.44
Total	2,633	100	3,926	100

Overall Land Use Totals

Collegedale Land Use Estimates		
Category	Area (acres)	Percentage
Vacant	1,949	27.25
Residential	2,636	36.86
Industrial	725	10.14
Commercial	140	3.91
Transporta-tion	94	1.31
Utilities	15	0.21
Institutional	698	9.76
Recreation	84	1.17
Agriculture	811	11.34
Total	7,152	100

See Map Exhibit 2 B for the current land use map.

2.11 Current Zoning

Zoning is a regulatory tool used to provide for the orderly development of land. Every parcel of land is assigned a zone that prescribe allowed and prohibited uses on the property. The zoning ordinance also may control other standards such as lot size, building setbacks, and building heights.

See Map Exhibit 2 C for the Current Zoning Map.

See Map Exhibit 2 D for the Transportation Map.

CHAPTER 3: Planning Ahead

3.0 Factors Influencing Development

Physical Factors

A variety of physical factors still shape Collegedale's development. Substantial ridges such as White oak Mountain offer few natural breaks. Because of its southwest-northeast orientation, east-west travel is somewhat limited. Three gaps within the city that provide east-west access are Collegedale Gap (Apison Pike), Dead Man Gap (Lee Highway), and Standifer Gap (Standifer Gap Road).

The slopes of White Oak Mountain and other ridges discourage extensive development due to the presence of slopes in excess of 25%. In addition to steep slopes, the city also has extensive areas of floodways and floodplains. Floodways must be kept free of permanent development to allow for unimpeded water flow. Though not preferable, floodplains can be developed under specific state and federal guidelines. Extracting steep slopes and floodways from the city's area leaves a much smaller footprint for continued growth and development.

Sociological Factors

Southern Adventist University, the city's namesake institution utilizes a substantial amount of land within the city. The University has historically acquired property through purchase or through gift donations. The campus footprint is largely located near its historical core to the east of White Oak Mountain. In addition to the "core campus", the University also owns several tracts of land on the west side of the mountain.

It owns a several large vacant tracts between Apison Pike and Leyland Drive along Swinyar Drive. Another holding includes the recent purchase of an apartment complex on Ooltewah-Ringgold Road for use as student housing. To accommodate its future needs, the University has typically not disposed of property on the private market for non-educational development.

Eastern Hamilton County continues to experience substantial population growth. As a center of population, Collegedale's unique history and character contribute to its attractiveness for newcomers to the area. Accommodating new residents while preserving the character of the city is a key challenge for Collegedale's leadership. Growth is occurring and growth is expected to continue. Now is the time to guide that energy in a direction to the benefit of all who call Collegedale home.

Political Factors

In 1998, the Tennessee State Legislature passed Public Chapter 1101 known as the "Growth Policy Act." The measure required local officials within each of the ninety-two non-metropolitan counties to work together to shape growth policy through the development of 20-year growth plans. The growth plans outlined the territory that a municipality could annex through the subsequent 20 year plan period. The intent was to introduce a measure of predictability to urban growth, service delivery, and annexation.

PC 1101 was seen as helpful to smaller cities who previously often lost annexation disputes to larger neighboring cities. Indeed, Collegedale's pre-PC 1101 annexation of commercial territory north of Lee Highway was challenged by the City of Chattanooga. A consent decree led to Chattanooga gaining much of the disputed property. PC 1101 required each city to propose an Urban Growth Boundary depicting what territory could be annexed within the 20-year plan horizon.

Collegedale's Urban Growth Boundary includes several "doughnut holes" dating to the city's original incorporation, as well as additional territory surrounding the city. Given the physical limitations on the city's growth, the Collegedale Board of Commissioners actively annexed current and potential commercial property within the Urban Growth Boundary to increase the city's developable area.

By 2012, a growing dissatisfaction with municipal annexation by ordinance led to an attempt to curtail or eliminate the practice. In 2013, a moratorium on new annexations by ordinance was implemented by the Tennessee State Legislature so the Tennessee Advisory Commission on Intergovernmental Relations (TACIR) could study the issue. In 2014, legislation prohibiting annexation by ordinance was signed into law by Governor Haslam.

Voluntary annexation and annexation by referendum is still allowed. In the case of small cities such as Collegedale that have limited areas for commercial expansion, the ability to grow in area is much more limited. The effect of this act and the effect of the remaining provisions of PC 1101 is unknown. In any case, one mode of Collegedale's growth is now curtailed, so existing commercial sites should be developed carefully, to maximize the limited footprint for future expansion.

CHAPTER 4: Development Goals and Policies

Collegedale Vision Statement

In 2030, Collegedale will be a vibrant and visually attractive community defined by high quality growth and development that:

•preserves natural, scenic and historical assets;

•offers a variety of housing and employment options;

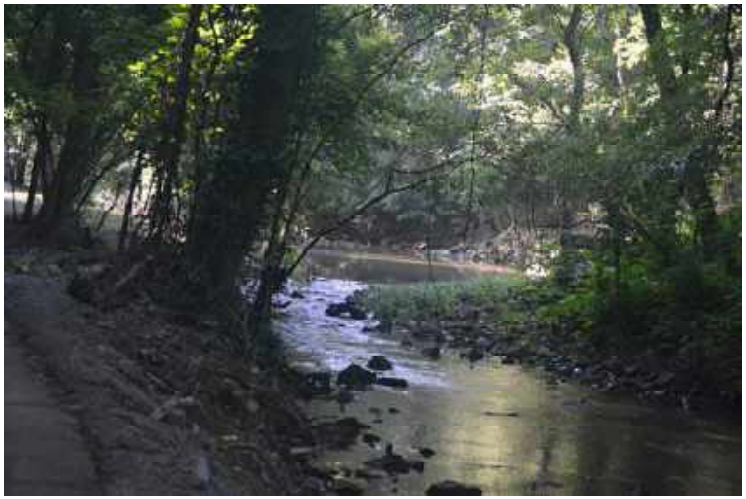
•creates opportunities for recreation, art and culture; and

•is served by an efficient, interconnected transportation system.

Land use planning practices will be responsive to a growing city, will be fiscally responsible, and reflect an appropriate balance of economic, environmental and social factors. Higher intensity development and redevelopment will generally be focused at (1) Development nodes near Exit 11 at Lee Highway/Old Lee Highway (2) Four Corners (3) The Apison Pike Corridor east to White Oak Mountain; and (4) The Lee Highway Corridor.

NATURAL ENVIRONMENT Development Goal (NE 1.0)

Preserve and enhance Collegedale's natural environment and scenic beauty by wise stewardship of historical and environmentally sensitive features such as steep slopes, floodplains, and scenic vistas.



Policy Recommendation (NE 1.1)

Limit tree removal on steep slopes by creating a slope preservation ordinance

Rationale:

Tree removal on the steep slopes of notable topographical features such as White Oak Mountain negatively impacts the visual appeal of the area. In addition, excess removal of tree cover can cause excess runoff and siltation of streams, creeks and rivers.

Policy Recommendation (NE 1.2)

Coordinate with local historians and state resources to identify and inventory critical natural and historic sites.

Rationale:

As Collegedale and Hamilton County in general continue to grow, preserved natural enclaves are desirable for their protection of native plant and wildlife species.

Policy Recommendation (NE 1.3)

In cases where slope exceeds 25%, (or on ridge tops) where soils are unstable, development should be thoughtfully planned and/or limited in scale and density.

Rationale:
Access to development in these areas is generally limited and difficult, particularly for fire equipment. Due to the unstable nature of many ridge tops, development may trigger slumping of rock and other material.

Policy Recommendation (NE 1.4)

Direct service delivery efforts to level areas of the city where density is more easily served.

Rationale:
Public infrastructure is invariably more expensive to install and maintain in sloped areas.

Policy Recommendation (NE 1.5)

Support and encourage the preservation of steep slopes and ridge tops through conservation easements and land trusts.

Rationale:
All land within the city has intrinsic value; steep slopes and ridge tops are valued for their contribution to the area's scenic beauty.

NATURAL ENVIRONMENT Development Goal (NE 1.0) - *continued*

Preserve and enhance Collegedale's natural environment and scenic beauty by wise stewardship of historical and environmentally sensitive features such as steep slopes, floodplains, and scenic vistas.

NATURAL ENVIRONMENT Development Goal (NE 2.0)

Preserve and conserve open space within the city.

Policy Recommendation (NE 2.1)

Preserve a range of open space types ranging from forests, wetlands, fields, floodplains and slopes.

Rationale:

Successful communities balance development with preservation by taking context-sensitive approaches to open space preservation. Depending on the location, the preserved area may be a small park or greenway in a more urban location, open space within a residential subdivision, or a large wooded tract on a ridge top.

Policy Recommendation (NE 2.2)

Wisely consider development proposals in floodplains.

Rationale:

Floodways and floodplains serve a valuable purpose in accepting, storing and conveying runoff from rainfall. Floodways must be kept free from development, but floodplains may be filled and raised to allow for development. Excessive development in these areas can alter the natural flow of water, in effect altering the extent of flood-prone properties. Collegedale has a substantial amount of property lying in a floodplain or floodway. Before permitting development in these areas, the city should consider the potential effects on flooding and Federal Emergency Management Agency (FEMA) flood mapping and insurance rates.

Policy Recommendation (NE 3.1)

Extend sewer service where practical to reduce the reliance on older septic systems.

Rationale:

Wolftever Creek and Little Wolftever Creek are included on the 2012 303 (d) list by the Tennessee Department of Environment and Conservation. These streams and several of their tributaries flow through the city. TDEC established a Total Maximum Daily Load (TMDL) for Escherichia coli for these streams.

Not all of the sources for this type of impairment are located within the city. Since Collegedale is included in a Municipal Separate Storm Sewer System (MS4) program area, the city is required to maintain control measures to ensure continued compliance. Continued partnerships with Hamilton County and other local entities may be needed to revise and/or implement best practices to limit non-point pollution discharges within the local watersheds.

Policy Recommendation (NE 3.2)

Consider and support alternative means of handling stormwater runoff on new development including underground retention, natural bio-swales, pervious paving materials and techniques,

Rationale:

Federal and state agencies are increasingly requiring more stringent runoff controls. As the eastern portion of Hamilton County continues to urbanize, the city should stay abreast of the latest techniques for handling stormwater runoff that will best balance development needs with the desire to maintain healthy waterways.

NATURAL ENVIRONMENT Development Goal (NE 3.0)

Improve the water quality of the city's streams and creeks.

Policy Recommendation (NE 3.3)

Wisely consider development proposals in floodplains.

Rationale:

Critical to supporting water quality Floodways and floodplains serve a valuable purpose in accepting, storing and conveying runoff from rainfall. Floodways must be kept free from development, but floodplains may be filled and raised to allow for development. Excessive development in these areas can alter the natural flow of water, in effect altering the extent of flood-prone properties. Collegedale has a substantial amount of property lying in a floodplain or floodway. Before permitting development in these areas, the city should consider the potential effects on flooding and Federal Emergency Management Agency (FEMA) flood mapping and insurance rates.

NATURAL ENVIRONMENT
Development Goal (NE 4.0)

Preserve and enhance the city's tree canopy.

Policy Recommendation (NE 4.1)

Consider the creation of tree protection ordinances that encourage protection of significant examples of older and/or larger trees; incentivize tree preservation on development sites by the use of density bonuses or similar means.

Rationale:

Development sites in cities without tree protection measures are often cleared of all trees regardless of age or size, since they may incur damage during construction, become weakened, and later become a liability. Tree protection on a site begins early, and must be monitored through the development process. This is potentially an added cost of development that can be mitigated through additional flexibility, streamlined review, and density bonuses.

Policy Recommendation (NE 4.2)

Consider measures that would limit clear-cutting of mature trees growing on steep slopes.

Rationale:

Verdant slopes are valuable community assets. They contribute to the scenic beauty of the city. Trees located on steep slopes in particular help stabilize and hold the fragile soils in place that is easily dislodged during periods of rainfall. In addition, silt is a non-point constituent in many creeks and streams that impair water quality and impact aquatic life.

Policy Recommendation (RES 1.1)

Review the Zoning Ordinance and Subdivision Regulations for outdated development standards.

Rationale:

Since the housing "crash" of 2007, market analysts have identified fundamental shifts in consumer choices in housing types. The further demographic and life-stage shifts in the aging Baby Boomer cohort, along with the ascendency of the Millennials is re-shaping the housing market nationwide and locally. Zoning standards written in an earlier time may not reflect current trends such as smaller-scale lots and homes, rental housing, and the increase in multiple generations living on the same property.

Policy Recommendation (RES 1.2)

Gauge market demand and encourage creative use of higher-density residential development in appropriate locations.

Rationale:

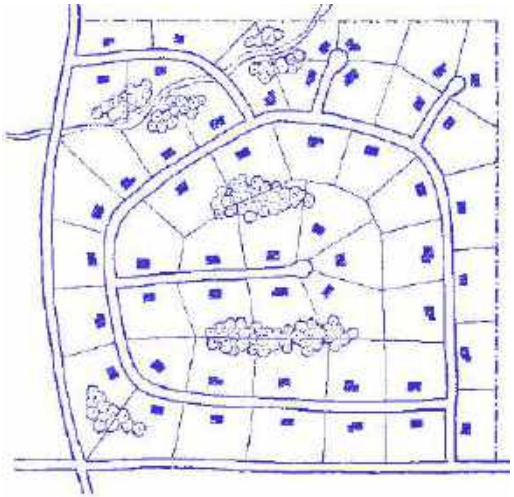
Collegedale's commercial footprint is relatively constrained by municipal boundaries and topographical challenges. A more efficient use of land would include thoughtful integration of residential and non-residential uses in certain areas of the city such as Four Corners and the Apison Pike Corridor. Single-purpose "either/or" uses should be discouraged in these areas.

RESIDENTIAL
Development Goal (RES 1.0)

Provide an adequate and diverse housing stock to meet the evolving marketplace driven by changing demographic preferences.

RESIDENTIAL
Development Goal (RES 2.0)

Support and preserve areas of low-density housing.



Conventional Subdivision
50 Acres
51 Units
Density = 1.0 unit per acre of land.
Preserved Open Space= 0 acres

Policy Recommendation (RES 2.1)

To support the earlier goal of encouraging a range of housing types, rural areas of the city should be developed carefully using techniques that preserve open space.

Rationale:

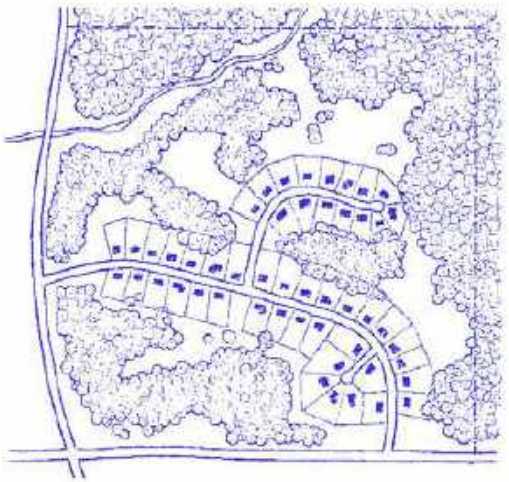
Collegedale is fortunate to have large tracts of lightly-developed residential land within its boundary. The woodland and pasture views contribute to the scenic beauty of the area and also help absorb and convey precipitation during rain events. In some sections of the city, this is the preferred housing form. Careful use of this land will help provide needed housing stock of this type while preserving a greater amount of open space than might otherwise be possible.

Policy Recommendation (RES 2.2)

Collegedale should formulate and support the use of conservation subdivisions that set aside areas for preservation as property is developed.

Rationale:

On a single tract of land, the conservation or "cluster" subdivision technique allows developers to increase densities in certain areas or "clusters" in exchange for preserving critical open space or sensitive natural areas.



Conservation Subdivision
50 Acres
50 Units
Density = 1.0 unit per acre of land.
Preserved Open Space= 35 acres

Policy Recommendation (RES 3.1)

Create a registry of rental properties that are regularly inspected by the city's building inspectors to ensure they continue to conform to basic health, safety and welfare requirements.

Rationale:

Like many cities with a large number of college students, the adequacy of off-campus student housing is frequently a cause for concern in terms of housing safety, parking, and disruption of surrounding residents. A registry will identify properties that need improvement.

Policy Recommendation (RES 3.2)

Devote additional resources to enforcement of life safety code violations, and work with property owners to achieve improvement.

Rationale:

Dwellings not meeting basic standards and ordinances regarding life –safety factors potentially endanger residents and detract from the surrounding property values.

RESIDENTIAL
Development Goal (RES 3.0)

Increase the quality and safety of the existing housing stock.

RESIDENTIAL

Development Goal (RES 4.0)

Maintain a balance of housing types.

Policy Recommendation (RES 4.1)

Regularly monitor new residential development and maintain a land use database to determine the city's mix of housing types.

Rationale:

The most successful communities provide a range of housing types at various price points whether they are owner-occupied or rental. A preponderance of owner-occupied units is preferable since long-term owners tend to become more involved in activities supporting the well-being of the community.

Policy Recommendation (RES 5.1)

Expansion of more intense uses in close proximity to low-density residential areas should include preservation of existing wooded buffers if available and feasible.

Rationale:

Land use conflicts are most common at the fringes of development, or as new infrastructure such as sewer or road improvements change the development potential of property. Existing residential uses nearby may or may not transition to more intense uses-or if they do, the timetable may be prolonged. Providing an undisturbed vegetative buffer between high and low intensity helps mitigate the impact of new development.

Policy Recommendation (RES 5.2)

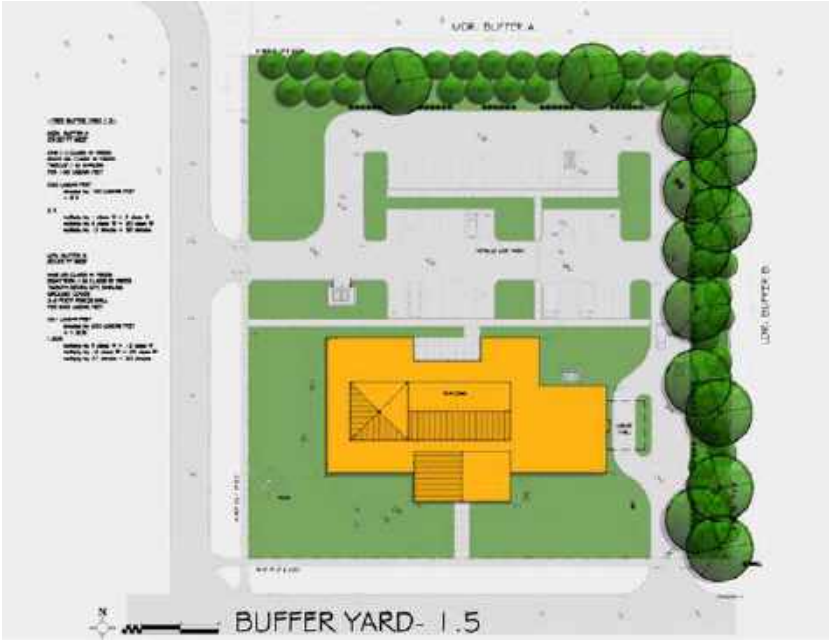
Site design should incorporate strategies to minimize negative impacts on adjacent lower-density residential properties through building location, parking facilities, lighting, and landscaping. When possible, vehicular entrances should be located on major corridors, and not on local, residential street.

Rationale:

Careful attention to site plan submittals, and conditions placed on zoning requests can mitigate impacts on adjacent residential property by examining the location of lighting, loading facilities, vehicular entrances, and the like.

RESIDENTIAL
Development Goal (RES 5.0)

Protect low-density residential development from intrusions generated by more intense land uses.



RESIDENTIAL Development Goal (RES 6.0)

Integrate multi-family development into the surrounding land uses when possible.

Policy Recommendation (RES 6.1)

Implement context-aware zoning standards that consider proposed building form and surrounding development type.

Rationale:

Historically, zoning standards such as use limitations, building setbacks, and lot coverage, have encouraged and often compelled a fairly narrow set of development regulations that leave the city with few tools to support different forms (even if beneficial to the developer and the city).

Policy Recommendation (RES 6.2)

Utilize form-based land use controls that permit additional dwelling units or uses while ensuring the development is compatible with the character of the surrounding neighborhood, and that the density can be accommodated in terms of parking, sewage disposal, and similar measures.

Rationale:

When proposed development can be successfully accommodated, using the proper form is essential to integrating it into the existing neighborhood.

Policy Recommendation (COM 1.1)

Encourage retail and restaurant development in certain districts to allow multi-use buildings where retail activity, professional offices, restaurants and the like can exist in a more compact area. Encourage a mixed-use town center form near Four Corners.

Rationale:

Collegedale's easily-developable commercial property is relatively limited and should be maximized to accrue long-lasting fiscal benefits. Devoting land to single-uses consumes developable land quickly.

Policy Recommendation (COM 1.2)

Using density bonuses, incentivize multi-use development proposals that include residential uses within a single development, and especially within a single building. Vertical development, where appropriate should be encouraged.

Rationale:

Residential uses generally tolerate higher levels of use in adjacent properties if sited and planned correctly. By allowing density bonuses when multiple uses are planned for a single site or building, the city provides the developer with flexibility within the marketplace, while also allowing the city to more efficiently develop land.

COMMERCIAL
Development Goal (COM 1.0)

Make efficient use of Collegedale's commercial footprint.

Winter Springs, Florida

Suwanee, Georgia Town Center

COMMERCIAL
Development Goal (COM 2.0)

Foster the development of aesthetically pleasing and well-functioning commercial districts.

Alexandria, Virginia

I'Ona Village, South Carolina

Policy Recommendation (COM 2.1)

Continue to refine and implement commercial and multi-family design standards. A carefully crafted ordinance will provide developer flexibility, while still providing lasting value for the city's residents and business owners.

Rationale:

Positive development that benefits the City as well as the developer will guarantee quality projects and outcomes, therefore differentiating the City of Collegedale from its peers.

Policy Recommendation (COM 2.2)

Continue reinforcing the concept of "attractive constraints."

Rationale:

The use of minimum sign, design and landscape standards help assure those who invest in Collegedale that subsequent development will be held at a high level. In any case, the standards must provide added value to the city, and not become an unnecessary burden on business owners and others wishing to invest in the city.

Policy Recommendation (COM 2.3)

Consistently review and revise the landscape, design, and sign ordinances to ensure that the regulations are consistently applied, yet provide adequate flexibility.

Rationale:

Different sections of the city feature different characters based on the historical development type. Ordinances pertaining to design, signage, and landscaping should be flexible enough to take these differences into account while considering new trends in development.

COMMERCIAL
Development Goal (COM 3.0)

Increase commercial development in Collegedale.

Policy Recommendation (COM 3.1)

Direct commercial development to key nodes and corridors within the city.

Rationale:
While land transactions are a function of a willing buyer and seller, identification of appropriate areas for this development indicate to potential development interests what the city's overall strategy is regarding land use.

Policy Recommendation (COM 3.2)

Allocate additional resources to the creation of a comprehensive retail and and industrial recruitment campaign that seeks needed and compatible development that is beneficial to the city.

Rationale:
National factors such as the "Great Recession" and local factors such as pending roadway projects severely limited recent commercial growth. As the economy improves and road improvements begin, retailers are once again looking for new locations in growing markets. Collegedale is located in a growth corridor bolstered by employment gains in the city and adjacent to it. Because of this timing, recruitment efforts should begin in earnest.

Policy Recommendation (COM 3.3)

Continue to work with area Chambers of Commerce and Retail Recruitment firms.

Rationale:
Retail recruitment consultants have specialized expertise and insight into the state of the rapidly evolving retail marketplace. Consultants are also able to provide updated metrics on demographics, psychographics, trade areas, and market leakage reports.

CIVIC
Development Goal (CIV 1.0)

Provide centrally-located public use space.

Policy Recommendation (CIV 1.1)

Site public gathering facilities near city hall at Four Corners.

Rationale:

Regardless of a community's size, civic functions tend to be located near the core of the city. A city's (physical) civic presence contributes significantly to the critical mass needed to maintain a healthy town center. Historically, towns have developed out and away from the seat of municipal operations such as a city hall.

CIVIC
Development Goal (CIV 2.0)

Maintain a consistent architectural style among city buildings

Policy Recommendation (CIV 2.1)

When new city structures are built, they should be of a consistent architectural style which also compliments nearby development.

Rationale:

Since new commercial and multi-family development adheres to design standards, the city's structures should also contribute to the community's architectural aesthetic.

CIVIC
Development Goal (CIV 3.0)

Implement a gateway policy at key entrances to the city.

Policy Recommendation (CIV 3.1)

A consistent gateway policy will aid in implementing a citywide identity while enhancing the aesthetic value of the community.

Rationale:

Since new commercial and multi-family development adheres to design standards, the city's structures should also contribute to raising the community's aesthetic while defining key gateways.

Policy Recommendation (INS 1.1)

The city should have regular meetings with decision makers representing the various non-profit institutions to determine future planning needs.

Rationale:

Collegedale is home to several non-profit institutions. The largest is Southern Adventist University. Given its size and impact on the city, close coordination is desirable so the public and private sectors can make informed choices when allocating resources to future growth.

INSTITUTIONAL

Development Goal (INS 1.0)

Integrate the city's institutional land uses with other city land use components.

Policy Recommendation (INS 2.1)

Create zoning and development processes and standards that acknowledge the special circumstances Southern Adventist University faces when initiating new development or redevelopment on its campus.

Rationale:

College campuses are often planned as self-contained uses with development strategies that are by necessity inwardly focused. Citywide planning and policy by necessity is more broadly focused. Often gaps between the two approaches are revealed. An accounting of what both perspectives value will help city staff and elected officials formulate tools to facilitate the college's plans while still protecting the interests of the city as a whole.

INSTITUTIONAL

Development Goal (INS 2.0)

Devise new methods of addressing development on large campuses to ensure flexibility and compatibility to the community at large.

INSTITUTIONAL Development Goal (INS 3.0)

Maintain physical connections between the City of Collegedale and Southern Adventist University.

Policy Recommendation (INS 3.1)

As a component of any future greenway expansion plans, consideration should be made as to how to best maintain connections with the university's internal pedestrian circulation system.

Rationale:

College students often do not have automobiles on campus, particularly during the freshman year. Greenway connectivity provides a means for pedestrians and bicyclists to access other sections of the city. Even students who do have a car on campus will still have the available choice of walking or bicycling instead of contributing to roadway traffic.

An opportunity for a new connection

Policy Recommendation (IND 1.1)

Work internally as well as with external organizations such as the Chattanooga Chamber of Commerce to help determine current industrial trends and needs.

Rationale:
Collegedale's land area is limited; potential industrial sites should therefore be developed efficiently so that new and existing firms can be accommodated to the highest degree possible.

Policy Recommendation (IND 2.1)

City staff and elected officials should stay abreast of recent trends in manufacturing.

Rationale:
In an effort to welcome new industry and maintain our existing industry the city must make all efforts to understand the needs of manufacturers which are continuing to change in response to new technology and manufacturing processes that are more efficient and less intrusive.

Policy Recommendation (IND 2.2)

Review the zoning ordnance to determine if there are opportunities to update the codes to better accommodate smaller-scale industrial users.

Rationale:
Industrial users are more varied than ever. Uses may range from traditional heavy manufacturing utilizing a large employee base, shipping and logistics, to an emerging growth in fabrication utilizing 3D printing. Some locations traditionally thought unsuitable for heavy manufacturing could be appropriate for lower-impact fabrication using newer technologies.

INDUSTRIAL
Development Goal (IND 1.0)

Provide suitable locations for new industrial development and expansion by existing firms.

INDUSTRIAL
Development Goal (IND 2.0)

Expand and diversify the city's manufacturing base.

TRANSPORTATION Development Goal (TRN 1.0)

Maximize connectivity opportunities with Interstate 75 and Enterprise South.

Policy Recommendation (TRN 1.1)

Explore funding streams to enhance alternative transportation projects such as sidewalks and greenways that augment the city's existing transportation network.

Rationale:
Collegedale is situated between two major bicycle venues-the White Oak Mountain Trails and the Enterprise South Nature Center. Linking the city's recreational assets with those adjacent to the city would provide added value as a "recreation destination."

Policy Recommendation (TRN 1.2)

Update the Greenway Master Plan to consider new development trends and opportunities for connectivity.

Rationale:
Funding is available through TDOT for greenway construction. Communities applying for these funds must match TDOT's contribution. Applications are scored on a variety of criteria-including whether nor not a community has an updated greenway plan.

TRANSPORTATION Development Goal (TRN 2.0)

Determine how the existing pedestrian system can be improved and extended.

Policy Recommendation (TRN 2.1)

Provide additional signage to direct potential users to the greenway.

Rationale:
A frequent comment during the public input phase of the plan was that the greenway is a tremendous city asset, but one that is poorly signed and marked along its path. Respondents indicated that additional signage would be helpful near trailheads and along the path that advised of nearby attractions and amenities.

Policy Recommendation (TRN 3.1)

Create a Multimodal Transportation Corridor along Little Debbie Parkway from Apison Pike to Lee Highway.

Rationale:

The Apison Pike construction project includes sidewalks and bike lanes for its entirety. Connecting this area, the Wolftever Greenway, and Lee Highway will be an essential connection for alternative means of transportation. Additional bicycle lanes, sidewalks, and safe pedestrian connections to the greenway. A center continuous turn lane will enhance safety for motorists and other users of the corridor.

TRANSPORTATION

Development Goal (TRN 3.0)

Enhance safety while providing additional connectivity to/from Little Debbie Parkway.

Policy Recommendation (GEN1.1)

Establish a wayfinding committee of city officials and community stakeholders to guide the creation of a wayfinding plan that recommends the type and location of new directional signage.

Rationale:

Collegedale is home to a number of attractions, institutions, and firms that would benefit from a well-planned and executed wayfinding program to help direct drivers, cyclists, and pedestrians to and through the city.

GENERAL DEVELOPMENT
Development Goal (GEN 1.0)

Determine directional signage needs within the city.

Policy Recommendation (GEN 1.2)

Explore public and private cooperation and joint funding opportunities for wayfinding signage implementation.

Rationale:

Signage is an often overlooked amenity that would assist the public and private sectors. Since many wayfinding signs would utilize public rights-of-way, cooperation is essential to meeting local, state, and federal requirements. In addition, local signage and right-of-way usage regulations should be reviewed and amended if necessary to allow for successful implementation.

Chattanooga, Tennessee

Buckhead (Atlanta), Georgia

GENERAL DEVELOPMENT Development Goal (GEN 2.0)

Create a city brand.

Policy Recommendation (GEN 2.1)

Establish a city branding committee to help determine Collegedale's brand image based on its history, character, and future ambitions.

Rationale:

A cohesive and coordinated branding initiative well help articulate what it means to live, work, and play in Collegedale. Such an initiative helps foster community spirt and helps to generate external interest in the city.

GENERAL DEVELOPMENT Development Goal (GEN 3.0)

Capitalize on the city's proximity to recreational opportunities and foster the development of new high-quality recreation activities.

Policy Recommendation (GEN 3.1)

Consider positioning the Apison Pike corridor as a "Recreation Corridor."

Rationale:

Collegedale is favorably positioned near number of recreational sites that attract users from across the region. The city's greenway and parks are used by city residents and visitors alike. In addition, the Enterprise South Nature Nature Park land its many walking and mountain bike trails lies just to the west of the city, while the White Oak Mountain trails are situated just east of Four Corners.

As commercial development builds along the Apison Pike corridor, visitors will have expanded opportunities for retail and restaurants. Careful integration of additional recreation uses not found elsewhere in the area could also contribute to Collegedale's appeal as a recreation destination within the region.

Policy Recommendation (GEN 3.1)

Review and amend ordinances as necessary to take advantage on new development trends and techniques that are beneficial to the city.

Rationale:
The existing zoning ordinance has not been substantially updated since it was adopted. Many new provisions can be interpreted as contradictory to established city goals of integrating uses in certain areas.

Policy Recommendation (GEN 3.2)

Explore the use of new land development codes such as "Form Based" codes, and "Performance Zoning."

Rationale:
Collegedale's character can be better preserved in many instances by the use of newer zoning techniques. The current zoning ordinance is a traditional Euclidean approach that encourages suburban-style growth regardless of local character or goals. Collegedale contains many areas with different character types ranging from rural to town center; a one size fits all approach is not always adequate.

Policy Recommendation (GEN 6.1)

Continue to work with stakeholders to create detailed planning documents such as corridor plans and subarea plans to address specific land used issues as they arise.

Rationale:
Plans covering smaller areas, corridors, or districts allow for additional levels of analysis, detail, and future recommendations. If growth concentrates on a particular section of the city, a more detailed plan will provide the community with more data when making future land use decisions. Similarly, unexpected changes in the rate or type of development may be addressed in a small area plan.

GENERAL DEVELOPMENT
Development Goal (GEN 3.0)

Ensure the zoning and other land development ordinances are up to date.

GENERAL DEVELOPMENT
Development Goal (GEN 6.0)

Provide continuous planning analysis and amend the general land use plan as necessary.

CHAPTER 5: Land Use Concept

The future land use map is a visual representation of the goals, policies, and concepts led by stakeholder input. The Land Use Concept highlights potential future land use, sensitive environmental areas, corridor development, and opportunities for additional connectivity.

- The Plan is a product of collaboration and consultation with various stakeholders throughout the city. Based on an analysis of current and projected growth trends, the Plan seeks to establish land use patterns that preserve and enhance the character of Collegedale's natural and built environments.
- The Plan acknowledges that a favorable location in combination with market forces will continue to make the city an attractive location for growth and development.
- The Plan also provides recommendations for policy and decision makers to channel this growth so that it occurs in an orderly and efficient manner while offering a measure of predictability for current and future community stakeholders.
- The Plan seeks to balance the needs and demands of market forces with the stated desire of many stakeholders to protect the character of Collegedale.
- The Plan acknowledges that Collegedale contains a range of natural and built environments which require a more focused approach to address growth and development within the city.
- The Plan is an advisory document focusing on the next twenty years of Collegedale's growth. However, it is not a static document. As market conditions warrant, the Plan should be reviewed and revised as necessary to maintain its relevancy.

5.1 Introduction

Recent patterns of development do not always achieve levels of efficiency relating to not only fiscal concerns, but also to the quality of life within the community. The practices of extensive land use segregation and auto dependent design criteria have resulted in the loss of open space, forest cover; increased traffic congestion, increased water runoff, and increased housing and infrastructure costs.

A significant portion of a community's resources is spent reacting to development by replacing and extending infrastructure. Extensive areas of low-density development increases the cost of living in order to finance, maintain, and replace infrastructure. Eventually, the increased cost of building and living in such areas can discourage additional growth long before an area reaches full economic potential and physical build out. A development model which addresses these problems must treat a community as a highly complex entity, not merely as an assemblage of land parcels without additional thought given to their true and full potential. A healthy community features a wide range of land uses ranging from low density housing to more highly developed mixed use centers. The key is to provide choice and predictability so the market can react according to the needs of the community.

This document deviates from standard land use plans created in the past. In fitting with earlier forms of zoning, these plans prescribed a future land use *type* without consideration to the *form* it should take to best achieve the community's goals. Earlier plans tended to rigidly assign a future land use category on a parcel-by-parcel basis. While valuable as a reference source, many of these plans often became dated relatively quickly since they often underestimated the degree of land use change and development in rapidly growing areas.

The Collegedale 2030 Plan acknowledges preferred development types while also differentiating between the prevailing development types in the context of what the land can physically support and what the community sentiment will support. It is a series of land use recommendations that support the overall goals stated in the plan.

See Map Exhibit 5 A for the Land Use Concept Map.

5.2 Land Use Categories

Rural Residential (RR)

Density-one dwelling unit per acre or less.

This category represents areas with distinctly more rural residential land uses. Such areas are typified by larger parcels located where more intensive uses are not expected due to fragmented ownership, environmental constraints, and/or topographical features that make sewer service difficult or impractical. These areas may experience some subdivision of large parcels, but more extensive residential subdivision is not anticipated.

The intent of this classification is to acknowledge and preserve the rural character by carefully considering potential impacts new development will have on the environment and character of these areas. Development is generally expected to be one unit per acre or less, though some exceptions could be considered for "rural cluster" development where housing is built at higher densities along with a dedicated commitment to open space preservation.

Low Density Residential (LDR)

1 to 5 dwelling units per acre

Corresponding to most of the City's residential districts, this category includes single family detached residences at densities of one to five units per acre. Though often associated with a suburban form of development, the upper density range within this classification may also be found as a component of mixed-use developments where single-family dwellings are constructed on smaller lots served by sewer.

Moderate Density Residential (MDR)

5 to 10 dwelling units per acre

Increasing in density, this category is intended for use in areas receiving sewer service. The classification supports small-lot residential development consisting of single-family detached homes, patio homes, townhouses, duplexes, and attached residential uses up to a density of ten units per acre.

Outside of Planned Residential Developments, these uses are typically expected on the periphery of more intense areas of uses such as town centers, commercial centers, and higher-density residential developments. When densities of such uses is largely due to the use of small parcels, careful attention should be paid to its integration with surrounding development by examining ingress-egress, site buffering, building layout, and potential water runoff.

Gateway Corridor (GC)

Leading east from Pattentown Road along Apison Pike, this classification serves as a link between Planned Commercial Center development and the Town Center District centered around Four Corners. Although this category is among the smallest proposed, it is expected to serve an out-sized role by transitioning from a large commercial center with more suburban characteristics, to the more compact form found in the Town Center. Topography and the presence of the Stratford Place neighborhood is a particular concern on the northern side of Apison Pike. Lots on this side of the corridor are not as deep, limiting the intensity of development. These limitations are not as great on the southern side of Apison Pike, although hilly terrain persists. Uses in the corridor should capitalize on the proximity to Interstate 75 and the nearby Summit of Softball complex.

Town Center District (TCD)

10-18 dwelling units per acre

Though this district includes typical densities for residential uses, this category will generally display a well-integrated mix of commercial, office, and residential uses. Acknowledging the historical importance of the city's core, this district anticipates and encourages a range of uses situated in a manner to maximize efficiencies associated with development costs and service delivery. The Town Center District as its name implies is the nucleus of continued development within the city intended to function as a locus for civic functions, retail development, higher density residential development, and entertainment opportunities. Using layout and form concepts first presented by the Four Corners Master Plan, the Town Center district will serve as the long-needed "Downtown Collegedale."

Central Corridor (CC)

10-16 dwelling units per acre

Consisting of the Little Debbie Parkway corridor between Wolftever Creek and Apison Pike, this district features a range of retail, recreation, and residential uses with additional emphasis on integrating them into the Town Center District near Apison Pike. Successful integration of these uses should be achieved through vehicular and pedestrian connectivity along Little Debbie Parkway with additional connections to the existing greenway. In addition, the building form in this district should begin to imply a more compact suburban form that is more fully realized by the Town Center District. Additional multi-family dwellings should be fully integrated into multi-purpose buildings.

To achieve a more compact form, front setbacks should be reduced, parking should be situated to the rear and site of buildings if possible, and landscaping should address the public realm in an inviting manner, rather than simply serving as a screen. When the elements of compact suburban design such as sidewalks and building form are combined, the strict linear nature of the corridor can be softened and serve as a key gateway to the Town Center. Since there is ample public right-of-way along the corridor, the addition of "last mile" multimodal connections via bike lanes and sidewalk extensions are critical components to the corridor.

Interchange Commercial (HC)
As the name implies, this category is found along major highways and adjacent to Interstate exchanges. While this is a common and convenient land use pattern in these locations, the historic trend toward emphasizing automotive travel should be tempered with consideration for non-automotive travel as well.

Expected uses include commercial establishments such as retail, restaurants, and hotels that benefit from highway access and visibility. Adaptations such as reduced setbacks, side and rear parking, and attention to building form and scale should be implemented to preserve a human scale that is distinctly different from surrounding development. These districts are typically gateways to the city and should reflect the aesthetic sensibility of the community.

Planned Commerce Center (PCC)
Located away from the traditional town center, this category may include uses that range from retail, restaurants, offices, multi-family residential, hotels and entertainment facilities. A key difference between this district and the Interchange Commercial category is the presence of larger tracts of land with a greater level of consolidated ownership. Consequently, an approved site master plan is possible and required.

Neighborhood Mixed-Use (NMU)
Primarily intended to accommodate a variety of uses at lower intensities, this category may be located at nodes of development or along arterials or connector streets with lower traffic volumes. The category typically is expected to emulate many features found along Main Street in Old Town Ooltewah. Different uses may coexist in close proximity, but appropriate measures to buffer residential uses from uses that are expected to generate more traffic should be undertaken. Residential densities are not expected to exceed 8 units per acre.

General Industrial (IND)
This category accommodates industrial uses including manufacturing, warehousing, distribution, outside bulk storage and similar uses. These uses typically have a much greater impact than other uses. Considerable infrastructure such as adequate roadway access, sewer, and rail is required. Given the extended hours of operation and potential for land use conflicts, additional buffering and separation from residential uses may be required.

Institutional-Educational (IE)

This category includes land and facilities utilized by colleges and universities, schools, medical campuses, religious organizations, and similar institutions. Smaller institutional uses are generally not mapped unless they are located on sites more than two acres in size. Institutional properties may be public or private. These uses may be permitted in a variety of districts, however, the U-1 zone is the appropriate zone for large institutions such as universities. Residential uses are generally not appropriate for this category unless included as an ancillary use as a part of an overall campus plan. Specific examples include dormitories, faculty housing, and parsonages.

Public Parks and Open Space (PPO)

This category applies to protected open space for recreational or resource conservation uses. Included are parks, greenways and potential greenway corridors. Also included are any publicly owned lands managed for watershed protection, hazard prevention, and the protection of important visual resources.

Private Open Space (PS)

Including open space that is privately owned and maintained, this category includes private country clubs, cemeteries, open space easements, conservation trusts, and land that should be retained in its natural state to protect public health and safety (such as floodways and steep slopes), preserve sensitive or important ecological or historic resources, or provide a public benefit (such as watershed protection).

Land with this designation may have a limited amount of development potential, but may still contribute to the overall health, safety, and well-being of the community.

Business and Commercial Services (BC)

Areas that are appropriate for higher-impact commercial activities that would not be compatible with residential uses, or those that have certain locational needs with access to major arterial corridors are included in this category. By their intensity, these uses are not appropriate for mixed-use development. Examples include, auto repair, lumber yards, contractor suppliers, smaller-scale distribution centers, nurseries, etc.










Collegedale Development Tiers

The Collegedale Transect

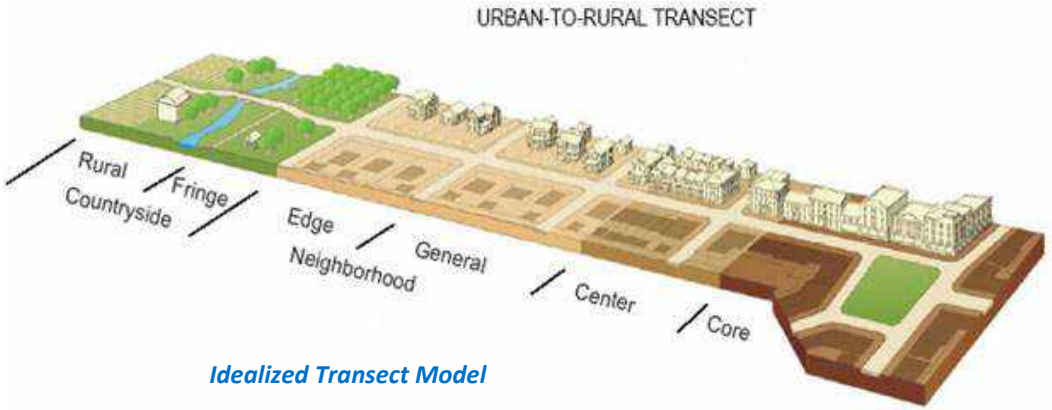
See Map Exhibit 6 A for the Transect Concept Map.

CHAPTER 6: The Transect

6.1 Planning with Character

The Transect

The Collegedale 2030 Plan draws upon established and emerging planning techniques suited to communities experiencing above-average growth rates. Although the city is relatively small, it still is large enough in area to offer a variety of neighborhoods with distinct characteristics. A primary goal of the Collegedale 2030 Plan is to examine how growth and development might is affecting and will continue to impact different areas of the city. To successfully do this, the plan utilizes a planning tool called the **Transect**. Separate from zoning, the Transect groups sections of the city by prevailing land uses, natural character, and the character of the built environment.



Idealized Transect Model

The transect concept is commonly used in physical sciences to describe the change in natural features or phenomena over a set distance. The technique can depict the change in vegetation or geology along the side of a mountain and the change in vegetation moving inland from seaside sand dunes. Doing so often reveals complex relationships between elements found there that might otherwise go unnoticed.

Applying this technique to human settlements also helps highlight what is often intuitive, but not always articulated in traditional planning or zoning. Pioneered by new urbanist architect and planner, Andres Duany, the Transect helps reveal the natural progression of development patterns, each with their own development form and character. The technique is adaptable and scalable for use in large regions, cities, towns, and even city blocks.

The Collegedale Transect is composed of six categories of natural and built environments.

—T1 Natural
—T2 Rural
—T3 Suburban
—T4 Compact Suburban
—T5 Town Center
—SD Special Development District

Using The Transect in Collegedale

The Transect approach helps provide for a diversity of development types in the city. Development that is homogeneous is discouraged in favor of development that recognizes the individual characteristics found in different parts of the city. Areas that are rural in form are encouraged to remain that way, while areas that are more suburban continue to develop in that manner. While different Transect categories can sit side-by-side, it is crucial that within each Transect category, each element of development should be harmonious with that category. The Transect recognizes the differences, values the differences, and helps to ensure appropriate development occurs throughout Collegedale. The Transect is not a substitute for zoning, rather, it helps guide how zoning ordinances and development policies are implemented.

Elements of the Transect

The Transect describes the built environment from least developed (and most natural) to the most urban area across the city. The built environment that the each Transect describes is in turn comprised of four community elements:

—Open Space
—Residential/Neighborhoods
—Centers
—Corridors

Each of these Community Elements is found within most of the Transect Categories, but the scale, character, and intensity of the Community Element varies depending on the Transect Category in which it is located. For example, a Center in the Rural Transect Category may consist of two storefronts at a rural intersection, but a Center in the Urban Transect Category may be an entire block or more of shops, offices and residences built to the sidewalk.

Collegedale Character

A common theme in much of the stakeholder input included the concept of Collegedale's "character." One way to think of "character" is the prevailing image of a city (or sections of a city) defined by factors such as the natural environment and the presence (or absence) of open space. The built environment is also considered with factors such as the type(s) of housing present, infrastructure, and the extent of public services provided.

The Collegedale Character Guide contains more complete descriptions of each Transect category.

Open Space

Open Space is the least developed Community Element in each Transect category. Often, open space preserves the natural environment from development. In many instances, this land is limited from development through purchase, conservation easements, or natural features limiting intense uses. In more intensely developed Transect categories such as Suburban, open space is more commonly used for low-impact recreation. In the Compact Suburban and Town Center categories, open space is more formal and hosts more active recreation activities such as team sports. In the most urban areas, open space is usually present in the form of plazas, or landscaped greens for aesthetic and recreational value. In contrast, Natural and Rural settings offer abundant open space and naturally-existing vegetation. Recreation in these areas is generally passive. Facilities and amenities are limited and designed to blend into the surroundings.

Residential/Neighborhoods

In many planning contexts, a "neighborhood" consists of a range of residential and non-residential uses. In Collegedale, the term generally refers to residential areas that may or may not be a part of a discrete subdivision. Future land use must balance providing a range of housing choices with maintaining the existing or envisioned character of the neighborhood. To achieve this, attention must be paid to existing and proposed building types, sizes, placement, and orientation.

Collegedale's housing stock consists primarily of single-family detached dwellings, with instances of duplexes and multi-family dwellings intermixed throughout. In examining the future land use in these areas. Most existing neighborhoods are stable with little change, though some properties at the Suburban-Rural interface are more likely to see a transition within the Collegedale 2030 Plan horizon.

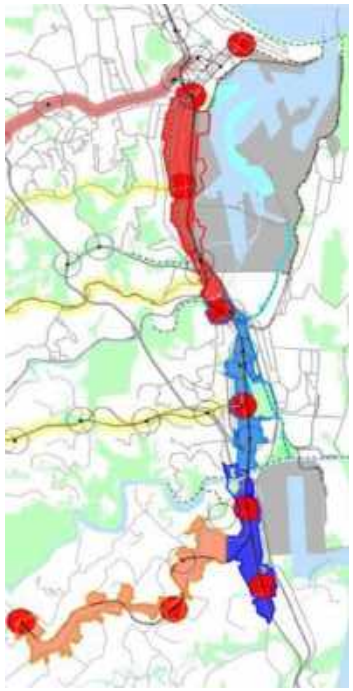
Centers

Centers provide access to retail, restaurants, services, and civic uses. Some centers may also provide a residential component as well. A center will vary in form depending on where it is located in the Transect. In Rural areas, centers are correspondingly small, and may consist of only a building or two housing low-impact uses. In Town Centers, or Compact Suburban areas, centers will contain a greater assembly of commercial, residential, and entertainment uses that serve either the adjacent neighborhoods, or the larger community. In Collegedale, the area around the Village Market is a center serving SAU, and the surrounding community. Though centers can sometimes held by one owner, this is not exclusively the case. The Collegedale 2030 Plan encourages centers to develop into walkable, mixed use areas of activity at a scale appropriate to their service area and to the character of development surrounding them.

Corridors

Corridors link centers, neighborhoods within the city and link the city with the surrounding region. The scale and form of a corridor often varies depending on how it is used and on its location in a Transect category. Ideally, corridors should function differently depending on the Transect category they pass through.

As corridors pass through Transect Categories from a more natural setting to an urban setting, they change in character and size. The land uses adjacent to corridors change as well. Corridors often act as throughways and destinations, moving people to and from the outer areas of the region into more densely populated urban areas and offering access to some mixed use centers along the way. Land uses adjoining these corridors include residential and mixed use.



6.2 Defining Collegedale's Character with the Transect

COLLEGEDALE TRANSECT GUIDE

The primary purpose of the Collegedale Transect Guide (CTG) is twofold. First, the CTG serves as a guide for the implementation of the future land use policies contained in the Collegedale 2030 Plan as well as those made by subsequent smaller community or corridor plans. The CTG provides guidance for the use of implementation tools such as zoning and other land use ordinances.

The various Transect categories differ from the others regarding the pattern of development and/or the form or character found there. The **T1 Natural** category represents a very light level of development either due to inherent constraints on the land due to flooding, or excessively steep slopes. The **T2 Rural** category is lightly developed, but does feature widely spaced housing separated by significant tracts of undeveloped pastureland or tree cover. Similarly, other development elements are expected here such as a lack of more "urban" amenities such as sidewalks and curb and gutter drainage. At the other end of the spectrum, the **T5 Town Center** category either contains or expects new development to display more urban features such as limited building setbacks, more vertical development, sidewalks, and smaller examples of more formally arranged open space such as plazas. The Collegedale Transect map depicts the current extent of each category. The Collegedale 2030 Plan is considered a "living document" subject to revision as required. Similarly, the CTG component is also expected to be updated and refined as more localized plans are completed over time.

What's Your Character?

Each section of this city was examined using Geographic Information Systems (GIS) software for criteria such as street density, lot size, sewer service, as well as features such as the presence of natural features such as steep slopes, waterways, and floodways. As expected, these criteria tend to correlate with the presence or absence of development and the its density. Windshield surveys of the entire city were conducted to confirm the GIS findings. This information was combined with public input to create a guide informing residents, developers, elected officials, and other stakeholders of policy applications to specific portions of the city.

T-1 NATURAL

General Description

This category is used for the least developed areas within the Transect. These lands are scattered throughout Collegedale, but share important characteristics. Typically, the T-1 Natural area consists of publicly controlled lands used for parks and nature preserves. In many cases, public and private lands found in floodplains as well as on steep slopes are included. In Collegedale, a number of notable tracts of environmentally-sensitive lands are privately owned and protected from development while still offering public access. Southern Adventist University's stewardship of steep and scenic sections of White Oak Mountain and Bauxite Ridge are notable examples.

Other privately owned land that is permanently protected by conservation easements or similar tools and remains in a natural, undeveloped state may also be categorized as a T-1 Natural area.

Land Uses

Low-impact activities are expected in many of these areas. Depending on the land's natural features, activities such as hiking, cycling, running/walking are expected. Structured recreational areas such as athletic fields and "hardscaped" playgrounds are not features of this category.

Development Form

Extensive development is nonexistent. Buildings in this category are expected to be of limited scale. Examples might include structures for public use such as small picnic shelters, nature interpretive centers, or restroom facilities. Due to their location and purpose, these buildings are usually designed to be as unobtrusive as possible by blending into the natural environment.

Infrastructure

Sewer service and road access may vary depending on proximity to more developed areas/ categories. Typically, these features are rare to nonexistent throughout most of the land in this category. Roads leading into T1 Natural areas typically narrow down and are unfinished. Drainage is accommodated through natural swales and limited use of culverts. Finished sidewalks are typically not found unless used as a part of a pedestrian greenway system.

T2 RURAL

General Description

Despite consistent population growth, Collegedale includes a considerable amount of land in the T2 Rural Transect Category. Primarily located east of the Collegedale Airport, this category generally displays fewer streets per acre, large estate-sized lots, low residential densities, and low-intensive agricultural activities such as hay production, ample open space, and occasional large wooded tracts.

Land Uses

Although intensive agricultural operations are not encountered in Collegedale, many pastures are used for hay production. These areas also contribute to an abundance of open space. Large wooded tracts are also present which also contribute to the open space seen in this category. Aside from agriculture, very low density residential uses are found in the T2 Rural category. Commercial uses are largely absent from this district due to the relative proximity to other districts offering higher levels of development.

Development Form

Residential and agricultural structures are widely spaced. In some cases, the pattern of development still reflects a past era when agricultural uses were more prominent. Homes range in size, but are generally no more than two stories. Newer homes tend to be larger than those historically found in the area. In almost almost all cases, building footprints are small in relation to lot sizes. Building setbacks are not consistent, though many feature substantial setbacks from the road.

Infrastructure

Sewer service is very limited and largely absent from this category. Roads and streets outside of residential subdivisions feature natural drainage with roadside ditches or swales. Roadway connectivity is more limited than in more developed categories. Collector streets serve to convey vehicular traffic to higher-capacity roadways that lead to more highly developed categories. Though cyclists occasionally utilize these roadways, there is a lack of dedicated bike lanes. Pedestrian trips are not common. Sidewalks are not encountered and greenway access is not currently available.

T2

T3 SUBURBAN

General Description

The Suburban Transect category includes properties that are often lands in transition. As the name implies, this district serves as a link between rural and more developed areas. As infrastructure such as sewers extends into these areas, the development form responds by creating smaller residential lots. As residential development grows, the need for commercial uses increases.

Land Uses

Areas within this category may feature a variety of uses ranging from single-family residences to multi-family dwellings, commercial establishments and even industrial development. Historically, zoning laws sought to segregate such uses and the T3 Suburban category often reflects the influence of zoning in that different uses are separated though setbacks and other standards found in the an evolving zoning ordinance.

Development Form

Classic suburban development as practiced around the turn of the 20th Century responded to changing transportation technologies such as the streetcar by utilizing smaller lots for housing that were offered street connectivity with easy access to transportation centers. Dedicated green space was incorporated into development and complimented the existing natural vegetation. Classic suburban development also integrated residential and non-residential uses to a greater degree than commonly practiced after World War Two. While located in close proximity to residential areas, non-residential uses such as retail establishments congregated in small centers of development. Examples of this development are typified by Chattanooga's Highland Park and Signal Mountain's Old Town.

More commonly practiced over the balance of Hamilton County and Collegedale is a "conventional" suburban form. Assuming prominence after World War Two, conventional suburban form features curvilinear streets with more limited connectivity between uses. Dedicated green space is not prevalent, since private yards created by ample setbacks tend to be larger.

Non-residential uses generally occupy single and two-story buildings along arterial roadways rather than at concentrated nodes. Extensive building setbacks and parking requirements often shape the form for non-residential development.

T3

T3 SUBURBAN (cont.)

Infrastructure

Varying levels of infrastructure are found in this district. Sewer service is becoming a necessity in newly-developing areas as raw land prices have increased to the point where the lot yield of subdivisions must be maximized. Sanitary sewer access eliminates the need for extensive subsurface (septic tank) disposal. Consequently, there is a stark contrast between lot sizes of suburban development created thirty years ago versus those created today. Sidewalks are not common, however, they are occasionally encountered in some residential subdivisions and along some higher-capacity roadways.

Reflecting the array of development types and densities, roadway form also varies. Lower capacity roads often feature natural drainage by the use of ditches and swales, reflecting a more rural past. In other cases, curb and gutter drainage is found in more recent development. Roadway connectivity is augmented by greenway access in some sections of this category. As a whole, uses within this category are connected by vehicular streets.

Suburban area with legacy silo in background.

T3

T4 COMPACT SUBURBAN

General Description

In the late 20th Century, a renewed interest in the classic suburban model led to a number of modifications of zoning ordinances to allow for a return to a more compact development form. In some cases the move toward smaller lots was no doubt made out of economic necessity as raw land prices increased rapidly. This trend also affected the form of development as building footprints now constitute a larger percentage of the smaller lots. Successful use of smaller spaces led to a limited reintroduction of some of the classic suburban model concepts.

Land Use

While remaining predominately residential in nature, this category features more integration of compatible uses. In Collegedale, this development tends to integrate a wider range of residential types such as multi-family, patio homes, and retirement centers versus the introduction of commercial uses. Examples include small lot single family residences with the preservation of neighborhood open space. As Collegedale continues to grow and develop, a more thorough integration of compatible uses should be considered.

Reunion subdivision, East Brainerd (Chattanooga, TN)

Image from Google Maps

T4

T4 COMPACT SUBURBAN (cont.)

Development Form

In most cases, the housing design reflects the use of smaller building footprints by either including a second story, or by simply reducing the overall size of the dwelling. Patio homes and/or townhouses are consistent with the prevailing design of other dwellings. Garages are often de-emphasized by moving them flush with the main structure. This recalls early 20th Century suburban models that did not typically anticipate the automobile. Streets usually reflect a combination of classic suburban grid streets and later-day curvilinear streets. Any addition of non-residential uses should emulate the classic suburban model by reducing setbacks and placing parking to the side and/or rear of the structure.

Infrastructure

The compact nature and location of this category requires sanitary sewer service. As noted above, streets are a combination of a classic grid-alley pattern and a more recent curvilinear pattern. Sidewalks are available in the internal street network, as is curb and gutter drainage. Formal street plantings often compliment the landscaping used around individual buildings. Greenway access augments the sidewalk connectivity and street access.

T4

T5 TOWN CENTER

General Description

Recalling the compact mix of uses found in many small towns, this category features the greatest integration of land uses in the Collegedale Transect. The properties centered around Four Corners possess many of the characteristics of the Town Center, but may not contain all of the necessary elements. In some cases, the present form is more indicative of suburban development, reflecting development related to the Chattanooga area's general eastward population expansion over the last forty years. With pending roadway expansion, and Collegedale-centric population growth, the area is expected to further become home to a variety of uses. It is ideally positioned to take on the role of a small urbanized center within the larger region.

Land Uses

Typically, as these centers develop they contain a mix of uses within a relatively small area. A range of housing types are present. Single-family residences are located on narrow lots, with shallow setbacks delineating the private realm from the public streets. Alleys are utilized to minimize the impact of garages and other service-oriented design features found in the T2 Rural and T3 Suburban categories. Townhouses and rowhouses are interspersed throughout and feature the same shallow setbacks and compact form. Non-residential uses such as retail and civic buildings are similarly situated with on-street parking or shared parking that is located to the side and rear of buildings. Dedicated open space is present as well. Unlike most other Transect districts, different uses are expected to be integrated if the prevailing form is maintained.

Suwanee, GA *(image from Google Maps)*

Franklin, TN

T5

T5 TOWN CENTER (cont.)

Development Form

While similar in form to the T4 Compact Suburban district, the T5 Town Center form reflects its role as a lcenter for commerce, residence, entertainment, and government for the immediate area. Unlike more densely-developed urban areas found in larger cities, this form is of a more appropriate size and scale that is compatible for application in Collegedale. Vertical development is appropriate with buildings up to three stories/forty feet in height. Continued integration of the various land uses is key to fostering a successful town center. Non-residential buildings, including entrances are oriented to the street as building facades are situated at the edge of the sidewalk. Setbacks can be increased to accommodate outdoor eating areas, however, a definitive "edge" is provided along the sidewalk by low, decorative walks, or similar features. Higher buildings should "step down" to lower buildings. Alleys should be utilized whenever possible. Landscaping is more formal, but the extent and application of it is mitigated by the lack of significant setbacks. Instead, it features more street plantings, occasional specimen trees, and the use of container plantings.

Infrastructure

The street network utilizes a grid system with integrated alleyways. Pedestrian facilities are a key compliment to the transportation system. Sidewalks are present along streets, and greenway access is available. All other city services are available; sewer service is a necessity. Open space is more formally arranged and landscaped than in the other categories. It consists of plazas and greens with active space such as playgrounds, plus a mix of passive areas that simply offer benches and additional shade.

T5

Robbinsville, NJ

Union Village (Warren County, OH)

SD SPECIAL DEVELOPMENT DISTRICT

General Description

The Special Development District is intended to encompass areas that usually feature a single land use such as major employment centers, industrial centers, or institutions. Industrial centers require specialized treatment due to the amount of activity generated by their operations. Uses in this district will interact with the surrounding neighborhoods, centers, and corridors differently, depending on the type of use.

In the case of industrial users, the higher-impact districts are expected to exist as discrete areas devoted to and configured for their efficient use. They should also feature adequate buffering to mitigate negative impacts on adjacent development. Institutional districts are more integrated with the surrounding neighborhoods, centers, and corridors and require a different approach. Applied to Southern Adventist University, the district features, a range of building types and orientations connected by parking facilities and sidewalks. Separating the buildings are amounts of green space that often address main thoroughfares through campus. The campus also contains most access points to its White Oak Mountain hiking and mountain biking trails on its property. Open to the public, the trail system is a very important component of its interface with surrounding areas.

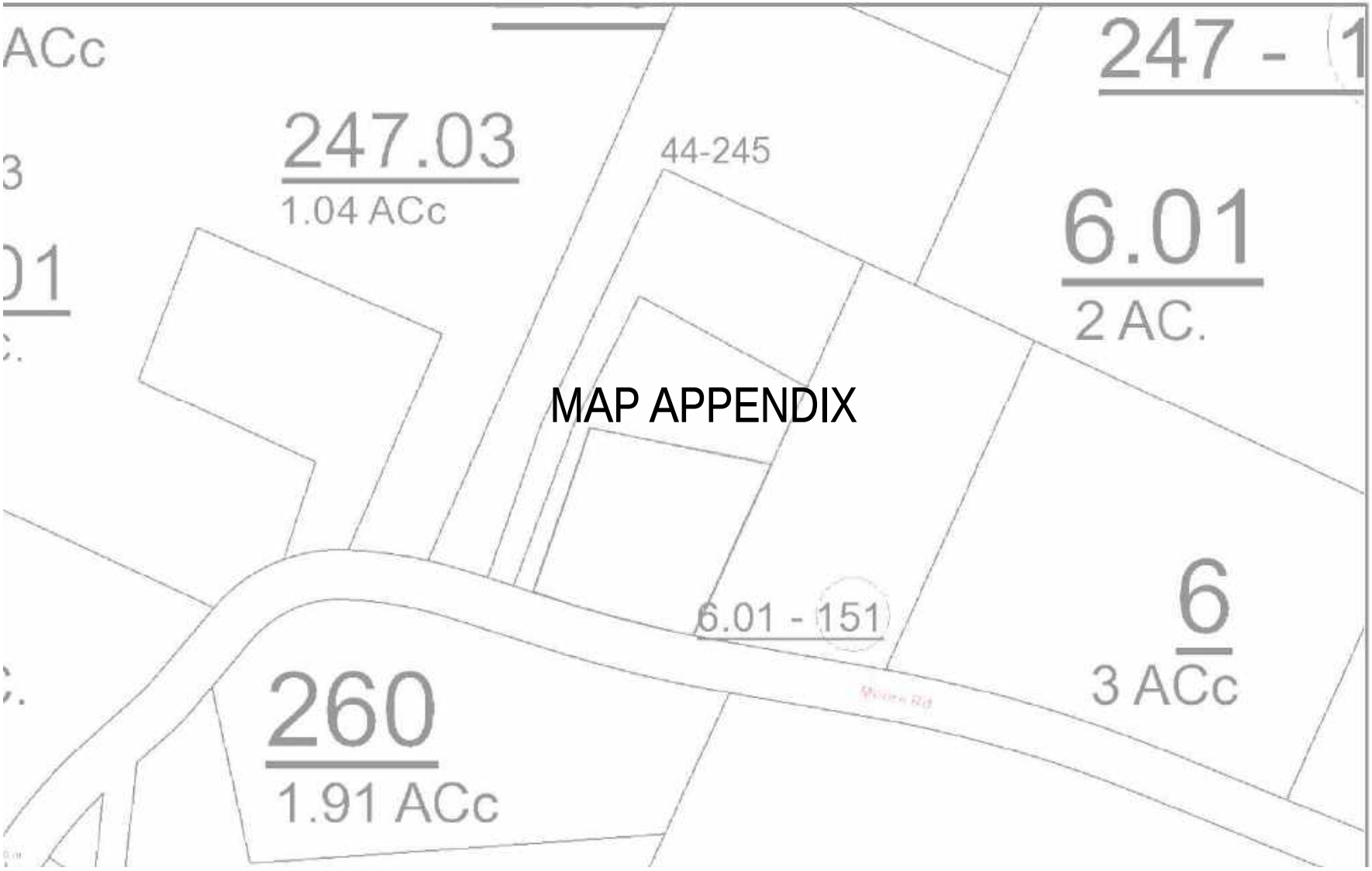
Development Approach

Since both industrial and institutional uses are important centers of employment and activity, they are expected to continually assess their future needs and react accordingly. Consequently, their development form will likely evolve to some degree to meet changing conditions. While all development in the city is expected to contribute to the community as a whole, the scale of Special Development Districts indicate that individual projects within them should first be compatible with their internal uses and form, while ensuring their interface with the balance of the city supports the community's long range vision.

Industrial Center

Institutional Center

SD


ACc
247 - 1
247.03
1.04 ACc
44-245
6.01
2 AC.
MAP APPENDIX
6.01 - 151
6
3 ACc
260
1.91 ACc

MAP 1A

Collegedale Tennessee

PLANNING & ECONOMIC DEVELOPMENT

City Overview

MAP LEGEND

- Hamilton County Boundary
- Collegedale City Boundary
- Rail Line
- Stream/Creek
- Parcel/ Lot Boundary
- Recreational Facilities / Open Space

collegedaletn.gov

N

The Collegedale Plan

Feet
3,000 1,500 0

Miles
1 0.5 0

Map Date: October 1, 2015

MAP 2A

Collegedale Tennessee

PLANNING & ECONOMIC DEVELOPMENT

Environmental Features

MAP LEGEND

- Hamilton County Boundary
- Collegedale City Boundary
- Elevation Contour (feet above MSL)
- Lake/Pond
- Stream/Creek

FEMA Flood Zones

Flood Risk Designation

- FLOODWAY
- 100 Year Flood
- 500 Year Flood

collegedaletn.gov

N

The Collegedale Plan

Feet
3,000 1,500 0

Miles
1 0.5 0

Map Date: October 1, 2015

MAP 2B

MAP LEGEND

- Hamilton County Boundary
- Parcel/ Lot Boundary

Current Land Use

Agriculture
- Agriculture/Silviculture

Recreation/Open Space
- Public Active Park
- Restricted Recreation
- Preservation/Sanctuary/Open Space
- Public Passive Park

Civic/Institutional
- Cemetery
- Emergency Response
- Cultural Institution
- Health Care Facility
- School or College
- Religious Facility
- Government

Utility
- Substation/Pump Station/Cell Tower Etc.

Surface Transportation
- Private Surface Parking
- Surface Parking Lot
- General Transportation

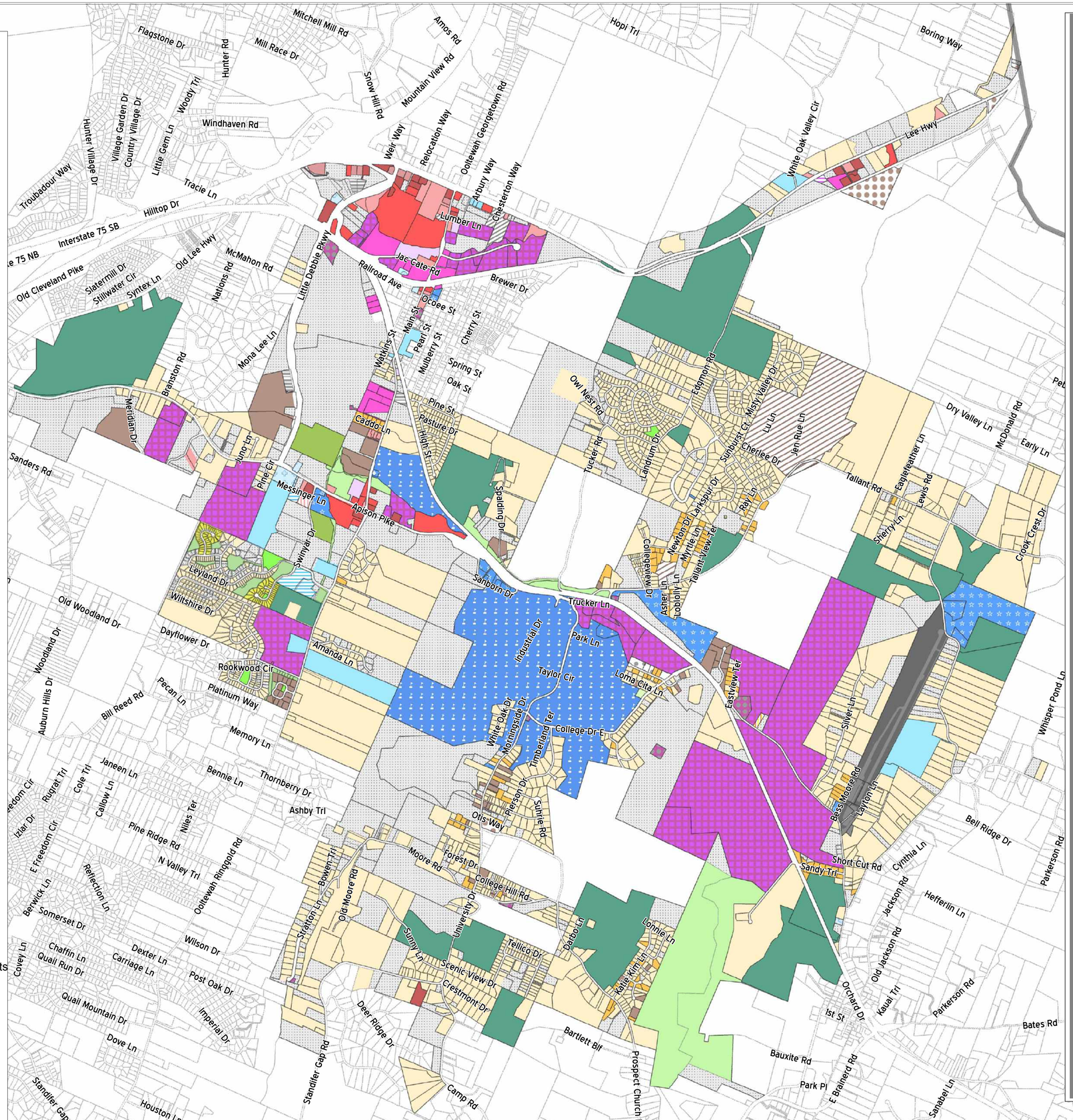
Commercial/Office
- Day Care/Pre School
- Office Park/Office Center
- General Office
- Restaurant
- Service
- Shopping/All Retail

Industrial
- Solid Waste Management
- Self Service Warehouse
- Warehouse/Wholesale/Distribution
- Manufacturing

Residential
- Mobile Home Park
- Mobile Home
- Townhouse-1 unit per parcel
- Group Home/Retirement Home
- Multi-Family 3 or more units/condo/apartments
- Duplex
- Detached single-family residence

Under Construction
- Construction in Progress

Vacant
- Vacant Building
- Vacant Lot



Collegedale Tennessee

PLANNING & ECONOMIC DEVELOPMENT

Current Land Use

N

The Collegedale Plan

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Feet
3,200 1,600 0

Miles
1 0.5 0

Map Date: October 1, 2015

MAP 2C

Collegedale Tennessee

PLANNING & ECONOMIC DEVELOPMENT

collegedaletn.gov

Current Zoning

Map Legend

- Property Boundary
- PRD Planned Residential Development Overlay
- AG-Agricultural
- C-1 Neighborhood Commercial
- C-2 Shopping Center Commercial
- C-3 Interchange Commercial
- I-1 Industrial
- MU-BC Mixed Use-Business Center
- MU-TC Mixed Use Town Center
- R-1-H High Density Single Family
- R-1-L Low Density Single Family
- R-2 Low Density Single-Two Familiy Residential;
- R-3 Multi-Family Residential;
- U-1 University District

Note: Airport Zoning Overlay only applies to Collegedale Corporate Limits.

N

The Collegedale Plan

Miles
1 0.5 0

Map Date: September 14, 2015

MAP 2D

Collegedale Tennessee

PLANNING & ECONOMIC DEVELOPMENT

Transportation Facilities

MAP LEGEND

- Hamilton County Boundary
- Collegedale City Boundary
- 2014 AADT (traffic count)
- Existing Greenway
- Rail Line
- Recreational Facilities / Open Space

collegedaletn.gov

The Collegedale Plan

N

Feet
3,000 1,500 0

Miles
1 0.5 0

Map Date: October 1, 2015

MAP 5A

Collegedale Tennessee

PLANNING & ECONOMIC DEVELOPMENT

Future Land Use

collegedaletn.gov

Map Legend

- Parcel Boundary
- Preserved Open Space (Public)
- Preserved Open Space (Private)
- Rural Residential
- Low Density Residential
- Moderate Density Residential
- Institutional-Educational
- Gateway Corridor
- Central Corridor
- Neighborhood Mixed Use
- Town Center
- Planned Commerce Center
- Interchange Commercial
- Business-Commercial Services
- Industrial
- Transportation-Utility

N

The Collegedale Plan

Miles

0.9 0.45 0

Map Date: September 8, 2014

Note: The information conveyed by this map is to be used in conjunction with the Collegedale 2030 Plan.

Still Hollow Loop
Troubadour Way
Hunter Village Dr
Village Garden Dr
Country Village Dr
Woody Trl
Little Gem Ln
Windhaven Rd
Hunter Rd
Mountain View Rd
Weir Way
Relocation Way
Ooltewah Georgetown Rd
Arbury Way
Chesterton Way
Lee Hwy
Tracie Ln
Hilltop Dr
Interstate 75 NB Interstate 75 SB
Old Cleveland Pike
Old Lee Hwy
McMahon Rd
Nations Rd
Stillwater Cir
Syntex Ln
Satellite Cir
Little Debbie Pkwy
Lumber Ln
Mac Cate Rd
Railroad Ave
Brewer Dr
Pine Hill Rd
Bittersweet
Edgmon Rd
School St
Lillie Ln
Patsy Pl
Brainston Rd
Meridian Dr
Mona Lee Ln
Watkins St
Main St
Ocoee St
Pearl St
Mulberry St
Cherry St
Spring St
Oak St
Pine St
Pasture Dr
High St
Caddo Ln
Cloverlan Hills Dr
Penneywood Ln
Jonquil Ln
Owl Nest Rd
Misty Valley Dr
Lu Ln
Jen Rue Ln
Cherlee Dr
Tucker Rd
Landrum Dr
Ray Ln
Pebblebrook Ln
Dry Valley Ln
McDonald Rd
Early Ln
Deer Trl
Tallant Rd
Eaglefeather Ln
Lewis Rd
Sherry Ln
Crook Crest Dr
Wits End Ln
Bork Memorial Dr
Sanders Rd
Sue Dr
Junior Ln
Pine Cir
Messinger Ln
Swinyer Dr
Aldee Ln
Patterntown Rd
Community Pl
Old Woodland Dr
Woodland Dr
Smith Ln
Kesley Trl
Auburn Hills Dr
Buckner Ln
Arthur Ln
Zale Way
Bill Reed Rd
Pecan Ln
Dayflower Dr
Rookwood Cir
Leyland Dr
Wiltshire Dr
Amanda Ln
Platinum Way
Memory Ln
Bennie Ln
Thornberry Dr
Ashby Trl
Janeen Ln
Cole Trl
Callow Ln
Rugrat Trl
W Freedom Cir
Izlar Dr
E Freedom Cir
Nile Rd
St Lawrence Rd
Windthrush Dr
Clipper Dr
Cicero Trl
Standifer Gap Rd
Banks Rd
Maple Valley Dr
Wilma Dr
Oak Haven Dr
Potomac Dr
Shenandoah Dr
Woodthrush Dr
Covey Ln
Somerset Dr
Chaffin Ln
Quail Run Dr
Quail Mountain Dr
Dove Ln
Reflection Ln
Pine Ridge Rd
N Valley Trl
Niles Ter
Ooltewah Ringgold Rd
Wilson Dr
Dexter Ln
Carriage Ln
Post Oak Dr
Imperial Dr
Spalding Dr
Sanborn Dr
Trucker Ln
Industrial Dr
Park Ln
Taylor Cir
Apison Pike
College Dr E
Eastview Ter
Collegeview Dr
Newton Dr
Tallant View Ter
Holloway Ln
White Oak Dr
Morningside Dr
Sunkist Ter
Pierson Dr
Sunrise Rd
Otis Way
Moore Rd
Forest Dr
College Ter
University Dr
Bowen Trl
Stratton Ln
Old Moore Rd
Sunny Ln
Scenic View Dr
Crestmont Dr
Tellico Dr
Darbo Ln
Katie Kim Ln
Deer Ridge Dr
Standifer Gap Rd
Bartlett Blf
Prospect Church Rd
Camp Rd
Bauxite Rd
E Brainerd Rd
Orchard Dr
1st St
Kauai Trl
Old Jackson Rd
Jackson Rd
Cynthia Ln
Short Cut Rd
Sandy Trl
Bess Moore Rd
Layton Ln
Silver Ln
Whisper Pond Ln
Bell Ridge Dr
Hefferlin Ln
Parkerson Rd
Blair Rd
Alabama Rd
Bates Rd
Howard
Song

MAP 6A

Collegedale Tennessee

PLANNING & ECONOMIC DEVELOPMENT

Transect Concept

MAP LEGEND

- Hamilton County Boundary
- Parcel/ Lot Boundary

CollegedaleTransect

Transect Category

- T1 Natural
- T2 Rural
- T3 Suburban
- T4 Compact Suburban
- T5 Town Center
- SPD Special Disctrict

N

The Collegedale Plan

collegedaletn.gov

Feet: 3,200 — 1,600 — 0

Miles: 1 — 0.5 — 0

Map Date: October 1, 2015