

RESOLUTION NO. _____

A RESOLUTION AUTHORIZING THE ADOPTION OF
SUMMIT PLAN.

WHEREAS, the opening of the new interchange at Apison Pike will possibly trigger land use changes in the area; and

WHEREAS, staff has received one rezoning request covering several properties in the area; and

WHEREAS, the City of Chattanooga annexation in the area is effective December 31, 2012 and Planning Commission has to provide a recommended Zoning Annexation Plan to City Council within ninety (90) days after the effective date; and

WHEREAS, the Summit interchange and approach is an important gateway to the City of Chattanooga, City of Collegedale, and the Enterprise South Industrial Park; and

WHEREAS, Apison Pike is currently in the widening process which could trigger additional land use changes; and

WHEREAS, there is currently no area plan to provide guidance on appropriate land use; and

WHEREAS, a land use planning process will provide guidance to area stakeholders and appointed and elected officials about future land use and development patterns in the area; and

WHEREAS, the Regional Planning Agency will conduct community meeting(s) for the purpose of obtaining public input; and

WHEREAS, a final draft of the plan or policy will be presented to the public and the appropriate advisory and legislative body for review and adoption.

BE IT RESOLVED BY THE CITY COUNCIL OF THE CITY OF CHATTANOOGA, TENNESSEE, that it is hereby authorized to adopt Summit Plan.

ADOPTED: _____, 2013

/mms



Summit Land Use Plan

DRAFT 02/14/2013

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

Phone: 423.757.5216
Fax: 423.757.5532

www.chcrpa.org

CHATTANOOGA-HAMILTON COUNTY REGIONAL PLANNING AGENCY

John Bridger, Executive Director

Staff Team

Akosua Cook, Senior Planner

Greg Haynes, Director of Development Services

Karen Rennich, Deputy Director

Melissa Taylor, Director of Strategic Long-range Planning

Jennifer Ware, Planning Technician

CHATTANOOGA CITY COUNCIL RESOLUTION NO. 27261

A RESOLUTION AUTHORIZING THE CHATTANOOGA-HAMILTON COUNTY REGIONAL PLANNING AGENCY
TO UNDERTAKE A LAND USE PLANNING PROCESS FOR THE SUMMIT AREA

WHEREAS, the opening of the new interchange at Apison Pike will possibly trigger land use changes in the area; and

WHEREAS, staff has received one rezoning request covering several properties in the area; and

WHEREAS, the City of Chattanooga annexation in the area is effective December 31, 2012 and Planning Commission has to provide a recommended Zoning Annexation Plan to City Council within 90 days after the effective date; and

WHEREAS, the Summit interchange and approach is an important gateway to the City of Chattanooga, City of Collegedale and the Enterprise South Industrial Park; and

WHEREAS, Apison Pike is currently in the widening process which could trigger additional land use changes.

WHEREAS, there is currently no area plan to provide guidance on appropriate land use; and

WHEREAS, a land use planning process will provide guidance to area stakeholders and appointed and elected officials about future land use and development patterns in the area; and

WHEREAS, the Regional Planning Agency will conduct community meeting(s) for the purpose of obtaining public input; and

WHEREAS, a final draft of the plan or policy will be presented to the public and the appropriate advisory and legislative body for review and adoption.

NOW, THEREFORE, BE IT RESOLVED BY THE CITY COUNCIL OF THE CITY OF CHATTANOOGA, TENNESSEE, That the Chattanooga-Hamilton County Regional Planning Agency be and is hereby authorized to conduct land use planning activities for the Summit community.

Adopted September 25, 2012

INTRODUCTION

CHATTANOOGA-HAMILTON COUNTY REGIONAL PLANNING AGENCY

The Regional Planning Agency (RPA) is a joint agency of the City of Chattanooga and Hamilton County. The staff is comprised of professional city planners, urban designers, researchers, graphic designers and administrative personnel. The RPA is governed by an Executive Committee comprised of the Hamilton County Mayor, the Chattanooga Mayor, the County Commission Chair, the Chattanooga City Council Chair, and the Chattanooga-Hamilton County Regional Planning Commission Chair.

Its major responsibilities include developing land use plans and transportation plans, administering zoning, proposing development policies, and reviewing new subdivisions and other development projects. Each month, the RPA provides staff recommendations for zoning requests to the Chattanooga-Hamilton County Regional Planning Commission and other area Planning Commissions for their consideration.

Except for the administration of the Transportation Planning Organization (TPO), which covers the northern portions of Catoosa, Walker, and Dade counties in Georgia, the RPA's jurisdiction lies within Hamilton County.

PLAN INITIATION

In September 2012, the Chattanooga City Council directed the RPA to undertake a land use planning study for the Summit area.

As stated in the Council's resolution, the purpose of the study was to provide guidance on appropriate land uses in response to activity in the area.

The Summit area has undergone several changes already and more are proposed in the future. Some of the reasons to develop a plan include:

- The opening of the new interchange at Apison Pike will possibly trigger land use changes in the area.
- Staff has received one rezoning request in the area and discussed several other possible rezoning requests.
- City of Chattanooga annexation is effective December 31, 2012 and Planning Commission has to provide a recommended Zoning Annexation Plan to City Council within 90 days after the effective date.
- The Summit interchange and approach is an important gateway to the City of Chattanooga, City of Collegedale and the Enterprise South Industrial Park.
- Planning Commission deferred action on a zoning case until the RPA conducted a planning effort in the area.
- There is currently no area plan to provide guidance on appropriate land use.
- Apison Pike is currently in the widening process which could trigger additional land use changes.

PLANNING PROCESS

In response to the Council's request for action, the RPA conducted a public planning process and is documenting the input and the outcome of that process in this plan.

Land use plans can address a wide variety of items. The triggers for potential growth and development in this area are mostly physical such as roadway changes and related land use changes.

Therefore, this land use plan will focus on providing guidance on where and when new growth, redevelopment and preservation should occur. The plan will likely receive its most use as a general policy guide for future rezoning requests although stakeholders, potential investors, residents, and realtors can be expected to use the plan's recommendations to gain a better understanding of potential future change in the area.

PLANNING VERSUS ZONING

What is the difference between a plan and zoning? A plan differs from zoning in that a plan is an advisory document which includes guidance for achieving a community's vision. This land use plan is policy that describes how land should be occupied or utilized. No automatic changes will be made to existing zoning. This plan will be used to advise future zoning requests.

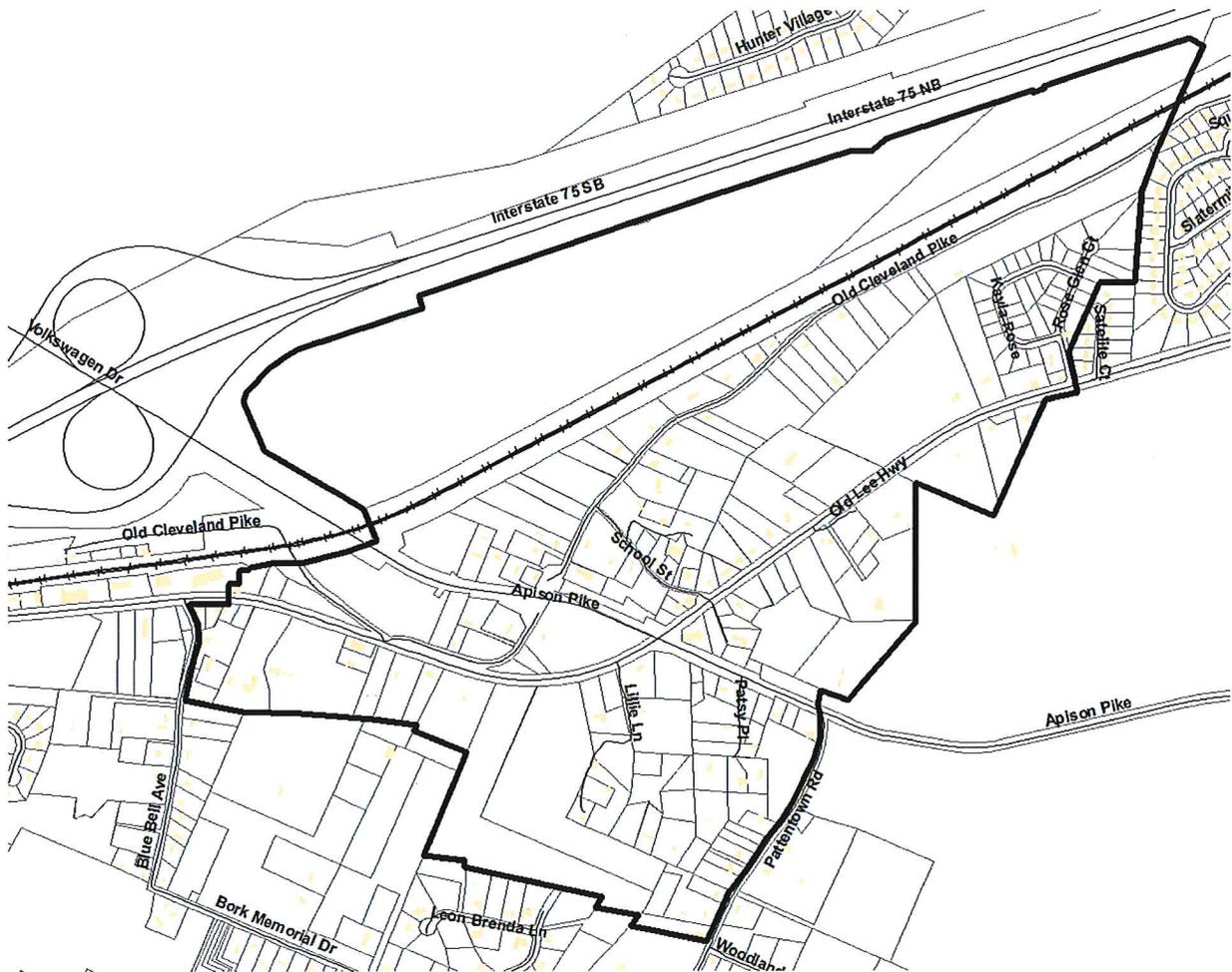
Zoning is a tool used to implement plans and policies. A zoning ordinance is a legal, enforceable part of city or county code that is used to regulate the use of land and the type, scale, and intensity of development on that land.

A LAND USE PLAN IS NOT LEGALLY BINDING NOR DOES IT TRIGGER OR GUARANTEE ANY KIND OF ZONING CHANGE OR FUNDING FOR CAPITAL IMPROVEMENTS. AN ADOPTED LAND USE PLAN BECOMES ONLY ONE FACTOR AMONG MANY THAT IS CONSIDERED WHEN REVIEWING REZONING REQUESTS AND DEVELOPMENT PROPOSALS. EACH ZONING REQUEST IS REVIEWED ON ITS OWN MERITS.

STUDY AREA PROFILE

LOCATION

The study area is on the eastern side of Interstate 75 at the Apison Pike interchange. The western portion of the interchange is the Enterprise South Industrial Park and Nature Park. The southern portion of the study area contains properties on Old Lee Highway and Apison Pike between Blue Bell Avenue and Pattentown Road. The Rose Glen Subdivision is the northern part of the study boundary. The eastern portion of the area abuts the City of Collegedale.



EXISTING LAND USE

Most of the residences in this area are single-family homes. Rose Glen is the only traditional subdivision within the study area. There are commercial uses located on Old Lee Highway and Apison Pike and near the intersection of those two streets are several churches. There are no heavy industrial uses within the study boundary although some may be found west of the study area on Old Cleveland Pike. The sole recreational site is the property on Old Cleveland Pike near School Street.



EXISTING ZONING

Chattanooga

The western edge of the study area is zoned M-1 Manufacturing including an 80-acre tract that parallels the interstate. The Apison Pike connector road to Interstate 75 passes through an M-1 Manufacturing zone adjacent to the eastern edge of the railroad. The western side of Old Lee Highway, both north and south of Apison Pike, was rezoned to a commercial zone in 2005 for the proposed use of a restaurant and retail shopping center. That property is currently not developed with retail/commercial uses. The eastern side of that intersection is zoned commercially with the northeast corner containing a gas station and a gas station proposed for the southeastern quadrant. Upon final action of the zoning annexation plan, a permanent R-3 Residential zone will be put in place on the north side between the commercial zone and the City of Collegedale's boundary.



Another large commercially zoned site is on Old Lee Highway, east of Blue Bell Avenue. In 2009, approximately eight acres were rezoned for hotel and restaurant uses. At the same time, action on a companion zoning case rezoned 10 acres to a multi-family residential zoning designation. The site plan submitted as part of the rezoning application depicted 216 apartment units. There are limited scattered commercial and manufacturing zones along Old Lee Highway. Most of the residential zoning allows single-family detached residences. Areawide, single-wide manufactured homes were allowed either by zoning or by special permit.



Examples of existing land uses

Collegedale

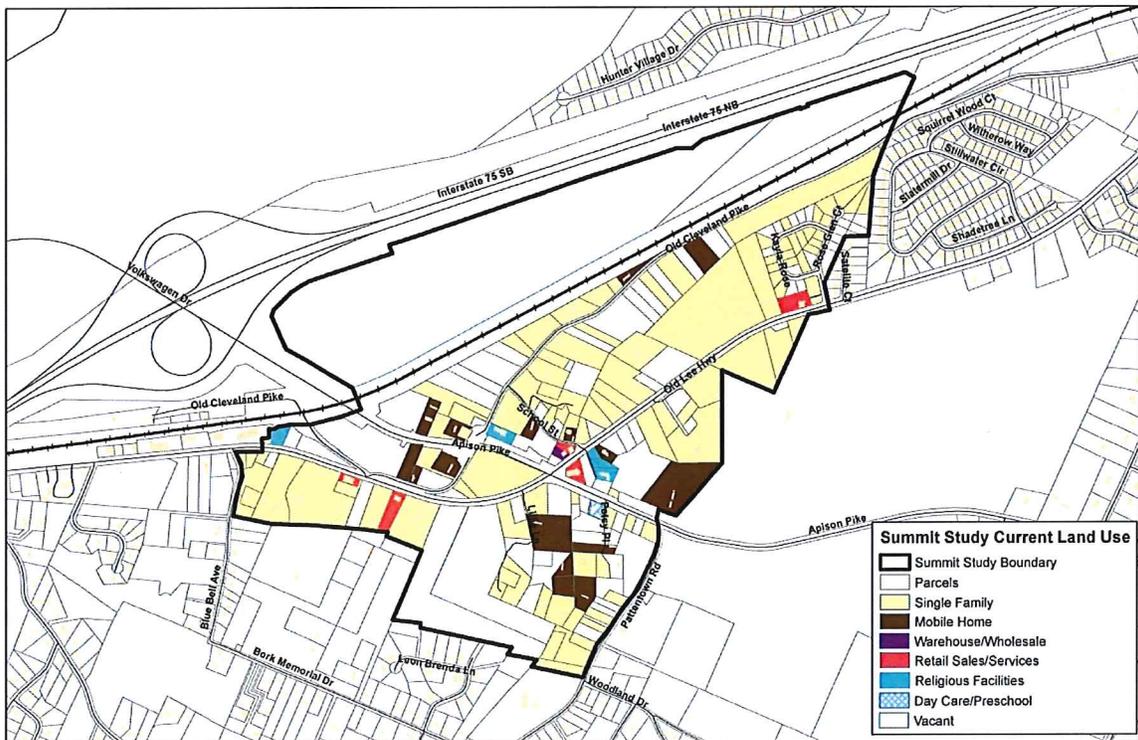
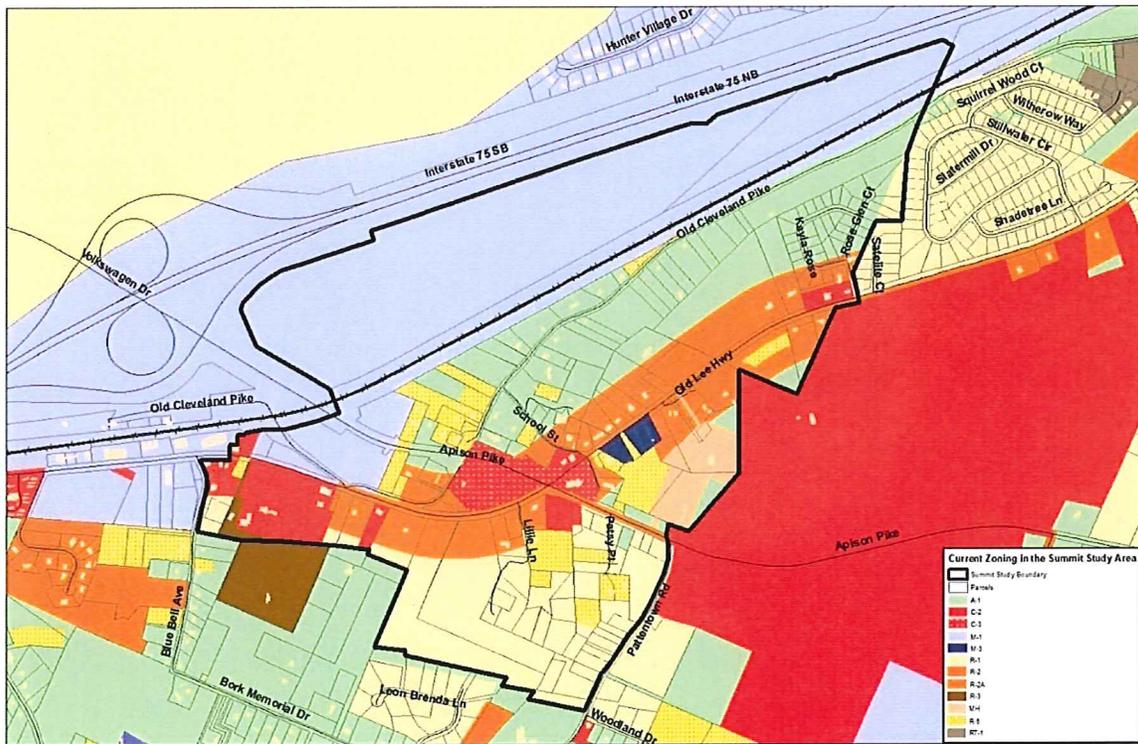
The following information is regarding the City of Collegedale bordering the eastern boundary of the study area. This is included as the existing zoning pattern should be considered for its impact on preferred land uses in the study area.

The property abutting the eastern portion of the study area and north of Apison Pike is in the City of Collegedale and zoned C-2 Commercial Shopping Center District. The city's zoning ordinance states that the intent of this district is "to provide an area for community-wide and regional retail and service business. This district allows for businesses that depend on visibility or proximity to automobiles and vehicle traffic." According to the City of Collegedale's Strategic Planner, there are no city-imposed restrictions on this 155-acre tract other than the zoning, landscaping and design standards required by the city. Additionally, due to its location on the Apison Pike corridor and proximity to the I-75 interchange, this large property is eligible for an overlay that provides flexibility in setbacks and uses in exchange for design and open space amenities.

To the south of the property just discussed, is a 73-acre tract that is also zoned C-2 Commercial Shopping Center District. Conceptual plans have been presented to the City of Collegedale proposing a mix of retail and office uses along with a multi-family residential component which is currently under development. Current plans call for the addition of three traffic signals in the area 1) one at Pattentown and 2) one farther east on Apison Pike and 3) an easternmost signal at Meridian Drive. This property is also eligible for the overlay described about. The conceptual proposal for this property at its western side near Pattentown Road contains a commercial footprint.

The conceptual site plan on the next page depicts one option for development on the southern side of Apison Pike just east of Pattentown Road.

LAND USE AND ZONING MAPS



TRANSPORTATION

Roadway

The Tennessee Department of Transportation has two traffic count stations in the study area. The numbers reflect the Annual Average Daily Traffic (AADT) count at that specific location in the road network. One station is located on Old Lee Highway just west of Couch's Barbeque and the other is on Apison Pike east of Pattenntown Road. The counts are shown below starting with the first available count year (all yearly data is available on the TDOT website):

Year	Old Lee Highway	Apison Pike (west of Collegedale)
1985	N/A	7140
1990	N/A	10532
1995	2187	11374
2000	2980	13114
2005	3529	13313
2006	3500	13574
2007	3618	13981
2008	3727	16055
2009	3839	14823
2010	4254	13446
2011	3865	14469

Railroad

A Norfolk Southern line runs parallel to the interstate through the study boundary. Just outside the study area, the railroad overpass on Old Lee Highway, just east of the intersection of Old Cleveland Pike and Old Lee Highway, is wide enough to accommodate two lanes of vehicular traffic. However, there is limited ability to accommodate pedestrian or bicyclists to safely pass through the overpass. The overpass's low clearance of 7' 10" also limits freight movement through the area.



Old Lee Highway, railroad overpass

Pedestrian and Bicycle Facilities

There are limited pedestrian and bicycle facilities in the area. As part of the Apison Pike extension to its new interchange with the interstate, sidewalks were constructed on both sides of the roadway and dedicated bicycle lanes were installed. The sidewalks stop at the termini of the widening but are considered for the proposed widening of Apison Pike eastward through Collegedale. Sidewalks and bicycle lanes were also added to Old Lee Highway as part of the Apison Pike intersection improvements.



Apison Pike sidewalk, looking east

Public Transportation

This area is not currently served by fixed route transit service. Limited on-call transit service is available through the Chattanooga Area Regional Transportation Authority (CARTA) Care-A-Van program which provides service to disabled clients. The closest CARTA Park & Ride location is Concord Baptist Church on East Brainerd Road.



Apison Pike sidewalk and bicycle lane, looking west

PUBLIC PROCESS

OVERVIEW

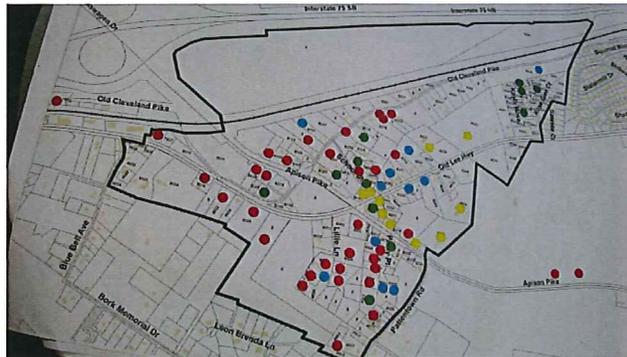
Community input is an important part of any land use and transportation planning process. A thoughtful and well structured public process provides a targeted group of stakeholders, residents, business representatives, and property owners the opportunity to express opinions, obtain information, engage in peer discussion, and be a continued part of the planning effort from start to finish. There are a variety of public input methods and techniques ranging from in-person community meetings with professionally facilitated discussion groups to web-based internet surveys. The process often includes community meetings and a comment form or questionnaire to document input received. The number of meetings, format, and methods may differ widely when comparing several planning processes as they are tailored to meet objectives of the specific study purpose, the size of the community, and types of planning issues or needs. The Summit planning study was conducted to provide guidance on appropriate land uses in response to annexation, rezoning, and roadway expansion activity in a targeted area of 211 parcels. The public process consisted of three community meetings, a detailed questionnaire, and public hearings of the Chattanooga-Hamilton County Regional Planning Commission and Chattanooga City Council during a six month period.

PUBLIC MEETINGS

The three meetings to discuss and gather community input were held October 16th from 6-8 PM at the Summit of Softball Complex, November 26th from 7-8 PM at Ooltewah Elementary School, and December 17th from 6-8 PM also at Ooltewah Elementary School. The format and activities of these meetings are described below and the summary of the input received is presented in the subsequent section.

OCTOBER PUBLIC MEETING

The first meeting was focused around engaging property owners located within the study boundary in order to gather information and hear comments and suggestions based on activity happening within the area. There were 85 participants representing a cross-section of the study area. These property owners along with a few area stakeholders engaged in facilitated discussion on land uses they would like to see in the future. Many participants verbalized their desire for more retail and restaurant services, convenient store services, and more single-family residences. A questionnaire was also provided to participants to better gauge how property owners feel about their community now and what specific land use changes they would like to



October meeting map, colored dots represent participants

see in the future. The verbal input and questionnaire information was collected and later summarized. The questionnaire provided to participants can be found in Appendix A.



NOVEMBER PUBLIC MEETING

In November, another 80 property owners and stakeholders from within the study boundary and the surrounding Summit community participated in the second meeting. Attendees were provided four land use plan ideas generated from the first meeting and additional opportunity was given for input from other interested citizens. These plan ideas are shown Page 16. Participants were asked to choose their preferred idea and report back any additional concerns or elements of the other ideas that they felt should be incorporated into their chosen idea. Their input was collected at the end of the meeting and later summarized. The feedback form is provided in Appendix B.



DECEMBER PUBLIC MEETING

At the last meeting, held in December, 60 returning community representatives were presented the final draft land use plan shown on Page 17. Attendees engaged in various discussions with the planning staff and were asked to record any final comments and/or concerns on the draft plan map. A set of design standard images were also shared in order to obtain input on whether additional landscaping and/or building standards were desired as new development occurs in the future. These final issues were evaluated by staff before the final land use plan was prepared for presentation to Planning Commission.

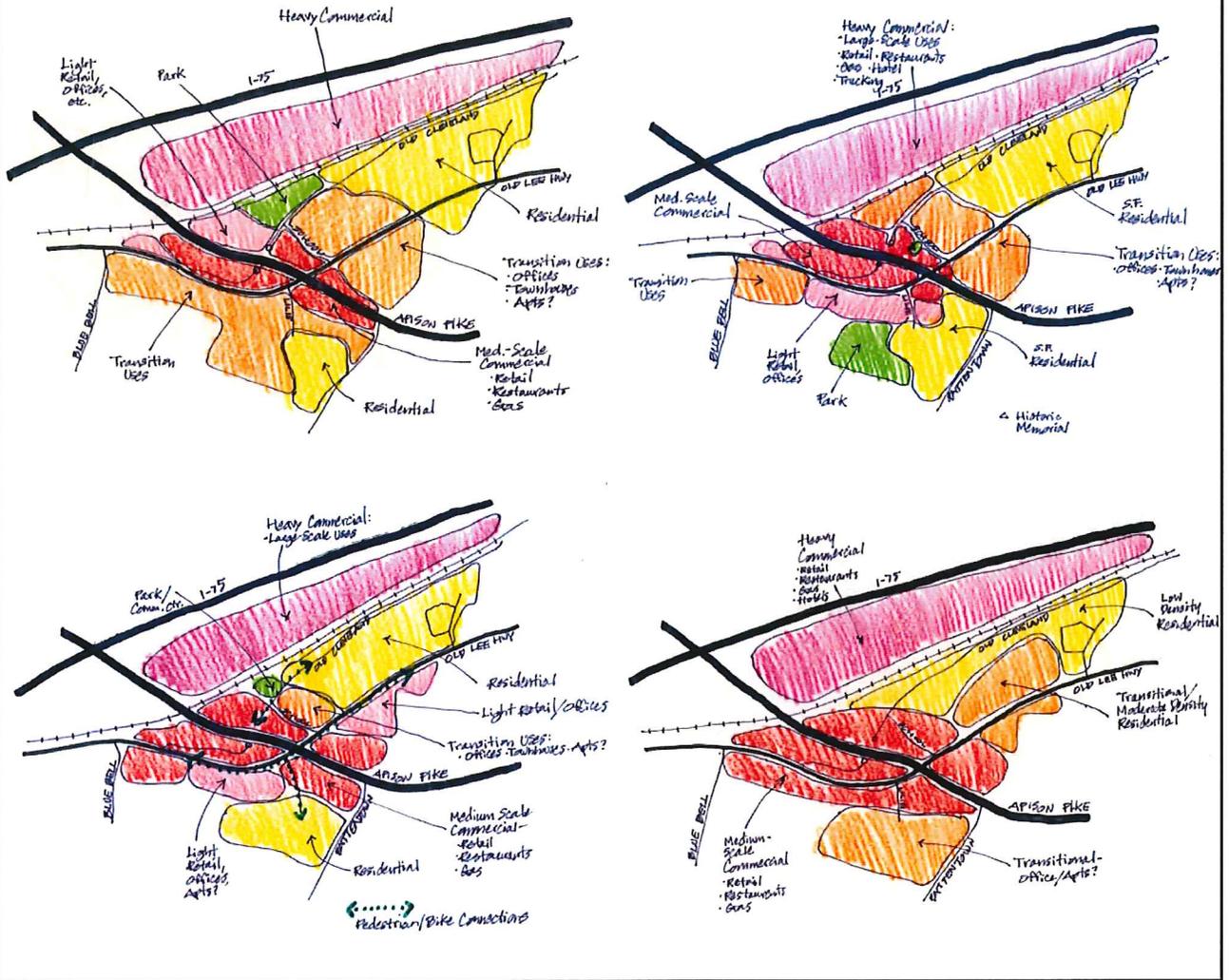
INPUT RESULTS

Staff compiled all comments and questionnaire results following each public meeting and evaluated them collectively following the final meeting. In summary, the most reported verbal and handwritten comments from all three meetings were:

- Consider commercial opportunities and more specifically property or center at Old Lee Hwy and Apison Pike for hotel, restaurants, and/or retail,
- Retain area churches and single family residential, specifically mentioned was the Pattentown area, but consider offices to serve as transition between commercial and residential uses,
- Addition of sidewalks, streetscaping, lighting, and stoplight(s),
- Concerns about impacts of increased traffic and noise, and
- Addition of park, recreational, natural and/or historic areas.

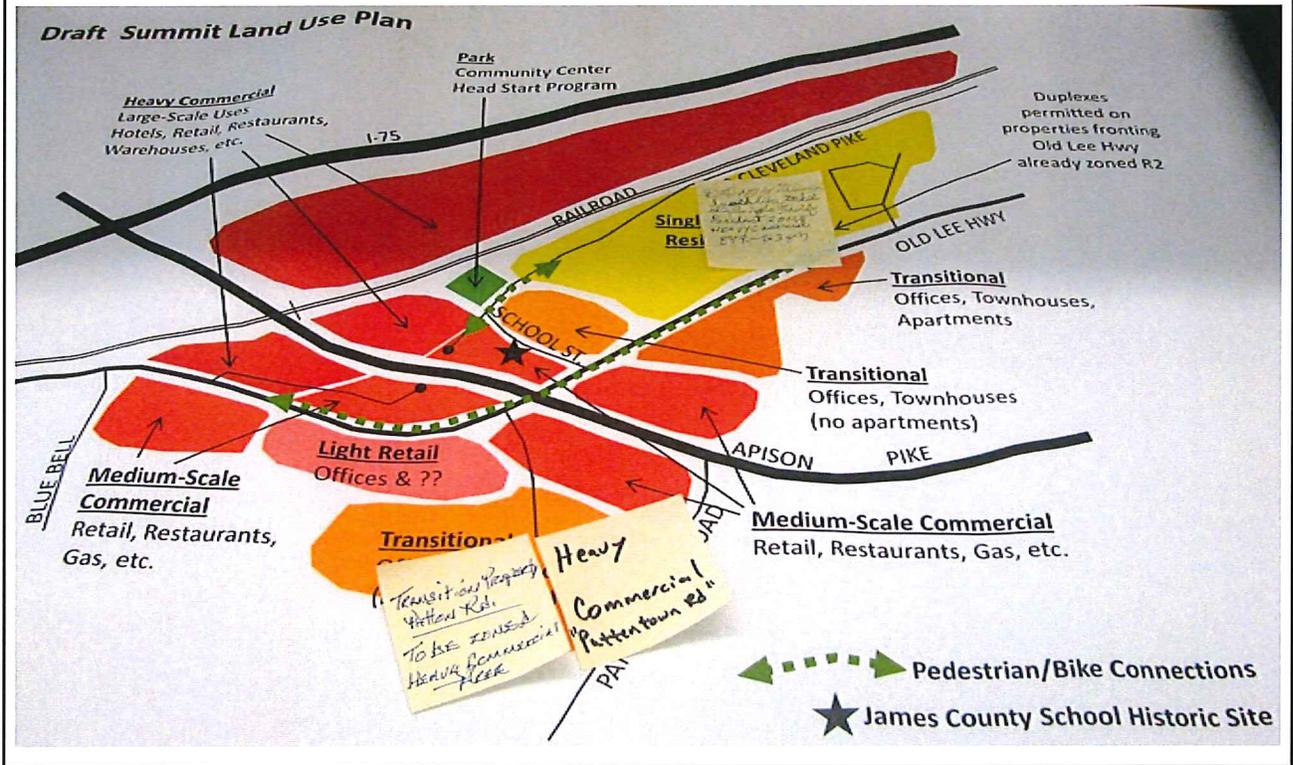
Preliminary Land Use Plan Ideas

The following concepts were presented at November's Public Meeting to gather input on preferred land use patterns for the community:



Draft Land Use Plan

The following draft plan was presented at the December Public Meeting to gather final input on the land use patterns for the community:



OTHER PLANNING EFFORTS

Previous plans and planning documents were reviewed in the development of this land use plan and have been incorporated into the documents.

2030 COMPREHENSIVE PLAN

The countywide 2030 Comprehensive Plan (Comp Plan), adopted by Chattanooga City Council in 2006, is a general policy guide for future development and redevelopment and community improvements. The Plan supports quality growth by integrating well-designed development in to suitable and appropriate areas.

Business Development

Two of the goals of the Comprehensive Plan are highlighted as part of the development of the Summit Land Use Plan:

- Create community-sensitive business development.
- Provide for a variety of business development opportunities.

These two goals confirm the input received during the public process. The Comp Plan has a series of policies to support these two goals.

Goal: Create community-sensitive business development.

Policies:

- Development should integrate with desired existing character and form (scale, connectivity, and buffering).
- In order to provide sufficient flexibility to meet the needs of various types of business activities that are similar and/or complementary, mixed-use or multi-use activity centers should be encouraged.
- Employment and commercial developments should contribute aesthetically to a positive sense of place that respects cultural identity and the natural environment.
- Continue to encourage appropriate landscaping in and the reconfiguration of, large unlandscaped parking areas.
- Introduce landscaping and pedestrian walkways into larger parking areas to soften the impact of the automobile dominant environment created by commercial strip centers.

Goal: Provide for a variety of business development opportunities.

Policies:

- Encourage and support growth within areas already prepped for business development.

- Large-scale office park developments and research and development facilities are encouraged to locate within existing or proposed office or office/industrial parks.
- Professional and administrative offices should be encouraged to locate within or adjacent to existing or proposed mixed-use or multi-use activity centers.
- Property already zoned for commercial development should be considered before rezoning additional property for commercial use.
- Underutilized, vacant employment and commercial development areas should be preserved, reused, revitalized, or rehabilitated.
- Encourage pedestrian travel to and within commercial developments.
- Encourage the consolidation of curb cuts onto major thoroughfares and encourage the connection of adjacent parking lots.
- Explore options of phasing out signage clutter along major thoroughfares, as well as, encouraging businesses to replace existing, non-conforming signage with more attractive, conforming signage.
- Bicycle and pedestrian access to existing and new commercial development areas should be encouraged.
- Encourage diverse business and employment opportunities.

Residential Development

Several goals of the 2030 Comprehensive Plan also apply to residential development in the Summit area:

- Provide new housing opportunities for residents of all income levels.
- Maintain a diverse housing stock which is vital in meeting the wide range of consumer preferences and needs.

Applicable policies that meet the Comp Plan residential goals include:

- Encourage construction of new housing in appropriate areas.
- Locate high-density residential development in appropriate areas within Hamilton County.
- Protect existing residential areas from incompatible land uses.
- Support preservation of existing viable housing stock.

Opportunity Area

The study area is identified in the Comp Plan as an "Opportunity Area." This area was given that designation due to its potential as a future activity center, its strong future development potential, its commercial and industrial/manufacturing growth potential and its new roadway potential. The plan states that "The completion of this interchange will provide new opportunities for growth in an area previously limited by the roadway network." The new roadway potential was met with the opening of the Apison Pike connection to 1-75 in spring 2012.

The plan also addresses development at Interstate Interchanges:

"Interstate interchanges generally provide the first image to the entrance of any community. Interstate interchanges provide conveniently accessible goods and services for those arriving or passing through the community via Interstate 75 or Interstate 24. An important influence on the image and/or development of interstate interchanges is land uses that locate along interstate interchanges.

Motorists generally seek five basic services: gasoline, rest room facilities, food, relaxation, and lodging. Three primary reasons account for the motorist stopping at a particular interchange to satisfy these needs, namely: advance notice, visibility and accessibility, and brand loyalty. To obtain maximum benefits from interstate interchange development, it should be noted that appeal rests largely on the convenience of exiting and re-entry to the highway. As a result, most businesses try to locate close to the exit ramps, and, at the same time, adjacent to complementary services."

2035 LONG-RANGE TRANSPORTATION PLAN

The adopted transportation plan for the federally-mandated Metropolitan Planning Organization, the Chattanooga-Hamilton County/North Georgia Transportation Planning Organization's 2035 Long-Range Transportation Plan addresses regional transportation needs for the Hamilton County and North Georgia region including the study area. That plan depicts the completed project that connects Apison Pike to I-75. It also shows two widening projects for existing Apison Pike (SR 317) from Old Lee Highway to Ooltewah-Ringgold Road and then from Ooltewah-Ringgold Road to East Brainerd Road. Both projects are identified in the Transportation Improvement Program with right-of-way funds programmed in 2012 for the portion between Old Lee Highway and Ooltewah-Ringgold Road and design funds were programmed in 2011 for the portion to East Brainerd.

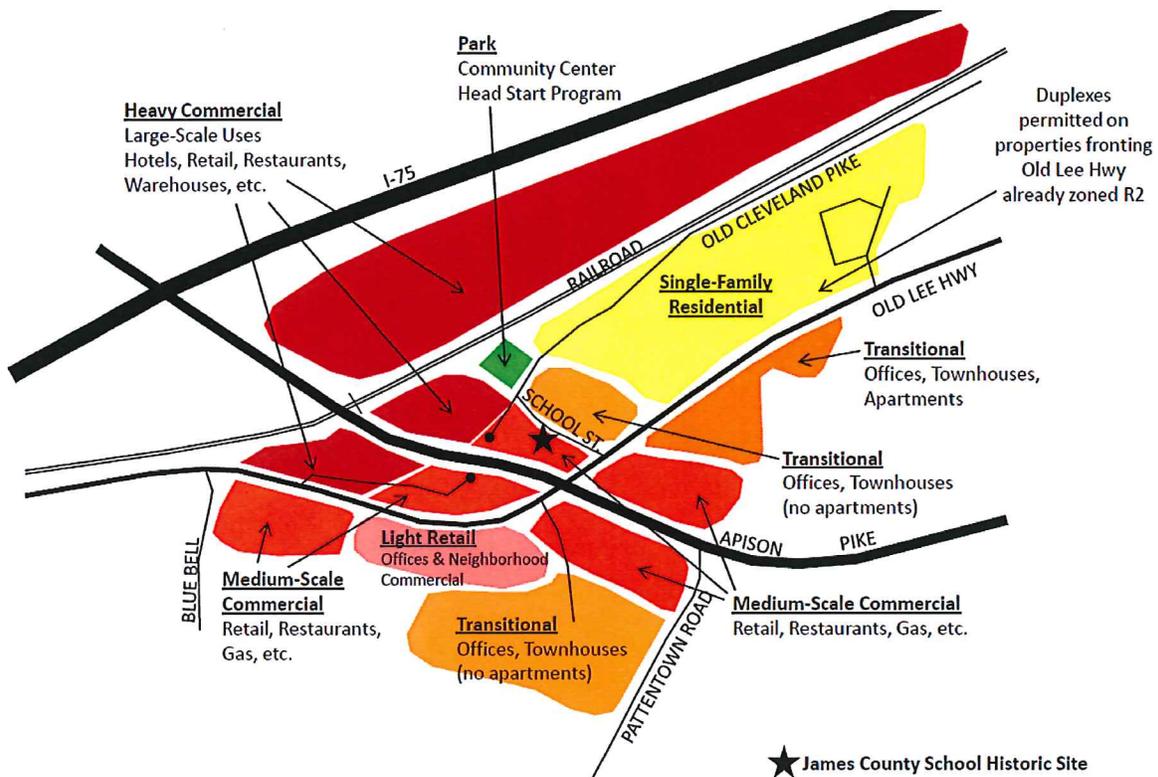
LAND USE PLAN

This land use plan was developed through land use and zoning research, on-site field review, and extensive public input including public meetings, surveys, and written and verbal feedback. The land use plan uses both an illustrative and narrative format to provide guidance on future development and redevelopment of this portion of the Summit community. The plan depicts preferred future land use patterns based on current knowledge.

The land use classifications found in the plan are:

- Heavy Commercial
- Medium-scale Commercial
- Light Retail
- Transitional
- Single-family Residential
- Park

The classifications depicted on the map should be used in conjunction with both the classification description and other plan documentation. The land use plan classifications are designed to be broad enough to give flexibility in implementation of the Summit Plan, yet clear enough to provide sufficient direction in making informed decisions regarding development and redevelopment.



LAND USE CLASSIFICATIONS

HEAVY COMMERCIAL

The classification, in part, mirrors the existing M-1 Manufacturing zoning in place for the 80-acre tract adjacent to 1-75 and the Apison Pike property just east of the railroad track. The M-1 Manufacturing zone permits a wide variety of industrial and manufacturing uses. During the plan development, the 80-acre property was listed by the owner on its industrial real estate website. Proximity to the Enterprise South Industrial Park, the interstate, and a railroad position this property as an ideal development site whether for the allowable industrial uses or as a mixed-use node.

If the property doesn't develop as an industrial site, or develops only in part, the plan recommendation is for a Heavy Commercial mix of uses. This classification is designed to promote the clustering and development of commercial facilities which are directly dependent upon transient patronage or are otherwise clearly related to traffic along highways and major thoroughfares.

Uses would include restaurants, hotels, service stations, and larger commercial centers. Highway commercial development must be undertaken in a manner which adequately addresses ingress and egress issues, infrastructure, design, buffering, and impacts to the environment.

This plan recommends not only uses but a form to those uses. In this case, the Heavy Commercial area could take the form of the Community Activity Center.

Recommended Form: Community Activity Center

Community Activity Centers are dense, compact, medium-scale and medium-intensity areas designed to provide convenient goods and services for a number of surrounding neighborhoods. The core of the Community Activity Center should contain a diverse mix of land uses and intensity levels. Community Activity Centers should balance pedestrian and automobile needs with pedestrian access being an integral element of the commercial core and the surrounding residential neighborhood. A continuous network of sidewalks in the commercial and residential areas encourages people to walk from their homes to retail shops, parks, and open spaces.

To make the commercial core more attractive for pedestrians, landscape amenities and public open spaces should be provided.

Community Activity Centers are encouraged to develop as mixed-use or multi-use centers with the core of the center generally radiating a 1/2 mile, or an area equivalent to a 10-minute walk from the core to the edge. They generally serve several neighborhoods within a 10-mile radius. The actual amount and types of land uses in the core will likely vary according to different circumstances, such as physical constraints and the free market, and in this case the proximity to the interstate. Generally, as a guide, the core of the Community Activity Center is typically between 30 and 100 acres in size. Building heights should be greatest in the core and should transition to lower heights moving outward from the core to the edge.

Land uses within Community Activity Centers typically include large-scale supermarkets, community sized drug stores, discount retail stores (big box), convenience stores, eating establishments, and entertainment uses (movie theaters, bowling alleys). Employment intensive offices and personal service establishments such as beauty/barbershops, financial services, and dry cleaners are appropriate uses. Parks, open spaces, greens, plazas and squares, civic, and institutional uses are appropriate land uses within the core. Medium and high-density housing should also be located within the core in either mixed-use structures, or as single use developments. Housing densities should be highest within the core, transitioning to progressively lower densities moving outward from the core to the edge.

Buildings at the edge of the activity center should be comparable in height and mass to adjacent and nearby properties as well as surrounding neighborhoods. The maximum height of any structure located within the core of the Community Activity Center is typically six stories.

MEDIUM-SCALE COMMERCIAL

The Medium-scale Commercial classification builds off the existing zoning and development pattern. Uses found in this land use classification include community gas stations, drive-thru banks, restaurants with and without drive-thrus, multi-tenant office buildings, small hardware stores, and smaller retail centers.

The Apison Pike and Old Lee Highway intersection is mostly zoned for commercial uses (although the depth of the existing commercial zone could limit development). The plan recommends maintaining the existing commercial footprint there and at Blue Bell Avenue and expanding it to allow additional retail and service uses along Apison Pike.

Continuing this proposed land use pattern eastward along Apison Pike is compatible with the existing City of Collegedale zoning and the conceptual proposal for development south of Apison Pike and east of Pattentown Road. The depth of the Medium-scale Commercial footprint expanding south of Apison Pike in the Pattentown Road area is somewhat flexible and is more dependent on the scale and intensity of the activity happening in the City of Collegedale on the east side of the roadway. Should a large development occur in Collegedale resulting in high-traffic generation, road improvements or signalization at Pattentown Road and Apison Pike, or a high intensity of residential or commercial use occurring near Pattentown Road, greater intensification of this land use classification or expansion of this classification south along Pattentown Road may be feasible.

Again, this plan recommends not only uses but a form to those uses. In this case, larger properties or consolidation of properties could take the form of a Neighborhood Activity Center. Appendix B also contains recommended improvements

Recommended Form: Neighborhood Activity Center

Neighborhood activity centers are small, compact, clustered, low-intensity and low traffic generating developments that support the common day-to-day demands of surrounding

neighborhoods for goods and services. The core of the Neighborhood Activity Center should contain a diverse mix of land uses and intensity levels. Neighborhood activity centers should balance pedestrian and automobile needs with pedestrian access being an integral element of the commercial core and the surrounding residential neighborhoods. A continuous network of sidewalks in the commercial and residential areas encourages people to walk from their homes to retail shops, parks, and open spaces. To make the commercial core more attractive for pedestrians, landscape amenities and public open spaces should be provided.

Neighborhood activity centers are encouraged to develop as mixed-use or multi-use centers that are generally within a five-minute walk of the surrounding neighborhoods they serve. The core of the activity center should radiate 1/4 a mile, or an area equivalent to a 5-minute walk from the core to the edge. Neighborhood activity centers generally serve a few neighborhoods within a 5-mile radius.

Land uses within Neighborhood Activity Centers typically include uses found in a grocery store anchored shopping center, even though they front on a pedestrian-friendly grid of streets rather than a parking lot. They may also contain a variety of small-scale retail shops, small drug store, convenience stores, eating establishments, offices, and personal and business service establishments. Civic and institutional uses, as well as open spaces, neighborhood parks, greens, and squares should also be included within the core. Medium to high-density housing is also appropriate within the core, either in mixed-use structures, or in single-use developments. Housing densities generally should be the highest within the core, transitioning to progressively lower densities moving outward from the core to the edge.

The actual amount and types of land uses within the core will likely vary according to different circumstances such as physical constraints of the site and the free market. Generally, as a guide, the core of the neighborhood activity center should be between 5 and 30 acres in size. Building heights in the core of the neighborhood activity center should be the highest and transitioning to lower heights moving outward from the core to the edge. Buildings at the edge of the activity center should be comparable in height and mass to adjacent and nearby properties, as well as surrounding neighborhoods. The maximum height of any structure located within the core of the Neighborhood Activity Center is typically two stories.

Neighborhood Activity Centers are appropriate for those areas divided into four quadrants by the intersection of two arterial classified streets, or the intersection of an arterial and a collector classified street. Neighborhood Activity Centers should be designed in accordance with the design principles of the traditional neighborhood development model, or the conventional suburban development model with modifications, as outlined within the Development Model section of the Development Plan.

TRANSITIONAL

The land use plan map depicts two different types of transitional uses- one with apartments and one without. The recommended Transitional land use is intended to provide the community additional services and a variety of housing while also serving as a transition or step down from higher-intensity activity such as from commercial uses found in the Heavy and Medium-scale Commercial categories. Uses in this land use classification include professional or medial offices, townhomes or other small lot residential housing such as patio homes.

The Transitional classification that recommends multi-family housing or apartments is to the far east of the study area. The area generally depicted in the land use plan map was zoned R-3 Residential during the annexation Zoning Plan process (the permanent zone became the temporary zone).

The site design of Transitional areas should focus on elements such as placement of parking, access points, dumpsters, truck delivery, and buildings so that the higher-intensity activity is positioned towards existing non-residential and not towards existing residences. Additional attention should also be given to buffering and landscape elements to help mitigate the noise and activity associated with a business or higher-intensity residential use.

LIGHT RETAIL

Found in the land use plan on Old Lee Highway, this classification is intended to provide sites for small administrative, financial, business, and professional offices and lower-intensity retail uses. It is highly encouraged that properties be arranged in a manner so as to share drives and parking to provide fewer and safer vehicle turning movements. Although the plan recommends "bookends" of Medium-scale Commercial land uses at Blue Bell Avenue and Pattentown Road, those locations were substantially zoned for higher-intensity commercial development prior to plan development. The plan supports Light Retail uses along this corridor as this area starts to transition away from the interchange and higher-intensity uses on the already improved Apison Pike.

PARKS

Property at 8201 Old Cleveland Pike is owned by the Summit Community Recreation and Social Welfare League Inc. The community expressed interest in a park and play space for area residents. This centrally located property could provide that recreational opportunity.

SINGLE-FAMILY RESIDENCES

This land use category is reflective of the existing land use pattern and the zoning. This portion of the study area is primarily developed with single-family detached residences. The plan recommends maintaining this form. This category does allow for two-family dwellings along Old Lee Highway in the existing R-2 Residential zone.

DEVELOPMENT POLICIES

The Summit Land Use Plan recommendations will be strengthened by the encouragement of certain key policies presented in the 2030 Comprehensive Plan. These policies and action steps were primarily selected in regard to the location of the study area and the current development pattern.

ACCESS MANAGEMENT

Policy #1: Encourage the reduction of curb cuts. *(2030 Comp Plan Transportation Policy)*

Policy #2: Encourage the consolidation of curb cuts onto major thoroughfares and encourage the connection of adjacent parking lots.

The intent of the access management component is to address the need for adequate access to properties while maintaining and improving traffic movements in and through the area. Spacing driveways/curb cuts and streets too far apart can limit access to property, reduce connectivity, and over-concentrate traffic. On the other hand, streets with closely spaced driveways and intersections have an increased number of conflict points and lower traffic capacity. A property with two driveways has more than double the number of conflict points of a property with one drive way.

The number of curb cuts entering a major thoroughfare has a direct impact on the ability of the street to move traffic. The consolidation of curb cuts is one method to improve traffic movement along major thoroughfares. This can be as simple as a single business replacing the existing apron of extra driveway with a vertical curb. In other cases it may call for businesses working together to share a common driveway.

It is important to reduce turning movements onto major thoroughfares by encouraging adjoining businesses to connect their parking lots. This connection allows consumers the ability to travel from establishment to establishment without having to enter the major thoroughfare.

BICYCLE AND PEDESTRIAN FACILITIES

Policy #1: Bicycle and pedestrian access to existing and new commercial development areas should be encouraged.

Policy #2: Encourage pedestrian travel to and within commercial developments.

Policy #3: Consider potential long-term plans for interconnected greenway systems in land use decisions.

Summit area residents supported bicycle and pedestrian opportunities within their community. A solid foundation is in place with the sidewalks lining both sides of Apison Pike and extending onto Old Lee Highway at its intersection with Apison Pike.

The Chattanooga-Hamilton County/North Georgia Transportation Planning Organization (TPO) adopted a policy to support Complete Streets. Complete Streets are streets that work for all users, not just those using a car. Complete Streets is a concept of planning, designing and operating the entire right-of-way to enable safe access for drivers, transit users, motor vehicles, pedestrians, and bicyclists, as well as for older people, children, and people with disabilities.

The TPO's policy supports Complete Streets as part of its performance-based planning framework. By adopting the policy, was an attempt to integrate this concept into the transportation planning process and is a measure of a jurisdictions' commitment to implementing complete street principles.

Additionally, a greenway or other pedestrian path connection was mentioned due to the close proximity of the Enterprise South Nature Park. As the City of Collegedale continues with their land use planning efforts and the City of Chattanooga continues development of it greenway system, a method of connecting the Summit community to the nature park and perhaps Collegedale's greenway system is recommended.

REZONING DEVELOPMENT PROPOSALS

Policy: Development should integrate with desired existing character and form (scale, connectivity, and buffering).

Unless zoning is in place to enable development, the rezoning process is used, in part, to determine appropriateness of integrating new development. In October 2012, the Chattanooga-Hamilton County Planning Commission passed a resolution stating that all rezoning requests should be accompanied by a site plan. Properties which are not currently zoned for commercial, office, industrial, or multi-family uses will be evaluated for non-speculative land uses based on a rezoning proposal prepared by the developer.

The Regional Planning Agency's Site Plan Policy and Requirements can be found either at the agency's offices at 1250 Market Street or online at www.chcrpa.org. The RPA will provide contact information of City departmental staff and may provide some assistance by helping property owners or residents identify needed elements and understand community form.

INTENT OF RPA'S SITE PLAN POLICY

IT IS THE INTENT OF THIS POLICY TO REQUIRE SITE PLANS THAT WILL PROVIDE SUFFICIENT INFORMATION FOR PLANNERS, PLANNING COMMISSIONERS, ELECTED OFFICIALS, AND OTHER INTERESTED PARTIES TO MAKE MORE INFORMED DECISIONS REGARDING REZONING REQUESTS. SITE PLANS THAT MEET THE REQUIREMENTS OF THIS POLICY SHOULD PROMOTE GREATER UNDERSTANDING OF THE REQUEST AND PROVIDE SUFFICIENT INFORMATION UNDER MOST CIRCUMSTANCES TO OFFICIALS AND STAKEHOLDERS TO ALLOW INFORMED DECISIONS TO BE MADE.

CONSOLIDATION OF PROPERTY

Policy: In order to provide sufficient flexibility to meet the needs of various types of business activities that are similar and/or complementary, mixed-use or multi-use activity centers should be encouraged.

An underlying action to this stated policy in the Comp Plan is to "Identify appropriate location in future neighborhood land use plan to support new industrial, office, and commercial development." This plan does that. However, the Comp Plan and this plan also recommend a form to those uses. In the case of the Summit community, there is an opportunity to develop as activity center(s).

Activity centers are generally planned, developed, owned and managed as a single property, with on-site parking provided. Based on the land recommended in the plan for commercial development, the most likely activity centers would be a Regional Activity Center (30-100 acres) or Community Activity Center (generally 10-40 acres). In order to provide a comprehensive plan for a development of this type, consolidation of properties should be considered. Except for the those properties already zoned for commercial or manufacturing use, most of the remaining properties identified for commercial use in the plan would need to be combined with others for a Community or Regional Activity Center.



GATEWAY ENHANCEMENTS

Policy #1: New industries located along major thoroughfares should provide landscaping that enhances the overall image of the development.

Policy #2: Employment and commercial developments should contribute aesthetically to a positive sense of place that respects cultural identity and the natural environment.

There are two primary gateways in the study area: Apison Pike and Interstate 75.

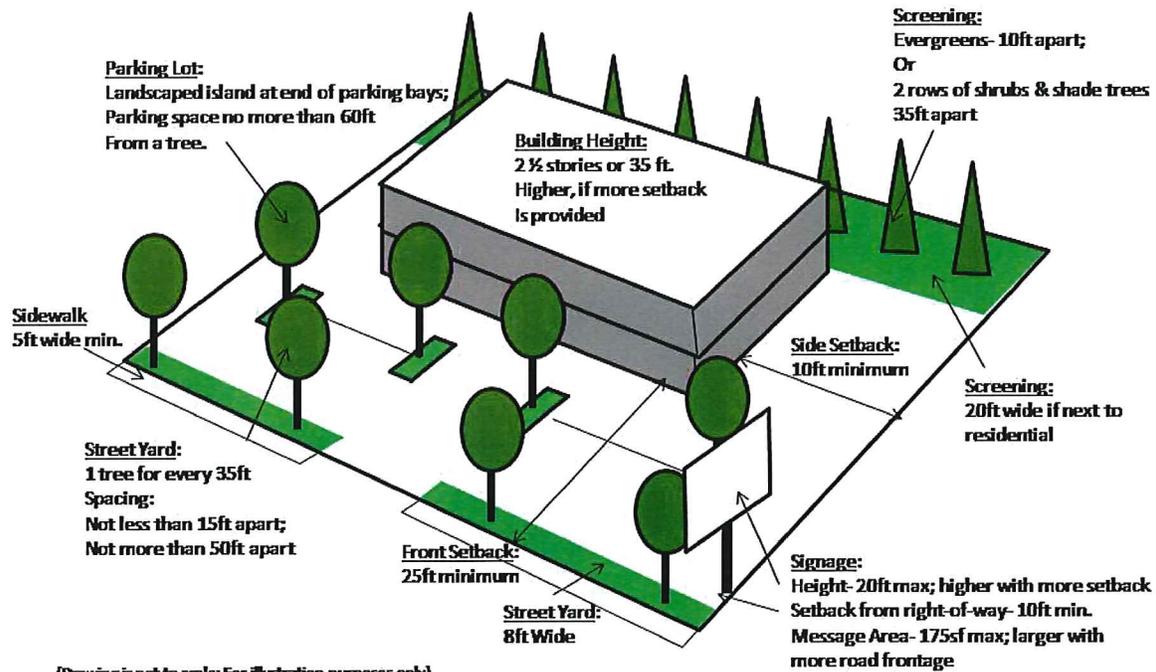
Apison Pike

As part of the public process, the community was given the opportunity to provide feedback on different elements of site design that influence the visual quality of an area. Initial feedback demonstrated that Summit residents and community members were interested in greening, landscaping and buffering in their community. At another meeting, staff provided a montage of photos



Examples of gateway markers

(see next page) of new development in the City of Chattanooga primarily developed under the existing city standards. Additional photos such as one of a restaurant (the IHOP restaurant on the next page) that developed under a special area policy were incorporated for discussion. Most of the feedback from the community was that the existing city commercial site requirements (depicted graphically below) seemed adequate for their community.



(Drawing is not to scale; For illustration purposes only)
12.17.12

Current City of Chattanooga standards

However, the study area is an important gateway to a larger area than the study area. A gateway is a “front door” to a community and, in this case, Apison Pike is that front door for both the cities of Chattanooga and Collegedale. This gateway can serve as a first impression to the neighboring communities and help provide an identity to visitors traveling through the area. The Apison Pike connector shares access to Interstate 75 with Volkswagen Drive which leads to Enterprise South Industrial Park with regionally important economic generators (including Volkswagen and Amazon) as well as the regional Enterprise South Nature Park. Additionally, the newly extended Apison Pike will ensure that this exit becomes the main route to the City of Collegedale and McKee Foods and Southern Adventist University.

An enhanced gateway can establish a positive and attractive physical presence for the Summit area. Enhancements can take the form of expanded pedestrian features such as benches and decorative lighting, additional greening including street trees and pocket parks, landscaping in the right-of-way and private property and a comprehensive signage program.

Area stakeholders- residents, businesses, industries, institutions, and others- should consider gateway options for their community.



Examples of new developments in the City of Chattanooga

Interstate 75

In 2011, according to the Tennessee Department of Transportation, there was an annual average daily traffic count of 65,080 vehicles on I-75 at the nearest count station to the study area. The large manufacturing-zoned site that runs along I-75 in the study area has about 5,000 feet of frontage on the interstate. That provides an ideal opportunity to showcase an industry, company headquarters, office park, or mixed-use development. Although not required by the zoning or adopted policies, development of this site is encouraged to consider a proposed plan that addresses the perimeter of the property and helps highlight our communities' scenic landscapes and community identity.

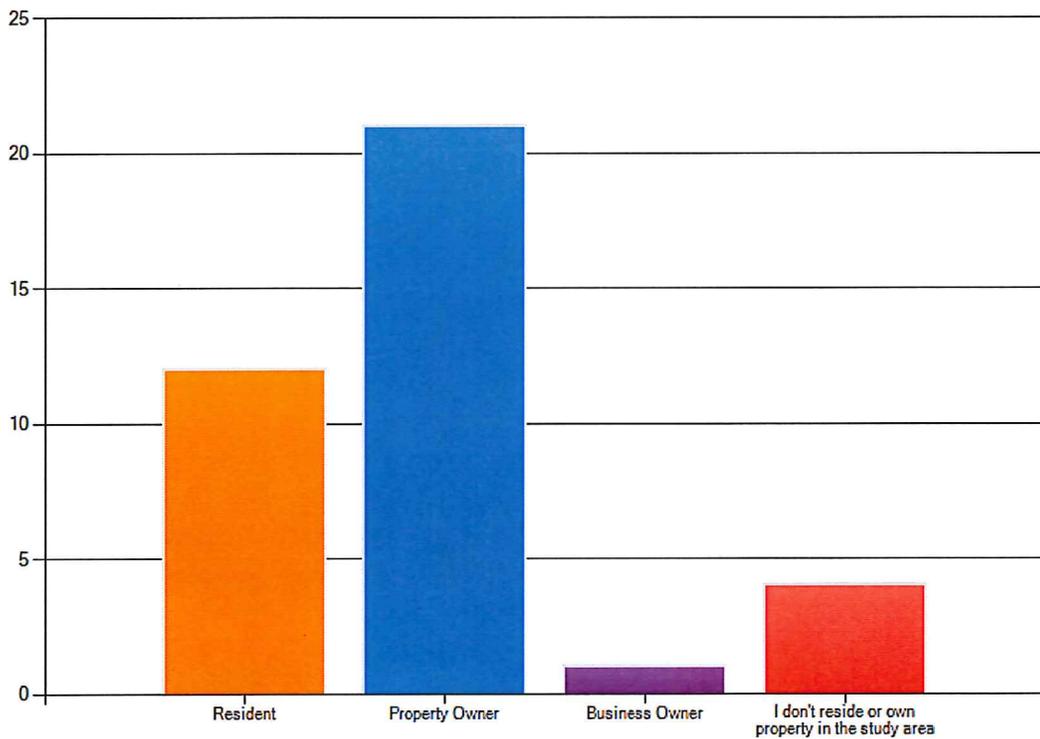
APPENDIX A

The questionnaire below was provided at the meeting and responses are included. Individual comments are on file at the Regional Planning Agency offices.

In the study area, I am a (check all that apply):

- Resident
- Property Owner
- Business Owner
- I don't reside or own property in the study area

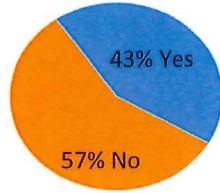
In the study area, I am a (check all that apply):



- 4 - residents**
- 13 - property owners**
- 7 - property owners who are also residents**
- 1 - property & business owner who is also a resident**
- 4 - do not reside in the study area**

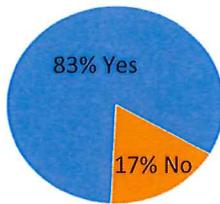
Are you satisfied with current land use/development pattern in your community?

- Yes
- No



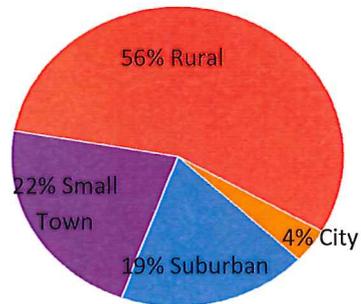
I think the changes that may take place in the area in the next ten years will be positive

- Yes
- No



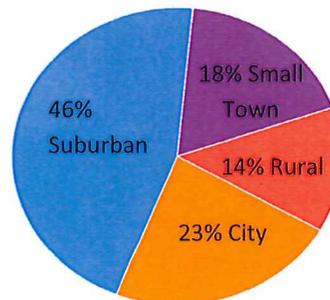
How would you describe your community now?

- City
- Suburb
- Small town
- Rural Area
- Other: _____



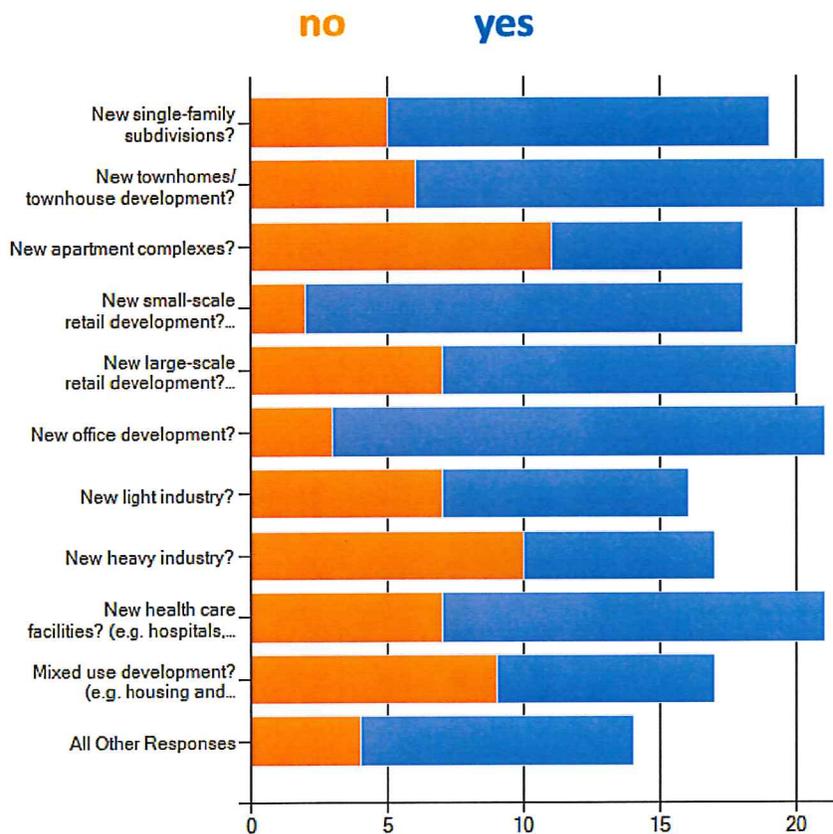
How would you like the community to be described in ten years?

- City
- Suburb
- Small town
- Rural Area
- Other: _____



Would you like to see your community grow through (circle one or both) *the addition of and/or replacement of existing uses with:*

New single-family subdivisions?	Yes	No
New townhomes/townhouse development?	Yes	No
New apartment complexes?	Yes	No
New small-scale retail development? (i.e. pizza shop)	Yes	No
New large-scale retail development? (i.e. Wal Mart)	Yes	No
New office development?	Yes	No
New light industry?	Yes	No
New heavy industry?	Yes	No
New health care facilities? (i.e. hospitals, nursing homes)	Yes	No
Mixed-use development (i.e. housing and retail in the same building)	Yes	No
Preservation of open space?	Yes	No



Top 5 Preferences:

- single-family subdivisions
- townhomes/townhouses
- small- & large-scale retail
- office
- healthcare facilities

APPENDIX B.

The feedback form below was provided at the meeting and responses are included. Individual comments for the additional feedback and other sections are on file at the Regional Planning Agency offices.

FEEDBACK FORM

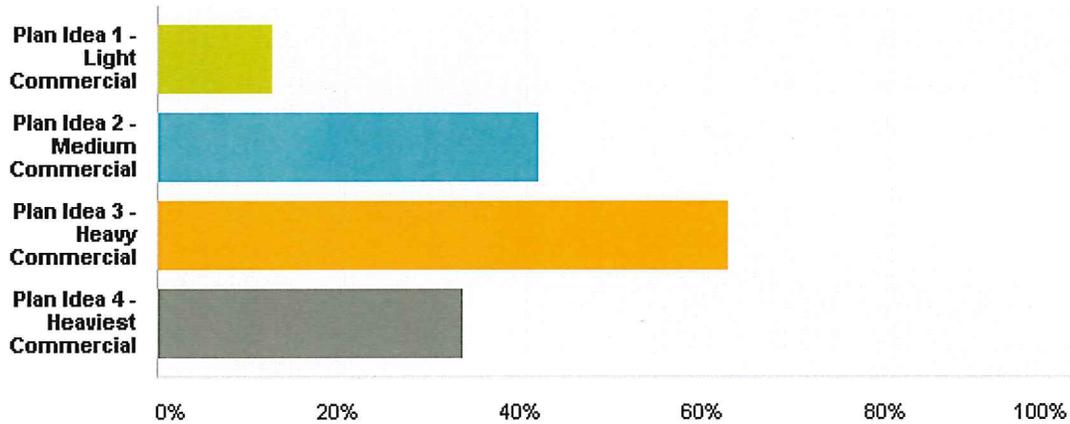
Which Plan Idea(s) do you prefer (please circle)?

Plan Idea 1- Light Commercial

Plan Idea 2- Medium Commercial

Plan Idea 3- Heavy Commercial

Plan Idea 4- Heaviest Commercial



Additional feedback?

Examples:

- *Concern about specific types of businesses*
- *Traffic, hours of operation, noise*
- *Appearance of streets*
- *Size and height of buildings, building location and building design*
- *Landscaping, tree, shrubs, greening*

Other- What did we miss?